HORIZON NUCLEAR POWER

WYLFA NEWYDD

ENERGY WORKING FOR BRITAIN

Wylfa Newydd Project

5.1 Consultation Report
Appendix A.8 Part 2/3

PINS Reference Number: EN010007

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Revision 1.0

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A.8 Stage One Pre-Application Consultation Feedback Summary Tables (Part 2 of 3)

ID No	Statutory Consultee? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
				construction and operation of the A5025 road improvements. This states that there is likely to be adverse effects on landscape designations, local landscape character and local views due to short-term construction impacts and the presence of new sections of road. Landscape designations have been considered in the design of the A5025 Highway Improvements. A Landscape Management Plan will be implemented. This assessment also concludes that the new bypass will lead to a reduction in existing traffic flows within the settlement of Llanfachraeth. This will result in local improvements in air quality, reductions in noise, relief from traffic-related severance and accident risk.			
108	N	3	Yes	Thank you for your response. Your comment is noted.			✓
109	N	3	Our main concern in this area from a personal perspective would be the increased noise and possible dust during the build.	Please see responses to ID 47 (1) for information on noise and traffic and 68 (3) for information regarding dust.			✓
109	N	5	Hopefully there will be no need to use Cestyll Garden during the excavations.	Please see response to ID 47 (5) for information regarding Cestyll Garden		✓	
109	N	14	…The potential noise, dust and light pollution are our main concerns, along with the lack of access via the sea road. One single access from	Thank you for your response. Please see responses to ID 24 (4) for information on the landscape and visual effects; ID 47 (1) for			✓

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			the A5025 we believe will be a problem, especially in summer.	information on noise and traffic effects; ID 16 (3) for information on light pollution and 68 (3) for information on dust. Access to Porth Wylfa and Porth yr Ogof would be restricted as a result of the closure of the Fisherman's car park, and users would have to walk further to access the beaches. Following completion of the construction of the Power Station, Horizon's proposals involve the re-provision of the Fisherman's car park at an alternative location to the north-west of Porth Wylfa.			
10001	N	3	From the beginning of the proposals have found flow of info good particularly the updates sent by post on a regular basis.	Thank you for your response. Your comment is noted.			√✓
10011	N	4	Environment must be protected. AONB SSSI. This also applies to the outlying area's of Cae Glas and anywhere else Horizon have sub-contracted interests.	Please see responses to ID 40 (3) and 97 (3) for information on the SSSI and ID 24 (4) for information on the AONB. Horizon is undertaking an EIA for the Associated Developments as well as the main development site. The PEI Report issued at Stage Two Pre-Application Consultation includes an initial assessment of the environmental effects on each of the Associated Development sites and the proposed mitigation. The Land and Lakes site at Cae Glas already has outline permission.			✓

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10012	N	2	…No voice, no research into the hazards and also the effect on the Welsh language.	Please see responses to Response ID 70 (3) and 78 (3) for information on the Welsh language assessment. Horizon is undertaking an EIA and initial findings on effects were included in the PEI Report at the Stage Two Pre-Application Consultation.			✓
10012	N	14	The Welsh language is a big concern…	Please see responses to ID 70 (3) and ID 78 (3) for information regarding the WLIA proposed by Horizon.			✓
10013	N	1	I want Welsh to be site's internal language	Please see response to Response ID 78 (3) for information regarding the WLIA proposed by Horizon. The initial mitigation described in this response have been developed in the context of existing and emerging national and local language strategies. Horizon is committed to working together with the Welsh language stakeholders to see the Welsh language thriving in Wales. Horizon currently has a Welsh Language Policy in place, and is exploring a framework which could be developed for supporting the use of Welsh in the workplace at the Wylfa Newydd Project Site.		✓	✓
10013	N	3	I would like to see the report distributed to everyone on Anglesey.	All of the PEI Report documents are publically available on the Horizon website and also provided in public consultation events across the county during the Stage Two Pre-Application Consultation process.		✓	

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10013	N	7	Learning Welsh should be part of the training for every worker in Wylfa B	See response to Response ID 78 (3) for information on the WLIA. As part of the initial mitigation proposed in the interim WLIA issued at the Stage Two Pre-Application Consultation, Horizon is considering measures which could be put in place to develop the construction workforce's Welsh language skills. These include Welsh language promotion and welcome packs for employees. Language awareness training will be offered to staff upon recruitment. Employees Welsh language skill levels and training needs will be assessed and monitored as part of an appraisal and continued professional development process.		✓	
10013	N	14	You don't do enough about the Welsh language	Please see responses to ID 70 (3) and ID 78 (3).		✓	
10015	N	3	How can you build so close to a nature reserve and not admit that you will wildlife that attracts tourists to the area and it also a yearly breeding growing trees and marine life, that why it is called a nature reserve	Please see responses to ID 14 (1) on biodiversity, and ID 100 (3) on Penrhos Nature Reserve. Please see response ID 24 (3) and 85 (1) for information on tourism.			✓
10017	N	13	There should be radio-active monitoring outside the existing Wylfa A, not just on site. (See page 10 of my response to "SPG".)	The potential environmental effects from exposure to radiation on members of the public and non-human species are in assessed in volume B13 of the PEI Report issued at the Stage Two Pre-Application Consultation. This concludes that all operational effects are judged to be of negligible magnitude, and as all regulatory criteria will be met and disposals reduced by the application of Best Available Technique (BAT), the effects are judged to not		✓	

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				be significant. The mitigation embedded within the design via BAT include for the monitoring of waste prior to discharge.			
10017	N	3	I have made a full, considered response to the plan to build Wylfa B on Ynys Mon, as a response to the Supplementary Planning Guidance of Ynys Mon County Council. The written response to this, was a written letter saying the Supplementary Planning Guidance had been passed by the County Council. Many of the responses I had to the Council, are the same as I have to Horizon's Pre-Application Consultation – Stage One. Therefore, I am submitting a copy of my written response, with this pre-application consultation form. Particularly as my response was such a considered response, and applies to the Horizon Application equally. See pages 6 and 7 of my response with regard to Radioactive Waste and the mention of Government strategy on Radio-active Waste in your pre-application booklet, under 'The Power Station' page 15.	Please see responses to ID 77 (4) and 96 (13). Horizon is responsible for managing waste on site until the GDF is constructed. This is in line with Government Policy. The UK Government is responsible for the provision of a disposal solution. As part of the regulatory process surrounding the granting of a Nuclear Site Licence, Horizon would need to comply with relevant licence conditions, including minimising accumulation of radioactive wastes and preventing leakage of radioactive material. Furthermore, Horizon would need a number of permits for carrying out radioactive substances activities, water discharge activities and combustion activities in respect of the Environmental Permitting (England and Wales) Regulations 2010. Compliance with the radioactive substances environmental permit would require the implementation of Best Available Techniques, which are measures to minimise the generation and optimise the disposal of radioactive wastes. Horizon would also need to demonstrate that the ILW and spent fuel			✓

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				arising from the Wylfa Newydd Power Station could be safely and securely stored within the nuclear licensed site until such time that it can be disposed to a GDF. Further details on the IWS is included in chapter 5 of the MCD.			
10019	N	3	A Spent fuel and ILW interim storage building on the old Station Site may interfere with the decommissioning of the original plant. In relation to ILW and spent fuel storage what is the duration of this on site as it seems to depend on a nation repository being made available. Is it possible that the storage may be for the whole duration of the operational life of the plant and beyond.	Please see response to ID 77 (4) for information on the location of the radioactive waste management buildings. More detail is provided in chapter 6 of the MCD, issued at the Stage Two Pre-Application Consultation. There has been a change in the choice of preferred location for the spent fuel store due to operational and environmental benefits. The preferred location is in the south west corner of the Power Station Site and not on the Existing Power Station. The storage facilities should be sufficient to accommodate arising's from a 60 year operational lifespan, until a Geological Disposal Facility is available. The stores will be designed to be safely operated and maintained for a period of at least 140 years from first receipt of spent fuel and Intermediate Level Waste. Volume B14 of the PEI Report presents an overview of Horizon's proposed radioactive waste and spent fuels management strategy for the Wylfa Newydd Project.		✓	
10021	N	1	I appreciate from your documentation that you are fully aware of these problems and no doubt you will have the advice of numerous experts,	Please see responses to Response ID 47 (4) for information on coastal processes and the		✓	✓

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			and as I have already stated the ecosystem will recover in some form. However, may I make the following points: The nearby Cemlyn Bay area must be rigorously protected from damage during the development process. The enormous quantities of rock etc removed during excavations and built will pose considerable challenges to the surrounding area. Is it possible to include some screening of the breakwaters to minimise the visual impact from the Cemlyn Bay headlands? Could the bottom of the breakwaters be designed to maximize the chance of fish, etc, re-introduction – I am thinking of the ways that wrecks encourage various fish populations? Positive re-introduction of various fish species, crabs, sandeels, shrimp, etc might be required to assist in the marine recovery process. Perhaps a long-term legacy issue might be a sporting use of PyP, - diving, sailing, water skiing, rescue facilities, etc	marine environment; ID 24 (4) for information on the visual and landscape assessment, The visual effects during operation are assessed as part of the PEI Report, issued at the Stage Two Pre-Application Consultation. This discusses that the Existing Power Station is prominent in the view from the west side of Cemlyn Bay. The buildings are industrial in character and monumental in scale, but they are fairly concentrated in area, with massing of the buildings broken up with contrasting finishes and colours. The new Power Station buildings and structures would be seen as an intrusion onto the skyline in the central part of the view, with the main stacks and generating units particularly prominent. The proposed landscape mounding and planting would be visible, but from this viewpoint looking across the cove they would not screen the buildings. The visual effect would be major adverse. The landscape mounding would soften views of the spent fuel and intermediate level waste storage facilities. Nevertheless, the Power Station would remain as a dominant element in the view, where the already prominent built profile of the Existing Power Station would effectively be extended inland resulting in a major adverse visual effect.			

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				Some measures to address the potential effects on the landscape and visual amenity have already been incorporated into the design of the Power Station including the retention of existing boundary hedgerows outside the perimeter site fence and new tree and scrub planting. In addition further consideration will be given to the selection of appropriate materials and architectural treatment of buildings, where practicable, to help integrate the new structures into the existing landscape character. Appropriate environmental management and/or monitoring plans will be developed for nearby SSSI's such as Tre'r Gof, Cae Gwyn and Cemlyn Bay, where required. Volume B10 of the PEI Report provides an assessment of the effects of the development on the marine environment. This states that the breakwater itself would provide available habitat for marine flora and fauna, therefore reducing the effect on marine habitats. Various mitigation measures are included in the PEI Report to minimise the potential effects on marine ecology. Mitigation methods already embedded include: an acoustic fish deterrent, a fish and invertebrate recovery system to transfer the fish and invertebrates which have entered the intake, a breakwater design which features a gap to allow movement of water and fish; and, designing the cooling water			

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				discharge to direct warm water away from seabed habitats. At present it is not proposed to reintroduce species but rather to minimise the effects of the Project on the marine environment Porth-y-pistyll cove would be permanently closed to the public for swimming and boating, and there would be potential loss of amenity for off-shore recreation, for example canoeing, jet-skiing, dinghy sailing. Mitigation measures for these effects are under consideration. Other beaches and coves within the study area would not be significantly affected by construction works and would not experience a large magnitude of change of their recreation amenity. Further details on offshore recreation is included In volume B2 of the PEI Report.			
10023	N	3	I am concerned about the impact of such a development on the natural environment and biodiversity of Anglesey.	Please see responses to ID 14 (1) and 47 (1) regarding impacts to biodiversity.			✓
10026	N	3	I am 85 years old and I do not need all this upheaval and distress. I do not want to move as I have a good social and support network of friends if I require help. I moved to this bungalow with my husband (notes removed) 1985, because of its situation, rural charm, quiet, peace and place of outstanding beauty and yet	Horizon is currently assessing the impacts on local residents and will reduce them through a range of specific mitigation measures. The Interim HIA was issued at the Stage Two Pre-Application Consultation. This assessed		✓	

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			not too isolated. My husband died (notes removed) 2003. I did not expect to have my peace disturbed. My property will not be the same with all the upheaval of construction of a new road. The increase of traffic will affect my property. All of this will cause me stress. P.S. We often have very strong winds which will not help the situation of pollution.	potential effects on the communities living near the Wylfa Newydd Development Area and near or beside the A5025 and including the impact on air quality, noise, housing and transport among other things. During construction activities, people living closest to the Power Station and the road improvement works along the A5025 may experience a change in air quality (e.g. due to dust generated by construction activities or emissions from construction vehicles and machinery). Horizon has already identified ways to reduce such changes and these are captured within an Air Quality Management Plan (e.g. adopting tighter emission standards for plant and machinery). Horizon is undertaking further work to reduce adverse effects, particularly to people who may be more vulnerable to air pollution such as those with asthma. Residents in properties located nearer to the Power Station Site and along the A5025 could also experience construction noise, which could potentially cause sleep disturbance or annoyance. Horizon continue to look at ways to reduce this noise (e.g. through control of working hours for noisy activities). Day-time noise disturbance may affect physical and mental health (e.g. stress, anxiety or depression). The assessment is ongoing and			

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				Horizon will continue to gather data to inform proposals. Please also see response to ID 47 (1) for information on the landscape character, noise effects and traffic effects.			
10031	N	Letter submitted	I am writing in response to the Horizon public consultation and as such it is with concern to matters of tourism that I am writing this letter. Without doubt the development of Wylfa Newydd presents a huge opportunity to Anglesey for the coming decades, however with that opportunity will also arrive threats to business, the environment and peoples perception of Ynys Mon. As a director of [name removed], I operate a number of tourism business on the island: [notes removed]. As a member of the tourism community I chair the [name removed] board working to create stronger associations with and create new tourism policy for Anglesey Council. In addition I am a director of the [name removed] which is now merging with the Welsh Assembly regional Visit Wales team. As I mentioned, the nuclear development offers huge opportuniy at many levels across Anglesey and North Wales. My letter is only aiming to address issues related to tourism. Tourism relies	Since the Stage One Pre-Application Consultation, a large amount of work has been undertaken to assess the effects of the Project on tourism. This is included in the socio-economic volume of the PEI Report submitted at Stage Two Pre-Application. Please see responses to IDs 37 (1), 24 (3), 71 (1) 85 (1).			✓

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			on the offer a location presence and the perception of that offer. This offer can broadly be identified as Landscape, Accommodation, Attractions, Culture and Sustenance, each of which is intrinsically linked to the other. Together they create a perceptions which in turn can either promote or prevent tourism. While being non statutory, tourism is recognised as generating over £230 million of benefit to Anglesey every year and supports around 4000 jobs. Facts and figures to support this are well evidence, however the intangible connections which all work to create a positive perception are much more difficult to define. Over the last five years these offers are what has made Anglesey tourism benefit from its largest increase in tourism numbers and investment. The threats to Landscape are favourite target to point fingers at – reactors and pylons are not easy to hide in an AONB. This leads me to recognise the outcomes will need to be as sympathetic as they can be, however there will invariably be some cost to perpection. In a recent tourism survey it was revealed that many visitors were happily unaware of the presence of Wylfa A. in many ways, this would be the best outcome – to be quietly reassuring of developments without shouting from the rooftops at how well the job is being done. This is equally applicable to the Cultural aspects of Anglesey – which Energy Island is a great moniker to attract				

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			investment we want to be known as the Mother of Wales for more than that. Sustenance is the reason Anglesey became known as Mon Mam Cymru and has been a key aspect in the recent increases in tourism. Anglesey Sea Salt, Menai Mussels, multiple appearances in the Michelin guide all add to the perception of Anglesey as a wholesome place, a place of wonderful coastline and fertile land and that perception must be preserved. Lastly, but most closely to my business as an attraction, comes accommodation. The workforce requirements represent a huge temporary increase in working population which in turn will bring its own opportunities and threats. It is vital to the future of Anglesey tourism that the short term benefits are used to create long lasting legacies. It is too simple and I hear too often of accommodation providers who are keen to embrace the all year round profits this could provide. However while these profits are being enjoyed by one community, the other community of attractions will fail as those hard won tourists will no longer have anywhere to stay. Second homes rented year round, B & B's full and hotels overflowing is not a Utopia for all. For this reason, I believe it is essential that the powerful process of perception, which helps create this wonderful reality we have all worked hard to grow, is under imminent threat if the				

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			accommodation problem is not managed with a long lasting future in mind. Filling existing accommodation stock will in essence cut off our income. The same goes for the short term solution of creating temporary accommodation hubs with no lasting legacy. I continue to support this essential development at Wylfa Newydd and hope to be able to embrace the well managed short term benefits of a large workforce, but only if matched with a managed mitigation of threats to perception along with a long term solution to accommodation which will continue to benefit attractions and the wider island community. Anglesey Council recently awarded the largest planning decision ever made to the Land & Lakes development – a well structured accommodation solution with a lasting legacy which can provide a strong future to tourism. This application was decided with rigorous consideration and I ask that the faith which was put into this solution is managed with the consideration of all risks outline above.				
10035	N	3	Page 6: A Health Impact Assessment – I would welcome opportunity to take part in this assessment. Page 6: A Habitat Regulations Assessment – I am interested in reviewing you findings in this assessment, as a member of RSPB and National Trust.	The HIA work for the Wylfa Newydd Project has followed Welsh government guidance and has been overseen by a steering group. The 'HIA steering group' ensures that local stakeholders have participation in, and a sense of ownership of, the HIA process. The steering group comprises representatives from: • Betsi Cadwaladr University Health Board (BCUHB);			✓

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			Page 8: Public Rights of Way – These are regularly us bey to walk our dogs or to view wildlife at Cemlyn. Page 14: Potential Impacts – we use all the areas affected by the temporary diversion or potential closure of some footpaths – I object to being made to use these diversions which may not be safe or as pleasant as the ones we use now. Page 15: Not happy. Page 16: Not happy. Not enough room for all my comments.	• the Wylfa Project Liaison Group (representing local community interests); • Public Health Wales; • the Welsh Government; • the Wales HIA Support Unit; • the IAAC; and • Horizon. The Assessment of Implications Upon European Sites was made available as an interim report online as part of the Stage Two Pre-Application Consultation process. Please see response to ID 49 (3) on recreation and 40 (3) and 86 (3) for information on the Wales Coast Path.			
10037	N	3	Very comprehensive.	Thank you for your response. Your comment is noted.			✓
10037	N	6	What precautions against dust prevention during the movement of all the soil.	An Air Quality Management Plan (AQMP) will be developed and agreed with the Council and NRW. In summary this plan would include the following: • measures to prevent and reduce dust emissions at their source; • dust and air quality monitoring procedures; • surveys and visual inspections of the site and works;		✓	

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				• action plans to be implemented in the event that monitoring is above the trigger values; • contingency plans for weather conditions, which could lead to high dust emissions, including monitoring weather forecasts. • contingency plans to quickly deal with breakdowns of dust suppression equipment, including backup equipment and spares; • complaint receipt, investigation and response protocols; • training of the construction workers in environmental issues and working practices to prevent or reduce possible dust emissions; • methods for liaising with the local community, IACC and NRW; • regular performance review of the AQMP; and • ongoing formal reporting requirements. Further information can be found in volume B5 of the PEI Report issued at Stage Two Pre-Application Consultation.			
10038	N	3	Agree that the potential impacts have been identified.	Thank you for your response. Your comment is noted.			✓
10039	N	3	As with any new build of this scale will have a massive impact on the environment as the amount of area taken.	The PEI Report issued as part of the Stage Two Pre-Application Consultation materials sets out an assessment of the potential			✓

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				environmental effects of the Wylfa Newydd Project. Further information can be found in response to ID 24 (4) on the landscape and visual effects; 68 (3) on the dust effects and 47 (1) on the noise and traffic effects.			
10040	N	3	Only covers part of Anglesey – should include more of N.W. Wales	The PEI Report issued at the Stage Two Pre-Application Consultation includes an assessment of the effects of the Wylfa Newydd Project on different geographical areas. For example, the socio-economic and traffic assessments (volumes B1 and B3) include North-west Wales whereas assessments of the noise and air quality (volumes B4 and B5) are mainly confined to areas immediately adjacent to the Power Station or Associated Development sites.		✓	
10041	N	3	In the past I have really enjoyed the Penrhos Nature Park, taking my grandchildren through the woods etc. for the future I would like this facility to remain available for the next generation.	Please see responses to ID 100 (3) for information on the potential effects on Penrhos Nature Reserve.		✓	
10049	N	3	I am sure lots of people will also have commented that it would make sense to join up the Cemlyn Road near the Firs with a minor road bypass or similar. This is presently shown as cut off at on the leaflets. Thanks for your attention.	The development of the Power Station Site will require the closure of Cemlyn Road which runs from Tregele to Cemlyn Bay to the west of the Power Station Site. Our proposals ensure that vehicular access to the properties that remain will be via the Nanner Road diversion. The diversion works would be completed prior to		✓	

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				the stopping up of Cemlyn Road to ensure that a route to properties and amenities remains open.			
10050	N	3	Very thorough and ongoing.	Thank you for your response. Your comment is noted.			✓
10051	N	3	Too jargonistic. Too much text. Needs to be simplified and user friendly. What are the long term impacts. Who is really going to benefit – not Ynys Mon!	The Stage Two Pre-Application Consultation materials comprise a series of non-technical and technical documents, as well as online technical resources on specific specialist topics. Horizon has prepared the non-technical documents to be more accessible to the public, but expects the technical documents and online technical resources to be of particular assistance to local authorities and other statutory bodies being consulted. The PEI Report (non-technical summary) provides an overview of the long term effects of the Project. This was issued at the Stage Two Pre-Application Consultation. See chapter 20 'Community effects' and chapter 21 'Mitigating the impacts and Enhancing the benefits' in the MCD for further details of the effects on and opportunities for the community.			✓
10054	N	11	We are concerned about the Llanfachraeth by-pass as all routes proposed pass close to our property. The blue route is the best of the three for us.	The proposed Llanfachraeth bypass is shown in chapter 11 of the MCD. It is proposed to be located away from the village to reduce the impact of noise and vibration post construction. The northern section of the bypass will be		✓	

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			Our concerns: 1) Visual impact, noise and light pollution – could these be minimised by the planting of trees, creation of banks etc, no overhead lights and restricting speeds. 2) Change to the water course – both sides of the Alaw upstream and the bank of the Valley side of our property act as a flood plain during heavy rainfall, protecting our home. We are concerned that alterations to the river's flow might adversely affect us. (see photos). The river is also tidal. 3) Destruction of habitat – many moths and butterflies thrive there. Otter, heron and kingfisher feed on trout, sea trout and eels. Consideration should be given to sustaining this biodiversity.	constructed in a cutting to reduce noise pollution. The side road overbridge would be constructed offline of the existing side road to reduce disruption to the local highway network throughout the construction period. 1. The visual, noise and light impacts of the A5025 highway improvements are assessed in volume C1 of the PEI Report issued at the Stage Two Pre-Application Consultation. A noise assessment (volume B4) has highlighted potential receptors to construction and operation noise. Horizon has yet to fully define the detail of construction in terms of the types of equipment and machinery. However, many construction activities have the potential to result in a major adverse effect on residential properties. During operation it is considered that receptors within the centre of the settlement would benefit from reductions in noise and vibration whilst receptors along the eastern fringes around the Parc Llynnon estate would result in a major adverse effect. The number of receptors predicted to have a significant increase in noise is expected to be greatest in this area. Mitigation measures have already been incorporated into the design including diverting traffic from settlements to less populated areas, positioning part of the			

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				road in cutting, siting of the construction compounds away from populated area and using low noise road surfacing along the Llanfachraeth bypass. The outcome of the preliminary assessment also includes that there could be potential benefits associated with including noise barriers along the side of the road next to settlements in Llanfachraeth. The assessment of effects on the landscape and visual amenity of the highway improvement works are considered in volume C1 of the PEI Report. During construction and operation there are likely to be marked alterations in available views to the east from the community at Llanfachraeth. The mitigation already embedded into the design includes: the retention of hedgerows and trees; different types of native planting and species to screen the bypasses, positioning of sections of the bypasses in cutting to screen the new carriageway from views; inclusion of a viaduct across the Afon Alaw at Llanfachraeth; slackened earthworks slopes, improvements to integrate the bypasses into the local landscape and minimise areas of the bypasses including through bend improvements to reduce the overall land take within the wider landscape. The current design of the Off-line Highway Improvements does not include any permanent			

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				road lighting; however, should this be introduced into the design following a review of aspects such as road safety and visibility, there would be potential for localised night-time light pollution within the landscape east of Llanfachraeth. 2. The surface water and groundwater assessment of the A5025 highway improvements are included in volume C1 of the PEI Report. The ability of the floodplain to store or convey floodwaters would be altered due to changes in land level, associated with new or modified road embankments in the floodplain, Detailed modelling of flood risk has already been undertaken as part of the assessment, This informed the design and the crossing of the Afon Alaw would be by a viaduct, as opposed to culverts, to avoid effects on flood risk. Further mitigation measures include incorporating attenuation ponds into the design to prevent increases in flood risk to off-site receptors. Horizon is currently conducting a hydrological and hydraulic flood study to investigate the effects on river floodplains due to structures, such as bridges and embankments. Any loss			

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				of floodplain would be compensated through the creation of another area of floodplain, which would be designed to prevent any increased flooding within a watercourse. 3. The effects on terrestrial and freshwater ecology is assessed in volume B8 of the PEI Report. Horizon has undertaken desk reviews and field surveys as part of the ongoing assessment. Potential effects that could occur on terrestrial and freshwater ecological receptors relate to a loss or degradation of habitat resulting in a loss of feeding, breeding and refuge habitats, and disturbance to species, thereby resulting in species avoiding areas and potential injury or mortality to species. Mitigation measures have already been included in the design. The Off-line Highway Improvements have been designed taking into consideration habitats, which has reduced the extent of loss of Ancient Woodland at Cefn Coch, and loss of hedgerows, walls and trees more generally. All of the watercourse crossings have been designed to reduce the potential for effects on species and habitats, for example through the incorporation of dry ledges for mammals. The incorporation of a bridge (viaduct) across the Afon Alaw would reduce the potential for effects on ecological species and habitats associated with this feature.			

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				Additional mitigation measures to reduce the effect of construction will also be implemented including, for example, retaining areas of land for compensation sites and relocating/ translocating species to these areas.			
10057	N	1	We do have concerns about the following: The proximity of the plant to the village. We appreciate the existence of Wylfa A but this is due for decommissioning. We believe that in the USA, no nuclear plants are constructed within 5 km of a residential area. The noise and probable dust impact during construction. The effect on the value of our property. Destination of nuclear waste.	Please see response to ID 47 (1) for further information on the location of the Power Station, the noise and vibration effects, the effects on property value and information on the PSP. See ID 68 (3) for information on dust and air quality. Please see ID 77 (4) for information on nuclear waste. Further details on the PSP can be found on Horizon's website at http://www.horizonnuclearpower.com/files/downloads/Neighbourhood%20Support%20Scheme%20Property%20Price%20Support-.pdf			✓
10057	N	3	Pleased to see that you have commissioned a Health Impact Assessment given the concerns sometimes expressed regarding a possible link to cancer.	Chapter 5 of the HIA describes how changes in understanding of risks associated with the commissioning and operation of the Wylfa Newydd Project might affect population health.			✓
10058	N	3	There is going to be a huge effect on the environment due to the many years of construction work.	The potential effect on the environment will be reduced through the environmental assessment and mitigation process to ensure that negative impacts are avoided, minimised or mitigated and that benefits or improvements are delivered where practicable.			✓

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				Please refer to the PEI Report issued at Stage Two Pre-Application Consultation for further information on the effects of the construction work on traffic and transport (volume B3), noise and vibration (volume B4), air quality (volume B5) and landscape and visual (volume B11).			
10058	N	13	Where is the spent fuel to be stored? During construction tourism will be desimated and will take a long time to return afterwards.	Please see responses to Response ID 85 (1) for information on tourism and 77 (4) for information on the spent fuel storage.		✓	
10058	N	14	As you are aware, [name removed] and myself are very concerned about our health and well being long term. We are already under great strain during this period of “pre-build” and our health has started to suffer. We would like to move somewhere we could live our lives as we did “pre-Horizon”. We genuinely believe our property to be unsaleable and look to you to help us find a solution to this situation.	The interim HIA was issued at the Stage Two Pre-Application Consultation. This assessed the communities living near the Wylfa Newydd Development Area and near or beside the A5025 and the impact of air quality, noise, housing and transport among other things. Please see response to ID 49 (3) for further information on the effects identified along with proposed mitigation. In response to feedback from Horizon’s Neighbourhood Support Scheme consultation, Horizon has developed and finalised the PSP which supports residents living near to the Power Station Site who are having difficulties selling their homes. Further details on the PSP can be found on Horizon’s website at http://www.horizonnuclearpower.com/files/downloads/Neighbourhood%20Support%20Scheme%20Property%20Price%20Support-.pdf		✓	

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10062	Y	Letter submitted	…3) Increased demand on health facilities was of great concern (Amlwch Health Centre, Cemaes Surgery, Ysbyty Gwynedd), and with the current arrangement of there being limited ambulance service in North Wales, action is required to ensure that support is available to develop and fund an adequate service for the communities. 4) Increased demand on services and facilities such as leisure centres, play areas and social clubs will also need to be addressed to ensure sufficient facilities are available for the benefit of all…	Please see responses to Response ID 49 (3) and 86 (3) for information on the effects to public services. The potential health impacts on the local area have been considered within the HIA interim Report which was issued at the Stage Two Pre-Application Consultation. The increase in population to the island is also considered within the socio-economic assessment in volume B1 of the PEI Report.			✓
10069	Y	Letter submitted	National Trust is a leading conservation charity with 4 million members. Established over 115 years ago, our primary statutory purpose is to promote the preservation of special places for the benefit of the nation. To achieve this aim we manage over a quarter of a million hectares of land, more than 700 miles of unspoilt coastline and estuary, several hundred historic houses, gardens and parks, and 6 World Heritage Sites. More than 100 million visits are made every year to the properties in our care. The National Trust is a very important landowner to the emerging project at Wylfa Newydd. The NT North Anglesey estate constitutes 8 areas of tenanted property along the north coast with a	The PEI Report issued at Stage Two Pre-Application Consultation includes an assessment of potential impacts on the archaeology and cultural heritage (Volume B12). This includes the potential impacts on historic landscape and historic buildings. The impact on the AONB is included in the landscape and visual assessment included in volume B1 of the PEI Report. The assessment of impacts on ecology, biodiversity and designated sites (including the Skerries SPA and Cemlyn Bay SAC) are included in the terrestrial and freshwater ecology assessment in volume B8 of the PEI Report. This includes details of a number of surveys that were undertaken since the Stage One Pre-	✓	✓	✓

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			total area of 482ha. The north coast is an historic and inspiring coastline. Cemlyn Bay itself is extra special place: a recognised site of international importance. The estate as a whole is of national importance for historic and cultural value. Large areas of the estate lie within AONB and the Trust has responsibility for 10 listed buildings and 2 Scheduled Ancient Monuments. Cemlyn Bay forms part of the European Designated Special Protection Area, Special Area of Conservation and also a SSSI. National Trust land has inalienable status. The Trust has two car parks at Cemlyn (east and west) forming the main access points into the north Anglesey coast. The Trust has a crucial role in facilitating public access and interpreting the public interface with the changing nature of the coast. Coastal adaptation is a key delivery item for the Trust in its business plan for the area up to 2017. The National Trust would not support any enabling works planning applications without consideration of the fundamental impact on biodiversity issues and European Sites. The project must not be broken down into small components without overall consideration of the cumulative effects on European Sites. The decision on enabling works should not be taken in isolation and the cumulative impact of all relevant works should be considered. The integrity and quality of the Cemlyn Bay SAC and Cemlyn Bay and Skerries SPA is fundamental to	Application Consultation. As the Project has the potential to affect a number of European Designated Sites, Horizon is also required to undertake a Habitats Regulations Assessment (HRA). The HRA Interim Report was issued at the Stage Two Pre-Application Consultation and explains the process of the assessment and the progress to date. Since the Stage One Pre-Application Consultation, Horizon has been progressing the HRA process including the production of technical reports and notes on critical technical subject matters, such as terns. Further information can be found in the HRA Interim Report available as part of the Stage Two Pre-Application Consultation. This report provides details of the baseline information. Section G states that the scope of the surveys was determined following a background data search of available information in the study are and through consultation with regulators. The bird surveys are ongoing. A list of breeding birds and overwintering birds is included in Appendix 3 of the PEI Report. In addition, an initial cumulative impact assessment is included in volume I1 of the PEI Report. Please see response to ID 97 (3) for further information on marine impacts at the Cemlyn Bay SSSI. Please see response to ID 10054 (11) for details of hydrological impacts and			

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			the land management of the National Trust Estate in Ynys Mon. Support is given for the preparation of a Terrestrial Evidence Plan to assess the consequences on the adjoining protected European sites. The development of the new facility at Wylfa and all relevant Associated Development must be considered holistically and not as a series of individual developments. The PAC1 consultation does not support this integrated approach to project management nor provide specific certainty that the cumulative impact on the SAC and SPA will be considered at the outset. The National Trust is concerned about the current level of information available on biodiversity resources and the level of baseline modelling completed. The impact on Cemlyn lagoon is a fundamental issue. Concern is expressed about disturbance and displacement effects on terns during construction with issues of noise, vibration, light, surface water drainage and changes to hydrology, needing to be considered. Concern is expressed about the potential impact on tern food source during construction. Concern is also expressed about the impacts on tern food source during operation of the power station due to abstraction/discharge of cooling water and the long term changes to marine processes as a	mitigation. Please see response to ID 16 (3) regarding light pollution. There is no mention of a Terrestrial Evidence Plan in the Stage Two Pre-Application Consultation Documents. Volume B4 Noise and Vibration of the PEI Report has provided an assessment of the noise effects to the local residents. Horizon's initial assessment has shown that there would be significant noise and vibration effects during construction. The main effects predicted to occur are as a result of the works occurring within the Wylfa Newydd Development Area, as well as road traffic movements on surrounding roads and marine vessel activity. Some noise reducing measures have already been incorporated into the design (for example the proposed earth mounds located at the Wylfa Newydd Development Area perimeter), and other proposed mitigation measures would further reduce effects at some receptors. However, even with these mitigation measures in place, major effects are expected. Future assessments and mitigation that will accompany the DCO application will be based on updated construction equipment lists and more detailed information.			

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			consequence of the construction of the Marine Off Loading Facility. The implications of the fish deterrent system on tern food source availability need to be considered. It is noted in Section 17.32 of the submitted documentation that no further marine modelling is required. Concern is expressed about the lack of any publically available marine modelling for the construction of the Marine-Off Loading Facility to date, and the consequent implications for the integrity of the SAC and SPA. No publically available model has been made available for PAC1 in relation to coastal hydrodynamics or coastal geomorphology. PAC1 contains no information on the envisaged construction for the indicative breakwaters at Porth y pistyll. No information is contained on the construction of the temporary MOLF. The construction works are on adjoining land to land in National Trust ownership and will have potentially significant implications in relation to noise, vibration, lighting, surface water drainage, changes to hydrology, changes to marine processes and potential implications for biodiversity and habitat management. There are key impacts on heritage assets that must be considered in detail. The removal of bedrock from Porth y pistyll to create the temporary and permanent MOLF is recognised as a project with potentially significant harm to land in National Trust ownership. No details are available on the specific volume of material to be	Horizon has also developed the Neighbourhood Support Scheme which includes the Local Noise Mitigation plan to offset some of the potential effects the construction of the Power Station Site may have on those living nearest to the Power Station Site. The Local Noise Mitigation plan is a voluntary plan designed to provide further noise reduction measures to reduce construction noise at affected properties. The plan would be available to anyone eligible for support where a qualified independent surveyor appointed by Horizon carries out an individual assessment where needed, and makes recommendations for any noise insulation measures on a property by property basis. Horizon would consider the recommendation of the surveyor and would fund any reasonable and justifiable noise insulation measures on behalf of the property owner. Further details of the plan can be found on the Neighbourhood Support Scheme document available on Horizon's website at http://consultation.horizonnuclearpower.com/stage-1/neighbourhood-support. Horizon are also consulting on the Local Noise Mitigation plan as part of the Stage Two Pre-Application Consultation materials, to which comments are invited. The PEI Report includes information on the cumulative impacts of reasonable foreseeable future projects. Volume I1 provides a list of all			

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			removed, the destination of the waste, the transportation of the waste, nor amenity implications. Further specific information is required. Given the sensitivities of the proposed location, an alternative location should be explored in greater detail. The project has impacts on both landscape and seascape that must be considered in detail. It is noted Section 16.17 of the submission includes the need for a model of current and predicted sediment influence on the gravel bar of Cemlyn lagoon and temperature and salinity modelling. The Trust wishes to be informed of the outcomes of this model. The Trust is concerned about the limited land availability for minimising run off into the Cemlyn lagoon and need for details on minimising run off. The closing up of Cemlyn Bay road will impact on visitors to the existing car park at Cemlyn east and on existing National Trust tenants. The Trust has not been party to any proposals at this stage and cannot comment in detail. There are fundamental implications for Trust management of its land as a consequence of the proposed stopping up. Recreational footpath access through land in Trust ownership at Trwyn Pencarreg will be fundamentally and permanently changed by the	the projects in the vicinity of the Project and identifies if they are to be considered in the cumulative assessment; it also outlines the methodology for this assessment and a preliminary assessment of the impacts. Based on the initial assessment, cumulative effects have been identified in a number of key areas. For example the combination of projects is likely to have a beneficial effect on the local, regional and national economy but an adverse effect on local communities, landscapes and cultural heritage assets. As the assessment progresses, additional mitigation measure will be identified and committed to as necessary. In order to achieve this, Horizon will continue to work with other developers to identify and mitigate significant cumulative effects. Horizon has also undertaken work to understand the potential effects of the Power Station on public assess and recreation and has identified ways of reducing the effects where possible. The Wales Coast Path passes through the Wylfa Newydd Development Area and would need to be permanently diverted during both construction and operation. The diversion would increase the length of the route between Cemlyn Bay and Wylfa Head significantly and would be routed around the boundary of the construction boundary fence. There would be a loss of recreational amenity			

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			diversion of the Wales Coastal Path. The Trust will need to consider alternative access and marketing of access to its properties as a consequence of the proposed scheme. Boundary management on land in Porth y pistyll will need careful consideration, given the need to provide security fencing at this boundary. There are landscape and seascape implications for the National Trust. Boundary management requires careful consideration. Construction works would impact on the amenity of a number of trust tenants. Indicative drawings bring the Construction Compounds in proximity to Trust properties. Properties in close proximity to the site would need to be considered including: Tyddyn Sydney; Pencarreg; Felin Gafnan, Fron Ddu and Plas Cemlyn. Noise, vibration, dust, lighting and structural baseline surveys would need to be completed at Trust properties to ensure appropriate levels of amenity can be achieved. The indicative layout provided in PAC1 provides an indicative location for interim storage of intermediate level waste and spent fuel. The indicative location is around 400m from land in National Trust ownership. It is noted that an alternative location is being considered within the area of the existing Magnox power station. This is the preferred location given the implications of the former for land in National Trust ownership. The implications of public access to land in Trust ownership require	and tranquillity for people using this diverted route due to disruption during construction. Once the Power Station is operational the Wales Coast Path would be re-routed to a new alignment with two options, including a route seaward of the Existing Power Station and the Power Station, being considered. These issues are further detailed in the public access and recreation assessment included in volume B2 of the PEI Report issued at the Stage Two Pre-Application Consultation. Car parks at Cemlyn Bay may experience an increase in usage as a result of the closure of Fisherman's car park. This effect is expected to be minor adverse as these alternative car parks do not replicate the main purpose of the Fisherman's car park and so the magnitude of change is not likely to be significant. The scale and nature of the Wylfa Newydd Project means that this engineering, design and optimisation work follows an iterative approach. There are complex interdependencies between the Wylfa Newydd Power Station and the specifics of the Associated Development proposals that form part of the holistic mitigation strategy for the Wylfa Newydd Project. Certain parts of the Project cannot currently be included in the application for DCO and require separate applications for planning permission under the			

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			consideration and associated landscape and visual implications and security implications.	Town and Country Planning Act 1990 (TCPA). These include Associated Development and Off-Site Power Station facilities. Horizon are committed to consulting on each of the components that will require planning permission under a TCPA to ensure all interested parties can understand the potential effects of the project and have an opportunity to comment. Furthermore, it is recognised that the Associated Development proposals, as developments in their own right, may also lead to further mitigation proposals that will ultimately form part of the Wylfa Newydd Project as a whole. The effects on Cemlyn Lagoon are assessed as part of the coastal processes and coastal geomorphology assessment (volume B9 of the PEI Report) as well as the marine environment assessment (volume B10 of the PEI Report). The abstraction of cooling water means there would be a constant draw of new saline water from outside the breakwaters into the sheltered area. These physical mixing processes would reduce the potential for water to become stagnant and, therefore, the effect on marine water quality and plankton is not expected to be significant. Horizon will carry out further modelling to look at water flows in this area and provide further evidence for this.			

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				Since the Stage One Pre-Application Consultation work has been progressed on the HRA including the production of technical reports and notes on marine mammals, terns and chough. Further information is included in the HRA Interim Report as part of the Stage Two Pre-Application Consultation Materials. Surveys of fish removed by the Existing Power Station provided an indication of the volume of potential losses of food sources, and this is detailed in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. The loss of adult sand eel was calculated to be approximately 0.6% of that consumed by the Cemlyn Bay tern population (based on 2013 population estimates). These values are based on the Existing Power Station which does not have any fish protection measures and has an offshore intake. Although the abstraction of the Wylfa Newydd Power Station will be larger, the overall effect on prey species from abstraction is likely to be smaller due to the screening proposed and the location of the abstraction. Further work will be carried out to predict the loss of fish and invertebrates the implications for species that rely on this food source. This will further inform design of mitigation. Further assessment on the marine environment due to the construction and			

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				operation of the breakwaters and the MOLF is included in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. Effects on the marine environment are closely linked to other topics including noise and vibration (volume B4), groundwater and surface water (volume B7), terrestrial and freshwater ecology (volume B8), and coastal processes and coastal geomorphology (volume B9). There are also links with marine navigation, which is covered in volume B3 (traffic and transport). The delivery of the marine infrastructure proposed for Porth-y-pistyll would require dredging and preparatory works using a combination of methods that may include blasting. These works could be undertaken either in a completely wet or partially dry construction environment and Horizon is continuing to evaluate the approach that would be taken through engagement with construction partners and other technical stakeholders. The differences in approach are outlined here for information only – there is little scope for consultation comments to influence this aspect of decision making as the decisions will be made based on the technical needs of the Project.			

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				The detailed design of the MOLF and associated breakwaters is yet to be finalised and will continue to be developed up to the finalisation of the DCO application. The design of the MOLF and breakwater will have where possible, regard for seascape character, whilst satisfying engineering requirements. Changes to hydrodynamics may occur from the presence of breakwaters and MOLF resulting in changes to erosion and deposition effecting habitats and communities. We will be undertaking further hydrodynamic modelling to assess the impact to the marine environment A Material Management Plan will be developed to ensure that where suitable materials such as rock, soil and stone excavated from site and crushed aggregates from demolition buildings are reused for haul roads, the landscape mounding and construction of building platforms. Details are included in volume B15 of the PEI Report. Further work has been undertaken on the LEMP since the Stage One Pre-Application Consultation. This includes a review of access options to the Wylfa Newydd Development Area; the assessment concluded that a new access road to the Power Station Site could be provided to the south-west of Tregele and that there was no need for an A5025 bypass for the village. It was also considered that Nanner			

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				Road would provide an acceptable alternative route to Cemaes Bay Road and that a diversion of Cemlyn Road was therefore not be required. The landscape and visual effects on nearby National Trust owned open access land has been considered in volume B11 of the PEI Report. The effects resulting from visual and noise intrusion into the setting of historic buildings is included in volume B12 of the PEI Report. The Power Station Site boundary would have both an inner and an outer security fence. The fences would meet the Centre for the Protection of National Infrastructure standards and would require approval from the ONR. Each fence would comprise a double fence structure with clear zones between them. Please see response to ID 77 (4) for information on the location of the radioactive waste management buildings. More detail is provided in chapter 6 of the Main Consultation Document, issued at Stage Two Pre-Application Consultation. There has been a change in the choice of preferred location for the spent fuel store for operational and			

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				environmental reasons. The preferred location is in the south west corner of the Power Station Site and not on the Existing Power Station Site.			
10084	N	3	None, everyone has to think about the environment not just Horizon.	Thank you for your response. Your comment is noted.			✓
10087	Y	Letter submitted	…The Welsh Language is an important aspect of the cultural distinctiveness of Anglesey, and its protection must be seen as a priority. Clearly, such a large development has the potential to impact both positively and negatively on the language. We welcome the setting up of a group to investigate these and hop that its recommendations will be implemented in order to maximize the positive impacts and mitigate any negative threats… …Tourism is an important component of the economy of Anglesey. As such, the additional workers offer positive opportunities for the leisure and hospitality sectors. However there are, quite naturally, concerns around the effect of the development including: possible effect on the visual attractiveness of the area; the routing of the coastal path in the vicinity of the development; the availability of tourism accommodation during construction; and the subsequent effect of the return of accommodation into the tourism market on completion. We believe that further work is necessary to assess the short, medium and long	Please see responses to ID 85 (1) for information on tourism. Please see response to ID 70 (3) and ID 78 (3) for information on Welsh Language and jobs and skills, and also for information on the impact to local services, ID 24 (4) for information on visual and landscape assessment and ID 40 (3) for information on the Wales Coast Path. An independently chaired Steering Group has been set up to guide the WLIA process and to ensure that local stakeholders have wider input to the WLIA of the Wylfa Newydd Project. Members of this Steering Group include representatives from Isle of Anglesey County Council (IACC) and Gwynedd Council, Menter Môn and Wylfa Newydd' s Project Liaison Group. The Welsh Government and the Welsh Language Commissioner also act as observers to the work of the Steering Group, but are not members. Horizon has developed a holistic approach to managing and mitigating the effects of the			✓

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			term effect of the development on the tourism sector on Anglesey. Linked to the availability of tourist accommodation is the effect of an influx of workers from outside the area on the housing market and on local communities. Mention has already been made on the importance of the Welsh Language on Anglesey. Incoming workers and their families should be given every encouragement and assistance to learn the language and integrate fully into the local communities. We are mindful of the potential effect of the influx of workers and their families on healthcare provision in the area needs to be properly assessed through a comprehensive Health Impact Assessment with measures put in place to mitigate any adverse effects… …In responding to the consultation, we have grouped comments under different headings, however, we feel it is important to note that they are interlinked and should not be taken in isolation, but rather in a holistic fashion. Similarly, although undoubtedly a major development for Anglesey, the impact of the Wylfa new build should not be considered in isolation from other potential developments locally and regionally.	Wylfa Newydd Project, by developing a number of strategic approaches related to the predicted effects and benefits of the Project. These strategies are derived from the consultation comments received at the Stage One Pre-Application Consultation and Project Update consultation; ongoing consultee engagement; and the likely effects of the Project, identified in the Stage Two Pre-Application PEI Report.			

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10088	N	Letter submitted	The environmental impact of such a development would also be considerable remembering that Caeglas is a reclaimed tip formerly used by Anglesey Aluminium for the disposal of their waste and now home to amongst others a significant red squirrel population. This lies adjacent to the Penrhos Country Park, an area of outstanding natural beauty, bordering the SSSI of Beddmanarch Bay, with one of the very few areas of mixed woodlands on the island. To destroy these areas to build a short term workers camp would be an act of environmental vandalism. The area is visited by over 100,000 people each year who come to enjoy its mixed habitats, wildlife, peace and tranquility. I could add much more to these arguments with regard to policing (our local station in Valley was closed down and sold off recently) and the impact on social services which I have spoken of regularly at your monthly surgeries but I am sure you will be aware of these issues. Like most people on the island I recognise that this project is going to bring enormous benefits to the area and I fully endorse it. However, if it is to be successful you will need to minimise its impact on local areas.	Please see responses to Response ID 14 (1) with respect to the impact on the natural environment and biodiversity. The Cae Glas site has already obtained outline planning permission. As such, the principle of the development, including the acceptability of the environmental effects, is already established. The owner of the site has entered into a legal agreement pursuant to section 106 of the Town and Country Planning Act 1990 (S106 Agreement) with the Isle of Anglesey County Council to secure site specific mitigation in relation to the development. This includes various measures to make the development acceptable in planning terms and the development of a SSSI management scheme. Chapter 15 of the MCD issued at Stage Two Pre-Application Consultation provides details of site at Cae Glas including information on the former landfill site and SSSI. Construction workers will be required to adhere to a strict Code of Conduct to be applied for the Wylfa Newydd Project, both at the Power Station Site and accommodation sites, with behaviour monitored and enforced to meet health and safety requirements. Please see response to ID 71 (1) for information on crime and the impact to local services.		✓	

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10089	N	3	We note the efforts made to monitor wild life and to minimise impact upon it. With regard to bats and barn owls we welcome the construction of sympathetically designed bat barns and wildlife towers using reclaimed material. We hope that every effort will be made to avoid any impact upon Cestyll gardens RPG and Tre'r Gof SSSI. It is unfortunate that the coastal fields adjoining Park Lodge have not been managed properly in recent years. There has been a noticeable decline in the orchid population. A proper hay management plan should be adopted to redress the situation Storage of nuclear materials is a controversial subject. We believe that Horizon's interest will be best served by maximum transparency on the storage of intermediate level nuclear waste and other nuclear material. We understand that there is an ongoing language impact assessment. Its findings will be of great interest. In our view the Welsh language will benefit most from the creation of jobs which enable our young people to work in Anglesey and develop their careers in North Wales whilst encouraging Islanders who have had to leave in the past to return. We welcome the investment Horizon has made in providing Welsh language training to its own staff as well as funding learning on the island.	The terrestrial and freshwater ecology effects from the Project are detailed in volume B8 of the PEI Report issued at Stage Two Pre-Application Consultation. This includes proposed mitigation measures including the construction of bat barns using a traditional vernacular design. Please see response to ID 47 (5) for information on the effect to Cestyll gardens and 97 (3) for effects to Tre'r Gof SSSI. Please see responses to ID 24 (4) for information on the landscape and visual effects including those relating to public rights of way. There is no mention of orchids or a Hay Management Plan in the Stage Two Pre-Application Consultation Documents. Please see response to ID 77 (4) for information on the storage of nuclear materials. Further information on this was included in volume B14 of the PEI Report issued at Stage Two Pre-Application Consultation.		✓	✓

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			When construction is complete the presence of Wylfa Newydd will have a significant impact upon local foot paths, especially the Wales coastal path. This is used by local residents and is popular with tourists. Indeed, the coastal path has extended the traditional tourist season by several months. We encourage Horizon to be creative in diverting the coastal path around the two power stations. Ideally when travelling anti clockwise the path would remain close to the coast up until Porth y Wylfa and the Tre'r Gof SSSI. Consideration should be given to incorporating an elevated view point on one of the new mounds similar to that created in the grounds of Wylfa A. During enabling and construction phases we ask that disruption to walkers and cyclists be minimised and signposting of diversions be prominently displayed. We expect that Horizon will undertake thorough investigations of the potential impact of the Marine Off-loading Facility and breakwaters upon marine wildlife, the Cemlyn shingle beach and Cemlyn area generally. We would expect that measures would be taken to minimise any adverse impact.	Please see response to ID 49 (3) for information on the Welsh language and jobs and skills. Please see response to ID 40 (3) for information on the Welsh Coast Path. Please see response ID 24 (4) for information on landscape enhancement measures including the re-routing of the Wales Coast Path, improved accessibility for visitors with reduced mobility, a new shelter for birdwatchers and marine wildlife watchers, an off road cycle route between the visitors and media reception centre and Wylfa Head, improved access to Porth Wylfa from the Wales Coast Path and the potential to improve public access to Cestyll Garden. Volume B2 of the PEI Report assesses the effects on public access and recreation and proposes appropriate mitigation measures. Response ID 47 (4) provides further information on the MOLF and the marine and coastal assessments that have been conducted.			
10090	N	3	Appears appropriate and well carried out.	Thank you for your response. Your comment is noted.			✓
10091	N	3	The preliminary report presents a comprehensive picture regarding the major	The socio-economic impacts of the Wylfa Newydd project are being assessed. .		✓	

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			aspects of the project. Everyone is expecting there will be substantial disruption to the north of Anglesey. Landscape and communities will change forever. With great respect to the Welsh population locally, Northern Anglesey is a traditional, rural community and is not the most cosmopolitan of areas. Without suitable consideration and actions there is a potential for many cultural problems.	Mitigation measures to reduce potential negative impacts and maximise the beneficial impacts to the area have been considered. Further information is available in volume B1 of the PEI Report issued at the Stage Two Pre-Application Consultation. Please also see responses to ID 16 (12), ID 70 (3), 71 (1) and ID 78 (3) for further information on this subject.			
10091	N	7	…How will local schools educate large numbers of children for whom Welsh is not a first language. For whom English may not be understood. Doctors, dentists, hospitals, leisure services, libraries – all of them even now creaking under strain. How will they cope with another 6000 workers and even their families?	Please see responses to ID 70 (3) for information on Welsh language and schools and ID 71 (1) for information on the TWA and local services.		✓	
10094	N	3	The preferred operational language at Wylfa is English. Will this be the case at Wylfa Newydd?	Welsh will not be the operational language of the Power Station but it will be an important part of the life of the site. Horizon considers the well-being of the Welsh language to be a 'golden thread' running through the Wylfa Newydd Project. There is a particular emphasis of the Welsh language on the themes of jobs and skills, education, and aspects of community life such as population characteristics, quality of life, economy, infrastructure, social and cultural.			✓

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				A significant proportion of the full time staff currently employed at Horizon's Wylfa office are Welsh speakers and Horizon will continue to work hard to ensure that this continues to grow. See responses to Response ID 70 (3) and ID 78 (3) for information on Welsh Language.			
10099	N	3	Bearing in mind the size of proposed Wylfa Newydd affecting e.g. local sites of scientific interest, landscape the report seems to be sensitive to the same.	Further information on the landscape and visual assessment can be found in volume B11 of the PEI Report issued at the Stage Two Pre-Application Consultation and further information on the effects on ecological designated sites can be found in volume B8 of the PEI Report.			✓
10099	N	7	In addition the question of the Welsh language must be paramount – Welsh speaking workers must not be drowned in any other landscape. Close liaison with schools and colleges must start now as regards this issue. Any thoughts on provision for on-site Welsh classes for non-Welsh-speaking workers e.g. short sessions during the working week – basic elements of Welsh in every day life? Any thoughts on policing in general i.e. with an enlargement of the local population and movement of large numbers of people. Would the local police force be sufficient?	Please see responses to ID 70 (3) for information on Welsh language and schools and ID 78 (3) for information on Welsh language and jobs and skills. Response to ID 71 (1) provides further information on the Workers' Accommodation and its associated impact on crime and local services. Further information on emergency services, including policing is included in the socio economic assessment (volume B1) in the PEI Report issued at the Stage Two Pre-Application Consultation.		✓	

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10099	N	12	On the day on my visit to the Memorial Hall, Amlwch 21.10.14 unfortunately due to illness there were no Welsh speaking reps from Horizon, although the lady I spoke to was most erudite. The Welsh language must be central to the whole consultation. One person has said to me that people on Anglesey must learn to speak Japanese! On the contrary Hitachi & Co. must learn to speak Welsh! (see answer 7). Thank you.	Please see responses to ID 70 (3) for information on Welsh language and schools and ID 78 (3) for information on Welsh language and jobs and skills.			✓
10107	N	Letter submitted	I am mindful that this is a rolling process, there are however, some aspects of the proposed plans that do still concern me, and I hope that you will, as best that you can at this stage, help allay my fears. I own one of Anglesey's largest independent tourism offerings, the [named removed], and have served on the boards of the [names removed], as well as several other related organisations. I am also a professional ecologist with many years of experience of construction in and around protected sites and those with high amenity value, and it is from these combined perspectives that I made my observations as set out below. As I understand matters there are at least two proposals that have been declared to address the issue of housing what will be a considerable workforce, one that according to the chronological histogram that you presented will reach a peak at some 8,500 in ten years time	Please see response to ID 71 (1) for information on the Construction Worker Accommodation Strategy. Please see responses to ID 37 (1) for further information on the effects on tourism. Additional information on these subjects can be found in chapters 20 'Community effects' and 21 'Mitigating the impacts and Enhancing the benefits' in the MCD as well as the socio-economic assessment in the PEI Report (volume B1).			✓

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			but even over the next five years reaches levels approaching 5,000 individuals. I am unaware of the details of any other than the Land and Lakes proposal as it is, to my knowledge only they that have run a similar consultation exercise and have placed their own plans for the development of legacy accommodation and other associated schemes fully in the public domain. While I appreciate that no agreement has been reached at any level I would ask that the following be considered in the context of such a large incoming workforce. Anglesey, Gwynedd and Conwy are all currently developing Destination Management Plans that air to highlight and market the differences between the three counties but also to emphasise the rich overall regional tourism offering. Anglesey in particular suffers from a dearth of readily available tourist beds and historically has received less visitors than the other two counties, there is also a growing body of evidence to suggest that more and more people, for reasons that are poorly understood are simply not crossing the Menai Straight even when in North Wales. I am concerned that the influx of several thousand people, year round, will increase the pressure on this already dwindling resource and have a significant negative bearing on the island's economy in terms of the very well known multiplier effect of every tourist pound spent. A proposal that addresses this directly by both providing housing as well as lifestyle				

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			management services for a large body of workers would, in my view, go a long way to mitigating this potential impact. While I appreciate that there will be an increased spend in the shoulder months that surround the peak trading times for businesses on the island, this is unlikely to even dent the potential for loss of seasonal revenue upon which most tourism and associated businesses rely. Aside from this there may be a wider social issue as result of displacement of tenants from existing housing stock and also the very logistics of large scale commuting may prevent the normal functioning of communities in the north of the island during the construction phase. I am very in favour of the development but feel that there is a responsibility upon us all as stakeholders to make a balanced decision, one that maximises the legacy from this new nuclear build program for the long term benefit of the region and in particular to promote its sustainable and long term economic growth. With this in mind I consider that the Land and Lakes proposal seems comprehensive, inclusive and sensitive to the needs of both the community as well as the wider issues that I describe above and I strongly recommend that you adopt this very credible option. I welcome your thoughts on these matters in due course.				

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10108	Y	3	Thank you for your letter of 29th September 2014 and the attached bundle of consultation documents. We have now reviewed all of the documents, looking in particular at those parts of the documentation that make reference to matters relating to nuclear safety and security, as well as to the role of the Office of Nuclear Regulation (ONR) in their oversight and enforcement. Overall, we have found the references in the documents to matters within our regulatory ambit to be accurate and, generally, our observations are minor in nature (see attached annex). However, we note that the stage 1 consultation document includes information on proposed locations of: On/off-site emergency facilities On site ILW/spent fuel store As discussions with ONR on the location of emergency and ILW/spent fuel store facilities have either not yet commenced, or are continuing in the Generic Design Assessment, Horizon licensing and operating reactor (Wylfa A) regulatory processes, we cannot comment at this time on the proposed type or location of those facilities. ANNEX HIA Scoping Report Para 4.31 - (i) "for" not "of	Thank you for your response, your comments are noted. Since the Stage One Pre-Application Consultation there has been further development of proposals for the Integrated Waste Strategy, for both radioactive and conventional waste, including additional information on the facilities required within the Power Station. Further details can be found in chapter 6 of the Main Consultation Document as part of the Stage Two Pre-Application Consultation The Stage Two Pre-Application Consultation material is now available. The PEI Report includes an information box at the beginning of volume B13 on 'understanding radioactivity' which addresses a number of the comments.			✓

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			- (ii) not an "approval" under Art 37 Para 5.9 - Regarding what the HIA will cover in the way of describing potential health effects, the description in the second and third sentence is not clear. Preliminary Environmental Information Report Vol 1 5.19 - The generic design assessment process is not "required" by law (unlike justification', which is) - it is an option being pursued by Hitachi-GE. Not "will enable" - but "is required before ONR will consider granting a site specific". Not "will enable" - but "are necessary before ONR will consider granting a site specific" 5.24 - It would be helpful for a general reader to briefly explain what is meant by an "indirect cooling system" 5.27 - As with "indirect cooling" above, it might help general readers to briefly explain what is meant by "modern hybrid cooling technologies" 5.28 - ONR would consider the Environment Agency report on cooling options, as a very useful "study document" rather than regulatory "guidance". In the last line - the acronym "BAT" is used for the first time in the document - it would be useful for a reader unfamiliar with the term to spell out what it stands for.				

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			12.2 - line 2 "design" rather than "designs" 12.4 - As this para states that doses to non-humans are expressed in Gy, it might be helpful if sentence 3 said "The unit of dose for humans is the sievert (Sv)". Similarly it might aid understanding if the last sentence said "For non-human organisms, radiation exposure is not measured in sieverts, but instead is expressed in terms of absorbed dose, which has the unit of the grey (Gy)". 12.11- It might be helpful to clarify the meaning of "operational stages" in sentence two, eg. "...which relate primarily to the operational, rather than the decommissioning stage of the Power Station's life" In Figure 12.1, it might be helpful for general readers to explain that the significant portion of average annual dose marked as "Gamma" effectively means natural terrestrial radiation from ground/buildings. Para 12.32 - second bullet. There appear to be some missing words in the last sentence.				
10110	Y	3	I welcome the opportunity to respond to Horizon's Pre-Application Consultation 1 (PAC 1). I have chosen to respond to PAC 1 only in relation to matters that directly affect the Magnox Wylfa Site's current operations or future defueling/decommissioning activities. Other matters in the PAC 1 consultation should be commented upon by other relevant bodies or the general public. Therefore I have chosen not to	The decommissioning of the Existing Power Station is included in the cumulative effects assessment in volume I1 of the PEI Report issued at Stage Two Pre-Application Consultation. Plans are in place for the decommissioning of the Existing Power Station and an			✓

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			respond on the formal PAC 1 comments form, but to summarise the points in this letter. Firm proposals for joint environmental mitigation and environmental monitoring should be agreed between Magnox and Horizon and included in the PAC2 consultation; A management plan specifically for road closures and traffic management should be agreed between Magnox and Horizon - the basic elements of which should be included in PAC2. This is to ensure that road closures or related works do not result in operational impacts for the Magnox Wylfa Site, for example Emergency Services, Fuel Flask Transporter etc; The effects of the proposed closure of Cemlyn Road upon the Magnox Wylfa Site need to be fully assessed and mitigated to ensure no adverse impacts, and this should be fully covered in PAC 2; Proposals should be included in PAC2 as to how noise and other potential disturbance impacts upon the Magnox Wylfa Site will be managed; Further information is required regarding deep excavations and any changes to the water table, to ensure that any environmental monitoring which the Magnox Wylfa Site must carry out is still effective. Details should be provided well in	Environmental Statement (2013 Update) has been prepared – http://www.hse.gov.uk/consult/condocs/cdwylfa/2013-environmental-statement.pdf Decommissioning activities are understood to have been undertaken between 2015 and 2025. Magnox is currently updating the plans for decommissioning. The Environmental Statement will not be updated but various Environmental Masterplan documents will be produced. As a consequence of the Cemlyn Road closure, traffic levels on Nanner Road are predicted to increase. A number of improvements are proposed to Nanner Road including additional passing places, carriage widening within the existing highway boundary and reconstruction of the road surface. Horizon would also adhere to the principles of a Construction Traffic Management Plan, in order to control and manage vehicles on the network and also to monitor road freight delivery routes. It is understood that inter-project cumulative effects are possible as a result of the Wylfa Newydd Project's construction activities and			

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			advance (at least 18 months) of any works to allow us to assess the proposals; Details of offshore works and structures should be provided well in advance (at least 12 months) of any works to allow the Magnox Wylfa Site to assess the impacts upon our existing offshore structures, discharges and our new project for an Alternative Effluent Discharge Line;	Magnox's proposed decommissioning activities. This assessment of cumulative effects will continue to be refined through Cumulative Impact Assessment (CIA) in advance of the DCO application for the Wylfa Newydd Project. The noise assessment is included in volume B4 of the PEI Report issued at the Stage Two Pre-Application Consultation. This includes office receptors, for example, those at the Existing Power Station. The assessment concluded that noise and vibration effects at all non-residential receptors would not be significant. The assessment has considered measures to address the potential effects on noise and vibration. Some of these measures are incorporated into the design of the Power Station Development, (embedded mitigation), for example the proposed earth mounds located at the Wylfa Newydd Development Area perimeter. Further measures (additional mitigation) have also been considered, such as the implementation of the Construction Noise and Vibration Management Plan. For further information on the effects to the water table from deep excavations, please refer to the groundwater and surface water assessment in volume B7 of the PEI Report.			

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				The delivery of the marine infrastructure proposed for Porth-y-pistyll would require dredging and preparatory works using a combination of methods that may include blasting. These works could be undertaken either in a completely wet or partially dry construction environment and Horizon is continuing to evaluate the approach that would be taken through engagement with construction partners and other technical stakeholders. The differences in approach are outlined here for information only – there is little scope for consultation comments to influence this aspect of decision making as the decisions will be made based on the technical needs of the Project. The detailed design and construction method of the MOLF and associated breakwaters is yet to be finalised and will continue to be developed up to the finalisation of the DCO application. The design of the MOLF and breakwater will have where possible, regard for seascape character, whilst satisfying engineering requirements. Changes to hydrodynamics may occur from the presence of breakwaters and MOLF resulting in changes to erosion and deposition effecting habitats and communities. We will be undertaking			

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				further hydrodynamic modelling to assess the impact to the marine environment			
10112	N	3	Appears that all aspects are being covered.	Thank you for your response. Your comment is noted.			✓
10113	N	3	Being your nearest neighbour I am concerned about pollution be it noise, light, water, dirt. The language and culture was severely damaged when they built the existing power station. Your proposal will destroy them. The coastal path has been diverted through my land!	Please see responses to Response ID 16 (3) regarding light pollution, ID 47 (1) for information on noise and ID 68 (3) for information on dust. Please refer to the groundwater and surface water assessment in volume B7 of the PEI Report for the effects on water. Please see responses to ID 70 (3) for information on Welsh language and schools and ID 78 (3) for information on Welsh language and jobs and skills. ID 71 (1) provides further information on the TWA and its associated impacts on crime and local services. The location of the Wales Coast Path has yet to be confirmed. Please see response to ID 40 (3) for further information.			✓
10113	N	13	Every effort should be made to safeguard the environment, existing historical places and the culture of the Welsh speaking community. Also try to ensure the continuation of a thriving tourist industry.	Volume B12 of the PEI Report issued with the Stage Two Pre-Application Consultation assesses potential effects on cultural heritage. Please see responses to ID 70 (3) for information on Welsh language and schools and ID 78 (3) for information on Welsh language and jobs and skills.			✓

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				Please see response to ID 37 (1) and 24 (3) for information on tourism			
10116	N	Letter submitted	My general comments are as follows: As one who remembers the construction of the original Wylfa I can remember the huge impact on our culture and our way of life. This time, I fear it will be even greater. I talk about this to many local people, many of them sadly not sufficiently confident to participate in this 'Consultation' in this way. There are huge concerns about the overall impact on our language and a 'Welsh Way of Life' and although Horizon makes sympathetic noises, they are very English noises and most local people remain extremely worried. If, as shown on your plan, the entrance to the new site is to be near what we call 'Cwt Dyrnwr' (threshing shed). I would strongly urge you to consider saving this very unusual and possibly unique bit of agricultural history. It could even be preserved as part of an Art feature symbolizing industry within the landscape.	Please see responses to ID 70 (3) for information on Welsh language and schools and ID 78 (3) for information on Welsh language and jobs and skills. ID 71 (1) provides further information on the Workers' Accommodation and its associated impacts on crime and local services. Details of the threshing shed are not included in the Stage Two Pre-Application Consultation material.			✓
10117	N	1	It was agreed that the project will bring about a number of life changing developments that will have both positive and negative effects on the community and its people. It is essential that the Council record any concerns and development ideas and that Horizon are made aware of the	Further details were made available during the Project Update January 2016 Consultation and the Stage Two Pre-Application Consultation. Table 1.1 in the Main Consultation Document includes a summary of Horizon's regular programmed consultation and engagement			✓

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			communities' expectancy of them as a developer. It was noted that unlike some other communities, Llanbadrig have lived with nuclear power for a number of years and have learnt from experience. It was agreed that the Community Council cannot, and do not wish to stop the development but rather, raise awareness of local issues and ask the developers to take action to mitigate them. Wylfa Newydd will form part of the Llanbadrig Community for future generations and as such it is important to get the best for the community and to 'get it right'. The members felt that Horizon was expecting to be able to develop as they wish, and without opposition. The Wylfa Newydd Project is a huge scale development, especially so in a picturesque, rural community such as Llanbadrig. Although there is the promise of employment opportunities, it is essential that the steps are taken by Horizon to listen to the community and take steps to mitigate the changes that will be brought about by the development. Concerns include the roads (a5025), Y Rhyd Cemetery, pressure on health and leisure services and security both on site and the local area due to high influx of employees and contractors to the immediate area. The effect of the development on local tourism is also of concern, especially with noise levels, dust and increase level of traffic. More	activities and chapter 1 of this document includes further details on the engagement activities that have already taken place. Chapter 4 provides a summary of consultation feedback and Horizon responses. Response to ID 71 (1) provides information on the Construction Workers Accommodation strategy, local services and crime. Please see response to ID 47 (1) for information on noise and traffic and response to ID 68 (3) for information on dust. A further assessment on the effects of the A5025 on local receptors is included in volume C1 of the PEI Report issued at Stage Two Pre-Application Consultation. Please see response to ID 37 (1) for information on the tourism assessment.			

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			detail is included in the answers to the questions that follow.				
10117	N	3	There is a concern that most matters seem to have been mainly settled whilst many questions remain unanswered. How is Horizon planning to mitigate the changes and disruption to footpaths, especially the coastal path? There is only one mention of the Anglesey County Council's Supplementary Planning Guidance on Nuclear Build. Does this mean that Horizon will be doing what they please with disregard to the local communities? There is no mention about Cemlyn Bay, a recognised site of worldwide importance, and a protected RSPB site. The wildlife there will not tolerate the major changes afoot further along the coastline. It was agreed by all members present that [name removed] should be invited to attend a full council meeting in the new year along with [name removed] so that concerns could be addressed and question asked face to face.	Please see responses to ID 40 (3) for further information on the Wales Coast Path. Further information on footpaths and recreation can be found in volume B2 of the PEI Report issued at Stage Two Pre-Application Consultation. Consideration of the Wylfa Supplementary Planning Guidance (SPG) has been integral to the site selection process for Associated Development and Off-Site Power Station facilities. Please refer to the report on Horizon's Approach for Siting Associated Development to Support Construction of Wylfa Newydd and the Report on Horizon's Approach for Siting Off-Site Power Station Facilities which were made available at the Stage Two Pre-Application Consultation. Potential effects on the Cemlyn Bay SSSI are assessed as part of the ecological assessment in volume B8 of the PEI Report.			✓
10117	N	4	Concerns were raised with regard to the bird sanctuary at Cemlyn and the adverse effect of construction and development nearby. It was felt that the development of Wylfa Newydd will wipe out part of the coast with regard to public access and wildlife.	The report also identifies mitigation. Land-based activities would potentially affect seabirds, including those in Cemlyn Bay, from an increase in airborne noise and vibration, artificial lighting and visual disturbance. An Air Quality Management Plan would be		✓	✓

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			Safety concerns were also raised with regard to the weather conditions often experienced on the sea outside Cemaes. Even with the breakwaters, the sea is still a potential issue, and vessels will need an alternative landing point (possibly Cemaes Harbour, but this will need some alterations to accommodate). Lifeboats are based at Moelfre and Holyhead – both some distance away from Cemaes should any problems arise at sea. Another safety concern was the offloading of personnel should anyone be taken ill or have an accident at sea. What is Horizon's plan in this instance? There would possibly be an opportunity to bring a safety boat around to the harbour but the main Pier is only accessible at high tide, and Pier Bach (and access to it by land) is in desperate need of renovation.	implemented to reduce dust and air pollutant emissions for receptors such as Cemlyn Bay SSSI. Please see response to ID 97 (3) for further information on Cemlyn Bay SSSI. The consideration of the safety of staff within the construction site and actions to take in the event of a nuclear emergency will form part of the Site's approved emergency plan and accompanying arrangements. Horizon will utilise off-site support and the local emergency responders in its response to on-site events such as fires, injuries and illnesses.			
10117	N	14	It was agreed that the services currently on offer at Tregele and Cemaes will not be sufficient for the proposed influx of workers (6000-8000 at peak) and the villages will have to grow to accommodate. This will be a challenge whilst retaining the very character of the area that is so attractive to visitors and the tourism industry on which the area is so dependent.	Please see responses to ID 37 (1) and 71 (1) for information on the Construction Workers Accommodation strategy. ID 24 (3) and 85 (1) provides further information on tourism.			✓
10121	N	1	The main things that I regard as hurdles are noise, dust, traffic and views.	Please see responses to ID 47 (1) for information on noise, views and traffic and ID 68 (3) for information on dust.			✓

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10121	N	13	It is vitally improvement public access is maintained and or improved. For example the coastal path brings lots of tourism to the area.	Please refer to the public access and recreation volume (B2) of the PEI Report issued at the Stage Two Pre-Application Consultation. Response to ID 40 (3), 49 (3) and 24 (4) also provides further information on the Wales Coast Path and recreation. ID 24 (3) and 85 (1) provides further information on tourism.			✓
10127	N	5	Current site allows continual access to coastal path, which needs to be maintained after the build and during the development/building work. The coastal path is a major draw for tourism, particularly out of season and is used for nationally publicised events such as the 'Ring of Fire' race and many charity walks etc.	Please refer to the public access and recreation volume (B2) of the PEI Report issued at the Stage Two Pre-Application Consultation. Response to ID 40 (3), 49 (3) and 24 (4) also provides further information on the Wales Coast Path and recreation. ID 24 (3) and 85 (1) provides further information on tourism.			✓
10129	N	3	Well presented information and informative staff on hand at the consultation events.	Thank you for your response. Your comment is noted.			✓
10129	N	4	I am concerned at the loss of amenities particularly in relation to the coastal footpath and restricted access to Wylfa Head and [location removed]. The historic gardens at Cestyll are highly significant locally as is the mill. Retaining access to Wylfa Head would go a long way to compensating locals for loss of this heritage coastline.	Please refer to the public access and recreation volume (B2) of the PEI Report issued at the Stage Two Pre-Application Consultation. Response to ID 40 (3), 49 (3) and 24 (4) also provides further information on the Wales Coast Path and recreation. Please see response to ID 47 (5) for information on Cestyll Gardens.			✓

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10129	N	14	This installation will have a massive impact on the place, both in terms of the physical alterations but also the strain it will put on the local infrastructure. I see no mention of schools, doctors surgeries, sports facilities or any recognition that the local hospital is in Bangor.	These issues have been considered within the socio-economic assessment (volume B1) included in the PEI Report issues at the Stage Two Pre-Application Consultation. Please also see responses to ID 70 (3), ID 71 (1) and ID 86 (3).			✓
10131	N	3	Excellent.	Thank you for your response. Your comment is noted.			✓
10131	N	14	…The landscape is changing already and the future is looking very bleak as more development takes place. Cemaes will never be the same again. Apart from the change in landscape, the inward migration of foreign workers will change our village forever. The pollution of the air and rivers and the sea will also impact our way of life…	Please see responses to Response ID 16 (12), 24 (4) and 47 (1) for information on the landscape and visual assessment. Please see response to ID 71 (1) for information on the Construction Workers Accommodation Strategy. The effects on the environment are assessed in the PEI Report issued at the Stage Two Pre-Application Consultation. This includes air quality (volume B5), groundwater and surface water (volume B7) and the marine environment (volume B10).			✓
10133	N	5	Routeing the coastal path along the coast instead of inland would be good if associated security issues could be overcome.	Please see responses to Response ID 24 (4) and ID 40 (3) for information on the Wales Coast Path.			✓
10133	N	7	Appreciate there are employment opportunities for Anglesey as a whole but will be damaging to my business running holiday accommodation in Cemaes.	Please see response to Response ID 37 (1) and 63 (1). Please also refer to the socio-economic assessment in the PEI Report (volume B1) issued at the Stage Two Pre-Application Consultation.			✓

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10133	N	13	I received no satisfactory answer to my question at the public consultation re who bears the liabilities or costs in the event of a radiation contamination accident that could blight Cemaes and/or much larger areas of Anglesey.	Horizon has a “duty of care” to both its employees and members of the public. Additionally, there is a moral expectation on organisations to seek to reduce the effect of accidents and injuries on the public, its workforce and the environment. This includes compliance with legislation and regulation and requires robust arrangements to be in place for specific hazards and risks. Furthermore intervention by Horizon to reduce the consequence of an incident would help reduce potential costs by, for example, reducing the requirement for repair or replacement of plant and/or equipment, additional labour and loss of income. Demonstrably robust arrangements can also beneficially affect insurance premiums.			✓
10134	N	3	I note the efforts made to monitor wild life and to minimise impact upon it. The long-term storage of nuclear materials on site is a concern. Horizon will be best served by maximum transparency on the storage of intermediate level nuclear waste and other nuclear material. The public need to be assured that this aspect of the development is carried out with due diligence. The Welsh language will benefit from the creation of quality jobs which enable our young people to work in Anglesey and develop their	Please see response to ID 77 (4) for information on nuclear waste. Volume B14 of the PEI Report issued at Stage Two Pre-Application Consultation also provides further information on this topic. Please see responses to ID 70 (3) for information on Welsh language and schools and ID 78 (3) for information on Welsh language and jobs and skills. Please refer to the public access and recreation volume (B2) of the PEI Report			✓

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			careers in North Wales whilst encouraging Islanders who have had to leave in the past to return. When construction is complete the presence of Wylfa Newydd will have a significant impact upon local foot paths, especially the Wales coastal path. This is used by local residents and is popular with tourists. During the construction phase due consideration should be made to walkers and cyclists and disruption minimised.	issued at the Stage Two Pre-Application Consultation. Response to ID 40 (3), 49 (3) and 24 (4) also provides further information on the Wales Coast Path and recreation.			
10135	N	1	Cestyll Garden has a Covenant in place to protect it and to be maintained in perpetuity. This was placed as a condition of its sale to C.E.G.B back in the 1980's by its then owner Lady Irene Astor of Haver. It was regarded as a garden of remembrance to her aunt and uncle, whose ashes are scattered there, also the following (The Honourable Walter Vivian, The Honourable Violet Vivian) owners Miss Alexandra Mason (daughter of three station employees) Mr Alan Kirkpatrick (Wylfa Power Station manager) Mrs Pat Wright (wife of long-time Cestyll gardener) Mrs P Livingston local lady RNLIL supporter). The relatives of the above were given permission to scatter their ashes and required continued access to Cestyll Gardens via the New Road to Cemlyn i.e. the lane past Cafran Farm to Cestyll needs to be accessible.	Please see responses to Response ID 47 (5) and ID 10049 (3) for information on access to Cestyll Garden.			✓
10135	N	5	Due to Cestyll Garden's historical importance ie [name removed] with [name removed] also local	Please see response to Response ID 47 (5) for Cestyll Garden information.			✓

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			interest and fundraising opening potential i.e. R.N.L.I. annual opening in May. It would be appreciated to have tree screening around the boundary of Wylfa Newydd site with Cestyll Garden (MDA site) planted as soon as practical to allow growth during the site preparation period, this would allow a degree of privacy to the gardens.				
10152	N	Letter submitted	…Many sites on Anglesey and North West Wales are Areas of Outstanding National Beauty. They are a precious national resource and we have a responsibility to be their custodian for future generations. The National Grid proposals will desecrate these areas. For example, one considered crossing point is close the Plas Newydd on the Menai Strait where both Banks are National Trust Land. The economy of this area is heavily dependant on tourism. Tourists do not wish to visit an area scarred by intrusive and unsightly power transmission towers. This region is a national and international tourist destination…	Please see response to ID 24 (4) for information on the visual and landscape assessment. Volume B11 of the PEI Report issued at the Stage Two Pre-Application Consultation provides more information on the landscape designations that have been assessed and the potential effects. See response to ID 37 (1), 24 (3) and 85 (1) for information on tourism. Regarding the National Grid connection, this is outside the control of Horizon and National Grid is responsible for obtaining the relevant regulatory approvals and consent for the works necessary to connect the Power Station to the National Grid electricity transmission network. These works are being consulted on separately by National Grid.			✓
10155	N	Letter submitted	Environmental Impact Assessment: The size and nature of the proposed new Nuclear Power Station is such that it is classified as an EIA	We are undertaking an EIA and the PEI Report was included as part of Stage Two Pre-Application Consultation.			✓

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			development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (Infrastructure EIA Regulations). An Environmental Statement for the Wylfa Newydd Project will, therefore, accompany the application for a development consent order. The European Environmental Impact Assessment (EIA) Directive includes special provisions for cases in which a project implemented in one Member State is likely to have significant effects on the environment of another Member State. Similarly, the 1991 UNECE Convention on Environmental Impact Assessment in a Transboundary Context, known as the Espoo Convention, introduces specific rules for conducting an EIA of activities located on the territory of one contracting party, defined as the Party of origin, and likely to cause significant adverse transboundary impact in another contracting party, defined as the affected Party. Given the proximity of the Irish Republic and Northern Ireland there should be maximum consultation on the Wylfa EIA with national, devolved and local authorities on the island of Ireland. Part II of Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 also requires: "An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons	We will be looking to undertake statutory consultation with both the Irish Republic and Northern Ireland Governments due to the potential for transboundary effects, as identified in the PEI Report. The ES to accompany the DCO application will clearly present a description of the Wylfa Newydd Project, inclusive of construction methodologies and a description of where alternative approaches were considered. National Policy Statements establish that there is an urgent need for new electricity generating capacity, including nuclear. National Policy Statement for Nuclear Power Generation EN-6 makes clear that an application for a development consent order for a new nuclear Power Station should be assessed on the basis that “the need for such infrastructure has been demonstrated” and goes on to identify a site at Wylfa as potentially suitable for a new nuclear Power Station. As such, Horizon has not been consulting on the principle of nuclear power, or the suitability of the Site for a new nuclear Power Station; instead the consultation will seek views on the specific proposals or options that Horizon put forward for the Wylfa Newydd Project.			

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			for the choice made, taking into account the environmental effects." Given the rapid changes in the UK energy industry detailed in the table above this should be interpreted in the widest possible way. If the large centralised utility model is becoming obsolete then continuing with the Wylfa Newydd project needs to be compared with a decentralised alternative for North Wales. The ideas put forward by [name removed] for a Sustainable Energy Future can also be applied to North Wales: http://www.no2nuclearpower.org.uk/wp/wpcontent/uploads/2013/06/Towards Sustainable Cumbria 210613.pdf. This report is updated regularly with news about the onward march of micro-power from around the UK at: http://www.cumbrianenergyrevolution.org.uk				
10158	Y	1	The RSPB's main concern about this project relates to its potential impacts on the qualifying species of the Ynys Feurig, Cemlyn Bay and the Skerries Special Protection Area (SPA) and the Annex 1 habitats of Cemlyn Bay Special Area of Conservation (SAC). In addition, we are most concerned about the likely impacts to chough, an Annex 1 species under the European Council Directive on the Conservation of Wild Birds (79/409/EEC), known as the 'Birds Directive'. The development site is important for chough, a scarce and declining	Please see responses to Response ID 47 (4), ID 68 (4) and ID 10117 (4) relating to impacts to birds. A Habitat Regulations Assessment is currently being undertaken for the Wylfa Newydd Project and will assess potential impacts upon European Sites and their qualifying habitats and species. The Habitat Regulations Assessment (HRA) Interim Report was			✓

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			breeding bird species of acknowledged conservation concern in Wales and the Europe. Wales has particular additional responsibilities with regard to chough because it holds 75% of the UK population.	included in the information provided at Stage Two Pre-Application Consultation. The effect and proposed mitigation of the Project on breeding birds (including chough) is reported in volume B8 of the PEI Report issued at Stage Two Pre-Application Consultation.			
10158	Y	3	The key issue is that the application site is adjacent to, and within the foraging ranges of, sites nationally and internationally designated for their importance for birds, in particularly the tern colony at Cemlyn Lagoon which forms part of the Ynys Feurig, Cemlyn Bay and the Skerries SPA; Cemlyn Bay SAC and Cemlyn Bay Site of Special Scientific Interest (SSSI). We therefore consider that the application site is functionally linked to Natura 2000 sites. In addition, the Tre'r Gof SSSI is within and Cae Gwyn SSSI abuts the Wylfa Newydd development boundary. We are surprised and disappointed that the project has not identified or even referred to local wildlife sites, Sites of Importance for Nature Conservation (SINCs) in northern Anglesey. Please contact the local authority's Environmental Advisor/County Ecologist for further information. We recognise this is a large complex project which includes extensive associated development and that studies are ongoing. However, there is a lack of detail/evidence in terms of environmental baseline information,	Please see responses to Response ID 40 (3), ID 47 (5) and ID 10069 (Letter submitted). Further information on these issues is now available as part of the Stage Two Pre-Application Consultation. This includes a PEI Report which provides an assessment on terrestrial and freshwater ecology (volume B8) and the marine environment (B10). The noise and vibration assessment is included in volume B4 of the PEI Report and the groundwater and surface water assessment is included in volume B7 of the PEI Report. The PEI Report sets out an assessment of the potential environmental effects of the Wylfa Newydd Project and the proposed mitigation to reduce any potential impacts. Assessment work is ongoing to provide additional detail around likely effects and associated mitigation. The HRA is currently being conducted for the Wylfa Newydd Project. The Appropriate Assessment will document potential impacts			✓

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			including validation of both evidence and models in relation to the study areas. Therefore it is difficult to determine the levels of a range of impacts which may result from the proposal. We are most concerned at the likely adverse impacts caused by noise and vibration during site clearance and construction especially in terms of disturbance to the Cemlyn tern colony and disturbance to fish (prey species of terns). Reference to the Preliminary Environmental Information Report (PEIR), Chapter 10 - Assessment of noise and vibration impacts, helps identify these issues but does not provide adequate information in terms of evidence and measures to reduce impacts. There is a water quality issue associated with site clearance, construction and landscaping. Section 14.23 of the PEIR, identifies Catchment 5, which drains via an unnamed watercourse into the lagoon at Cemlyn Bay. We are concerned about the proximity of this catchment in relation to the Wylfa Newydd development area as a source of runoff pollution especially the potential sediment delivery from works entering the catchment. This could cause an adverse impact to the biodiversity of the watercourse and Cemlyn Lagoon.	upon the European Sites and their qualifying habitats and species, along with proposed mitigation. The HRA Interim Report was included in the information provided at Stage Two Pre-Application Consultation. Initial assessments of the Associated Development is also included in the PEI Report (volume B17 to H1). Adverse effects from the Power Station construction will be experienced by breeding, over-wintering and passage birds. Timing works to avoid sensitive periods for key receptors where possible (applicable to all receptors) will mitigate this effect.			

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10158	Y	4	We are concerned about the major engineering works and proposed structures in Porth y Pistyll. Porth y Pistyll is used by foraging terns associated with the nearby tern colonies. As such the proposed coastal development site is functionally linked to the Ynys Feurig, Cemlyn Bay and the Skerries SPA. We are further concerned about the displacement of foraging terns from Porth y Pistyll during the construction and operation phases. In addition there are potential indirect impacts on terns due to habitat loss for prey, depletion, displacement and/or aggregation of prey. We have concern over the extent and impacts from the thermal plume originating from the cooling water outfall on the marine environment. A thermal plume together with marine structures could create optimum conditions for the establishment of marine Invasive Non-Native Species (INNS). For example the increased sea temperature and shelter created by breakwaters would be conducive for the establishment of Carpet Sea-squirt (Didemnum vexillum). This marine INNS has recently become established in Holyhead Marina and is currently undergoing an eradication programme. The possible introduction of INNS during construction operational phase must be considered and addressed.	The Stage Two Pre-Application Consultation materials contain information regarding your response. Further information on the marine construction, including the breakwaters and MOLF are included in Chapter 5 of the Main Consultation Document issued at Stage Two Pre-Application Consultation. Impacts on the terns breeding at Cemlyn Bay SSSI/SPA are discussed in volume B10 of the PEI Report and in all instances where there is the potential for European sites to be affected; determination of likely significant effects has been made through the HRA process as outlined in the HRA Interim Report. The effects of the Project on the marine environment is assessed in volume B10 of the PEI Report. The warmer waters in the vicinity of the new outfall, combined with the presence of new substrate, are conditions that could favour non-native species. The effects are predicted to range from minor to moderate adverse, depending on the receptor. Additional mitigation is currently being developed including the preparation of a Marine Non-native Species Strategy. Please also see responses to ID 10069 (Letter submitted) for information on the		✓	

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				environmental impacts of the Power Station and details of the cooling water discharge.			
10158	Y	5	The extensive landscaping proposals will destroy chough feeding areas. This is through the direct loss of existing chough foraging areas (eg grazed coastal fields) within the footprint of the Wylfa Newydd development area, and indirect loss through tree planting/woodland creation which would not be suitable for chough as they require open grazed areas to forage.	The effect and proposed mitigation of the Project on breeding birds (including chough) is reported in volume B8 of the PEI Report issued at Stage Two Pre-Application Consultation.			✓
10161	Y	Letter submitted	I refer to your consultation documents received in accordance with Section 42 of the Planning Act 2008 process, which precedes your application for a Development Consent Order for a Nuclear Power Station at Wylfa, Anglesey. I am pleased to confirm that we have actively engaged with you on the project and will continue to do so in respect to the development and possible impact upon our assets. Initial contact was made with DCWW during August 2010 to open discussions around water and wastewater provisions for the new power station. This liaison has continued ever since in order to facilitate the proposal. We acknowledge that the details of the proposal are in a preliminary stage and accordingly we are keen to work with you to develop the proposal where there are possible impacts upon Welsh Water assets. We therefore trust that our	Information on conventional liquid effluent can be found in volume B15 of the PEI Report issued at Stage Two Pre-Application Consultation. There would be a variety of non-radioactive liquid discharges, predominantly related to water use and drainage from the Wylfa Newydd Power Station. The largest abstraction is of seawater (from Porth-y-pistyll) for circulating cooling water and service water supply, and hence this would result in the largest volume of discharge via the cooling water outfall. The discharges to Cemlyn Lagoon would be carefully managed through installation of the drainage system and this would reduce the risk of changes to water quality in Cemlyn Lagoon.			✓

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			comments and discussions on matters relating to the project following the close of this formal consultation stage will be taken into account in your submission of the Development Consent Order. However, at this stage I must point out that preliminary discussions have taken place regarding the cooling water outfall that is currently utilised by DCWW to disburse effluent discharge from the adjacent Cemaes Wastewater Treatment Works (WwTW) and how this will be incorporated into the decommissioning activities. We understand that a cofferdam is proposed which will require DCWW to change the existing discharge route. This may also affect the potable water usage going forward by the site and so we would welcome more details around this when they are available. I also know our water resources team have been in dialogue with yourselves regarding your proposal and they are currently reviewing the impact the proposal has upon our water resources and potable water supply. However, to date I understand they are awaiting further information about the potential water supply demands and so we would appreciate if you could confirm the expected demands so that this review can be concluded. As it stands we are currently serving and supplying the existing Wylfa power station site although it is likely our existing WwTW and	All sewage would be treated at a Dŵr Cymru Welsh Water sewage treatment works and would be discharged to the sea in the same (or similar) location as the cooling water outfall, as presently occurs at the Existing Power Station. Given the large tidal excursion, wastewater would be quickly and widely dispersed and diluted. It is proposed that the discharge of wastewater would comply with all consents and Horizon is due to carry out further modelling of the dispersal of liquid effluents. Horizon will continue to engage with DCWW on the capacity of the existing WwTW. If dry marine excavation is chosen, then an additional temporary cofferdam (of the same design as the causeway) would be built between the western breakwater and the Marine Off-Loading Facility to allow some of the excavation of the seabed to take place in the dry. For the dry marine excavation option, only the cofferdam and the causeway would need to be watertight. To achieve this, the cores of the causeway and cofferdam would be excavated using a rotary rock wheel, filled with gravel and then sheet piles would be driven through by vibro-piling. The bottom of the pile would then be secured using a sealant. All potable water (i.e. water suitable for drinking, cooking and washing) requirements for Power Station construction activities are to			

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			Water Treatment Works will need to be improved to meet the expected demands from the new facility. As a result a study is required at Cemaes WwTW to evaluate the current situation and propose what improvements would be required at this location against a constructing a new WwTW closer to the Cemaes Village. The current WwTW outfall will become unavailable from mid 2015 and this will be considered further when evaluating the continued use of Cemaes WwTW 'V' discharge permitting close to the blue flag bathing beach at Cemaes Village. Notwithstanding the above, we respectfully reserve the right to comment further on any matters and issues arising from ongoing and future consultation. However, we trust the above information is helpful at this stage and we look forward to continuing our engagement on the project prior and during the submission of an application to the Planning Inspectorate.	be met by mains supply from Dŵr Cymru Welsh Water (DCWW). Horizon will continue to engage with DCWW as they evaluate their options for this supply.			
10162	Y	Letter submitted	Further to the details set out on the consultation website, I hereby formally submit a representation on behalf of North Wales Police in relation to the socio-economic impacts upon police services that will result directly from the development and the need for appropriate and adequate revenue/capital funding for police services as mitigation. The deadline for representations is 8th December 2014 and I would be grateful for an	An initial assessment of the effects on demand for policing services is included in volume B1 of the PEI Report issued at Stage Two Pre-Application Consultation. This effect is assessed as moderate adverse, although discussions are ongoing with the police service as to potential mitigation to reduce the level of significance of effect to not significant.			✓

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			acknowledgement of this representation in due course. The two immediate issues for early 2015 is to agree PPA funding for the police to assess the full range of impacts and for the EIA to include the issues raised in the letter and start to formulate a s106 package of proposals accordingly for agreement. I write to advise that CSJ Planning will be advising North Wales Police (NWP) on planning matters through the DCO process and I would be grateful if you could include me on your database and copy me into all future correspondence. NWP will have a direct interest in the DCO and have been liaising with Horizon and local councils over the past 12 months in relation to this major project in particular with regard to the need for an adequately funded Planning Performance Agreement (PPA) to enable the full impacts and mitigation to be adequately assessed by third parties to the Horizon's proposals. There was a very encouraging meeting between Horizon Directors and the Deputy Chief Constable on 26th November 2014, at which it was agreed that in early 2015, formal discussions would begin with a view to either a bespoke PPA direct with NWP or additional funding within the existing PPA with IACC, as a precursor to the mitigation discussions proper so that the impact assessment can begin in	Horizon is considering how the local police services can be supported in managing perceived or actual crime or antisocial behaviour associated with the construction workforce. Horizon intends that preventative action through codes of conduct, training events and ongoing active promotion campaigns would greatly limit the potential for any such incidents. Horizon will continue working with the Police Service to identify appropriate mitigation in relation to policing services. Please find further details in response to ID 71 (1) Further details needed on PPA funding and s106 packages.			

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			earnest. The meeting was extremely positive and has set up a strategic relationship and partnership for the future which will benefit both parties moving forward. NWP do not wish to comment specifically on the merits or object to the land use planning matters of the scheme, and solely seek to ensure adequate s106 mitigation is provided to cover socio-economic impacts. The overall headline point is that NWP has existing budgets based on the baseline population and additional work which will result from this major project should not be at the expense of the taxpayer. Without suitable mitigation in the form of section 106 funding for police services, the only consequence would be a reduction in the existing levels of service to the population. NWP will work closely with the developer and Councils to ensure that the impacts upon the police service in the locality are suitably mitigated and will provide detailed evidence to support the case for inclusion in the Local Impact Report (LIR) at the appropriate time resourced via a PPA as set out above. I will also register with the IPC on behalf of NWP independently once the application is formally made. There will be socio-economic impacts arising from the development upon police services				

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			which will require mitigation. NWP welcomes the inclusion of chapter 7 in the Preliminary Environmental Information Report - Volume 1 and the agreement that socio-economic factors will need to be addressed. NWP however, feel that the bullet point list in paragraph 7.5 should specifically include - "Police and other emergency services" under the Public Services heading. This is a significant omission by your consultants, where previous comparable experience at Hinkley Point C in Somerset, shows that these services are vital to overall community cohesion and delivered substantial revenue funding through the section 106 agreements for both the associated works and DCO. NWP welcome the identification of both local and wider socio-economic impacts. The location on an island will mean that with specific regard to transportation, NWP will inevitably increase its workload not only within Anglesey but Gwynedd also. NWP highlight again that paragraphs 7.48 to 7.50 should include reference to Police services, specifically key police stations in the area of impact. In relation to 7.49 it may well be true that current crime rates are comparable with the national average, but the influx of a large transient construction population is likely to exponentially increase the pressure on police services. The reference in 7.50 to future assessment is welcome and NWP would expect				

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			detailed mitigation funding to be identified early in the process for discussion. NWP welcome the inclusion and acceptance in table 7.4 on page 85 that a potential impact will be - "Impact on crime levels and policing requirements" and that Horizon will "Work with emergency services to meet needs arising from the relevant developments" In order to aid Horizon in the future assessment NWP will be directly affected by the proposals, in the following specific areas: (i) Significant increase in work force population (4,000 generally with a peak at 8,500) that brings in a transient population impacting upon the general policing of the area and community safety; (ii) Increase in the need for equipment and facilities in regard to the direct impacts of the increased workforce population and the resultant increase of crimes and events associated. This will include officer equipment, training, and could include contributions to buildings, vehicles, ANPR, and communications equipment; (iii) Protest and disturbances against the development at or near the site; (iv) Police resources to comment and assess consultation documents; (v) Providing input into the planning process; and,				

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			(vi) Incident planning and intelligence planning in terms of health & safety and ongoing operation The issue of policing community safety and protest is a planning matter as crime and security is clearly a planning material consideration as part of the Spatial Planning System, as brought about by the 2004 Planning and Compulsory Purchase Act. It is, therefore, clearly a planning 'material consideration' and any implications that need to be addressed are necessary to make the development acceptable in planning terms. The funding for the Police is directly related to the development, as without the development there would be no resulting increase in the established baseline population, and policing would continue in its current form. The funding required is not in any way to meet existing needs or deficiencies or to seek profit for NWP, but is solely directly related to the development in terms of cost recovery for actual works that will need to be undertaken. NWP set out the following factors in relation to a transient temporary workforce: (1) A transient workforce will from past experience disproportionally increase issues of crime and events (events that have to be dealt with, not necessarily leading to a conviction); because - (a) The increase forms a largely male dominant workforce without any direct family ties or				

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			(b) The normally higher than average levels of foreign workers creating implications for highway code knowledge, language issues, cultural issues; and (c) Increases in impacts upon the night time economy due to a mainly single population having available monies to spend. There will also be direct increased police work as a direct result of development regarding inter alia – Increased pressure from additional workforce population Community related disagreements causing disorder and requiring a police presence Anti-Social Behaviour associated with the integration of a new workforce population at temporary accommodation locations Crime on accommodation sites (burglaries) requiring police attendance Liaison with Developer and engagement in stakeholder monitoring groups including intelligence sharing Input into code of practices Increased Night Time Economy policing Dealing with potential Community tensions If the DCO does not provide mitigation then effectively the tax payer will be subsidizing				

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			policing in the area and the resultant service to the existing population will be reduced. NWP welcomes the consultation process and would welcome discussion regarding a series of future meetings to work together to ensure that impacts upon public services are mitigated. One last point is that there is a reference in Chapter 7 to the identification of existing headroom and capacity of services, but it must be made clear that there is no surplus headroom or capacity within the Police service to merely absorb an additional new temporary workforce of 8,500 within existing work streams. It is acknowledged however, that this issue will be of a temporary nature (possibly 8 years) where revenue funding will be required to address the above impacts, but that once the Power Station is operational, the 1000 workforce would then become permanent within the tax funded police budgets.				
10164	N	3	On the 3rd December 2012 an extraordinary meeting of the sub group was held to discuss the worker accommodation sections of your PAC1 Consultation. A number of issues were raised and these are briefly outlined below: 1) We note that in your consultation document you propose that 1/3 of the workers will be accommodated in purpose built accommodation, 1/3 in the private sector and 1/3 in tourist accommodation. We understand that this is based upon a report commissioned by the Council when the workforce was proposed to be	Further details are now available in the Construction Workers Accommodation Strategy that was issued at the Stage Two Pre-Application Consultation. This includes an updated estimate on the peak construction workforce anticipated for the Project. Further work is underway to agree the amount of existing accommodation that can be used and how workers can be matched with accommodation so that adverse impacts on local communities are avoided, managed and/or mitigated			✓

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			6,000 during peak. However, the workforce is now anticipated to be 8,500 at peak and we question whether this three thirds split remains appropriate. We feel that the thirds principle needs to be revisited given that this was based on work carried out some time ago, with assumptions which may no longer be fully valid. Indeed, your consultation contains a lack of detail on how these figures will be achieved or what specific accommodation needs will be required, over what letting periods and whether it will be Horizon seeking this accommodation or its sub-contractors (i.e., various companies competing for a limited number of accommodation). We strongly recommend and request that the [name removed] is involved in any future process regarding workforce accommodation. 2) While we anticipate that accommodation workers in tourist accommodation may bring valuable additional income during the winter period, we do not anticipate that this will provide a year round solution. Indeed, the group feel that accommodating such a large number of workers in tourist accommodation for long periods of time could do significant harm to the sector in the long term and may find it difficult to attract tourists back, once they have been displaced.	A Construction Worker Accommodation Strategy will be implemented which would include provision of a Construction Worker Accommodation Management Portal (CWAMP). The CWAMP will be the tool that is used to manage the usage of bed space for the duration of the Wylfa Newydd Project. This portal will be an on-line system most likely supported by a hotline for any requests or queries. Accommodation or tenancy agreements shall be directly between the Wylfa Newydd workers (tenants) and accommodation providers (landlords). Landlords wishing to promote any bed space on the CWAMP will have to be approved, with a number of additional criteria likely to be used to prevent the displacement of existing tenants. A Wylfa Newydd Accommodation Board will be established to oversee and monitor the usage of bed spaces as well as mitigate any impacts where necessary. A Workers Code of Conduct will also be established to explain the legislation requirements that must be met as well as the expectation Horizon has of its workforce and associated supply chain. The CWAMP can be used for bringing empty homes back into use to reduce the pressure on the existing private rental sector (PRS) and to			

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				provide long-term legacy benefits to the housing market on Anglesey. Horizon has used the socio-economic assessment (see the PEI Report chapter B1) to inform the estimated levels of construction worker accommodation across the various types of stock. As stated previously, assumptions made on availability of types of accommodation (excluding construction workers who may already reside locally or choose to buy a home) are as follows,: • introduction of new stock – around 4,700 bed spaces: • occupation of private rental accommodation – up to around 1,100 bed spaces from existing stock, plus an estimated 400 bed spaces from latent accommodation; and • occupation of existing tourist accommodation – up to around 1,100 bed spaces. Horizon has been working with the Isle of Anglesey County Council to agree the principles for how an Accommodation Management Portal could be used to help match workers with suitable available accommodation and further reduce the risk of adverse impacts on housing and tourist accommodation markets. This was previously called the “Housing Hub”.			

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10171	N	3	I have particular concerns, indeed grave concerns about the radiological effects of the new station, and in particular the storage of nuclear waste on site.	Please see response to ID 77 (4) for information on nuclear waste. Please refer to volume B13 of the PEI Report issued at Stage Two Pre-Application Consultation for information on the radiological effects and volume B14 for information on radioactive waste management.			✓
10172	N	3	Living about 10 miles from the site I have no personal issues regarding PEI Report, or attempts to mitigate effects. I assume there will be some public access* within the Wylfa Newydd Development Area after completion – the extent of access – all apart from the Power Station Site – or that plus some other limits is not clear. *I note footpaths arrangement within the Development site (Figure 13) – well planned. It is vital the local community are fully consulted and as far as reasonably possible their concerns are addressed.	A LEMP has been prepared to inform the Stage Two Pre-Application Consultation materials, with further details found in chapter 7 of the Main Consultation Document. The LEMP provides information regarding landscaping, ecological and recreation proposals during the different Wylfa Newydd Project stages. Please also refer to the public access and recreation volume (B2) of the PEI Report for further information on rights of way. Please see response to ID 40 (3) for information on the Wales Coast Path			✓
10174	N	3	Hope the promises regarding 'screening' are adhered to and that no damage will be caused to the natural environment.	Thank you for your response. Your comment is noted.			✓
10175	Y	1	This state of affairs [in Llanfechell] is now threatened by likely consequences of Wylfa Newydd on the ground. For example:	An initial assessment of the effects of the Project has been undertaken. The details are included in the PEI Report issued at the Stage Two Pre-Application Consultation. In addition			✓

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				the effects of the Project on Llanfechell are addressed in chapter 20 of the MCD.			
10176	Y	13	Learn Welsh. It is recognised that there will be people who do move into the area permanently, much as happened during the construction of Wylfa. However what should happen is that these people are strongly encouraged and helped to learn Welsh. I know it won't be easy but it will be worth it all round. There are people who moved here 50 years ago to build Wylfa who bitterly regret not learning the language at the time but didn't anticipate that they would spend the rest of their lives in Wales.	Please see responses to ID 70 (3) for information on potential effects on Welsh language and schools and ID 78 (3) for information on Welsh language and jobs and skills.			✓
10177	Y	1	The North Wales Wildlife Trust (NWWT) is a registered charity and one of the leading non-governmental conservation organisations in North Wales. We have over 4000 members and a total of 34 nature reserves across North Wales (6 of which are on Anglesey). Of particular relevance in this case is our nature reserve at Cemlyn, to the west of the proposed development site and which is also a SAC, SPA and SSSI. In addition to the management of these nature reserves we work with a wide range of other organisations to further the protection of biodiversity. We are working towards ecologically functioning landscapes (such as river catchments) and seascapes that can adapt to climate change; providing resilience and connectivity for wildlife, access	Please see response to ID 97 (3) for the impacts and mitigation proposed for the Cemlyn Bay SSSI. Impacts on Cemlyn Bay SSSI/SPA are further discussed in volume B10 and B8 of the PEI Report. In all instances where there is the potential for European sites to be affected; determination of likely significant effects has been made through the HRA process as outlined in the HRA Interim Report issued at the Stage Two Pre-Application Consultation.			✓

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			and enjoyment for people and a sustainable, low carbon contribution to the economy. The Wildlife Trust notes that this is a consultation under Section 42 of the Planning Act 2008 and as such both seeks our opinion and enables us to develop an informed view on the development of the project. We further note that it is not consulting on either the principle of nuclear power or the suitability of the site. With respect to the latter we emphasise that relevant NPS (National Policy Statement for Nuclear Power - EN6) states that "there is an Imperative Reason of Overriding Public Interest that favours the inclusion of this site in the draft Nuclear NPS despite the inability to rule out adverse effects on European Sites at this stage. This takes into account the need for sites to be available for potential deployment by the end of 2025, the lack of alternatives, and the consideration given to compensatory measures". The NPS also emphasises that development proposals will, among other things, need to show that any potential damage to European Sites is fully mitigated and that the legal requirements of the Habitats Directive are fulfilled. This is further highlighted by Guiding Principles 20 and 26 in the Supplementary Planning Guidance. In all its thinking the NWWT is primarily concerned about the nature and degree of impacts on wildlife, not so much on from where				

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			they arise. We do not currently have a policy on nuclear energy generation, but are developing a policy on energy generation generally.				
10177	Y	1	As noted in the Consultation Document, nuclear power is a heavily regulated industry and the Project will require a variety of licences and consents. In particular we draw attention to the Isle of Anglesey's Supplementary Planning Guidance for the Wylfa Nuclear New Build and its various Guiding Principles. The environmental impact of the Project includes the individual impacts of the proposed Power Station, any Enabling Works and any Associated Developments but also the combined impacts of these and other existing or proposed developments. However comprehensive the EIA, there will always be environmental problems that have not been foreseen (e.g.the experience of us and others in the Pont Briwet development). This applies particularly during the construction phase when contractors / sub-contractors choose to do things in particular ways with little or no consultation. We would request that Horizon include one or more ecological advisors / inspectors amongst the on site environmental management team, with direct lines of communication to the lead engineers particularly those concerned with groundworks, landscaping and construction of the marine facilities.	Consideration of the Wylfa SPG has been integral to the site selection process for Associated Development and Off-Site Power Station facilities. Please refer to the report on Horizon's Approach for Siting Associated Development to Support Construction of Wylfa Newydd and the Report on Horizon's Approach for Siting Off-Site Power Station Facilities which were available as part of the Stage Two Pre-Application Consultation. The Stage Two Pre-Application Consultation materials present information regarding your response. Volume B2 of the PEI Report includes an assessment on public access and recreation including consideration of Cemlyn Bay Nature Reserve as an important recreational resource for residents and visitors. Volume B8 of the PEI Report provides details of the proposed mitigation for ecological impacts. This includes the production of an Environmental Management Plan which will include details of the environmental management team and their communication routes. An ecological clerk of works is currently proposed to supervise key activities but the details of the full site team is not yet confirmed.			✓

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			We recognise that as contracts are let for particular parts of the project some interaction will take place with contenders for contracts over methods and phasing of work. Environmental effects and the mitigation of them can vary greatly with construction methods, materials and their sources and the phased timing of activities. NWWT is particularly concerned with the integrity of the Cemlyn Wildlife Trust Nature Reserve but has a wider interest in the habitats and biodiversity of the wider terrestrial and marine environments. As such we are pleased to be consulted and given the opportunity to advise on how better to mitigate the inevitable effects of this major industrial development. In summary - we require considerably more detail on various elements to enable us to develop an informed view of the project. This relates to the wider impacts on biodiversity, the potential impacts on wildlife and coastal processes at Cemlyn but also to the impact of the Project on Cemlyn as a key visitor attraction on Anglesey. Also, this failure seeks to undermine the importance of Cemlyn as the single most important ecological receptor for the development.	Also, please refer to volume B10 in the PEI Report and the HRA Interim Report issued at the Stage Two Pre-Application Consultation for further information on the assessment of the ecological effects on Cemlyn Bay SSSI/SPA/SAC and the proposed mitigation.			
10177	Y	3	Our detailed comments are described below and follow the format of this document. We have addressed a wide range of issues where we	Since the Stage One Pre-Application Consultation, more information and project		✓	✓

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			require considerably more detail to enable us to develop an informed view of the project. We are also concerned about the lack of clarity on the potential impacts of the Enabling Works and would welcome the opportunity to further evaluate these as part of the planning application process. We would also welcome information on how it will be ensured that any mitigation, compensation or enhancement measures are followed in detail and further unforeseen detrimental impacts at the construction stage are addressed. For example, we would recommend an Ecological Clerk of Works be appointed (or indeed more than one). Chapter 8 Public Access and Recreation: We would recommend that full consideration is given to Cemlyn as a key visitor destination on Anglesey and in particular the impacts of the Project during its construction and operational phases; in excess of 50,000 people may visit the area annually (Source: AONB visitor data). A perceived detrimental effect could be offset by the development of additional facilities at Cemlyn. We have had initial positive discussions with Horizon on this matter (see below). Chapter 10 Noise and Vibration: Table 10.2 summarises construction and operational impacts of noise and vibration. We note the recommendations to use a variety of Best Available Techniques (BAT) e.g bubble curtains to mitigate the impacts on various ecological	details have become available and should address a number of your comments. <u>Enabling works</u> The details of the Site Preparation and Clearance works were consulted upon with the public in May 2016. Further detailed plans including for example, soil movements, topsoil mound locations and watercourse diversions were made available. Further details of the effects of the enabling works are included in various volumes of the PEI Report as part of the Stage Two Pre-Application Consultation. As mentioned above ecological mitigation is proposed including an Environmental Management Plan and an Ecological Clerk of Works for key activities. <u>Public Access and Recreation</u> The effects on tourism have been assessed in volume B1 of the PEI Report issued at the Stage Two Pre-Application Consultation. This is not specific to Cemlyn Bay but this is seen as an important recreational resource for residents and visitors. Please see response to ID 97 (3) for further information on Cemlyn Bay. <u>Noise and Vibration</u>			

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			receptors but overall more information is needed on the amount of blasting and dredging needed to make the new harbour navigable to -10m OD and for the cooling water inlet channel. Should blasting be used we recommend that full consideration is given to the timing of such works to avoid detrimental impacts on the key ecological receptors at Cemlyn ie the breeding tern colony. In addition, we would strongly urge that marine mammal observers be employed when blasting is taking place and the same procedures are followed as with "slow startup that are adopted in the Seismic Survey industry. Whilst we welcome the use of marine mammal observers during offshore blasting, dredging, tunnelling and piling we would urge Horizon to extend observations/studies of underwater noise & vibration impact beyond the 600m study area to account for differences in the propagation of sound underwater and in air (and beyond the 5km marine environmental study area outlined in figure 18.1). We would also urge that consideration is given to avoid periods shown to be peak breeding and nursing times for harbour porpoises (Phocoena phocoena) & grey seal (Halichoerus grypus). Chapter 11 Air Quality: No specific reference is made to Cemlyn as a potential ecological receptor. While efforts by various agencies are underway to understand the status and	Please see responses to ID 97 (3) for information on the Cemlyn SSSI and ID 10158 (4) for information on terns. Chapter 5 of the Main Consultation Document provides information on the current proposals for the marine construction. The delivery of the marine infrastructure proposed for Porth-y-pistyll would require dredging and preparatory works using a combination of methods that may include blasting. These works could be undertaken either in a completely wet or partially dry construction environment and Horizon is continuing to evaluate the approach that would be taken through engagement with construction partners and other technical stakeholders. The marine environment around the Power Station Site has been the subject of extensive surveys, modelling and related investigations since 2010. Since the Stage One Pre-Application Consultation, further work has been carried out to provide additional baseline data to ensure the data are still valid. Surveys of some aspects of the marine environment are continuing in 2016. Additional data on seabirds and marine mammals will be collected from boats, and divers will resurvey			

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			distribution of key species within the lagoon, information on the nutrient status of the lagoon is scarce. As such we strongly recommend that a baseline is established against which to assess any likely impacts. Increasing understanding of this aspect of the SAC could also underpin any action to enhance the features of the site. Chapter 14 Surface Water and Groundwater: While the "Next Steps" (paragraph 14.36) identifies monitoring of water courses discharging into Cemlyn Bay SSSI/SAC among others, we recommend that further emphasis is given to establishing the effect of any potential impacts on Cemlyn in Table 14.2. Given the nature and scale of earth movements we are particularly concerned about the possibility of harmful impacts from increased sediment loads or other run-off feeding into the lagoon. Paragraph 16.51 also identifies that the Cemlyn watercourses scored "moderate" in a WFD assessment. Early recognition of any potential problem will allow the development of appropriate mitigation and also enhancement works to raise the WFD status. Further information is also needed to allow an understanding of the hydrology of Cemlyn to be developed because of the role of freshwater in maintaining the brackish water environment critical to the SAC features. Chapter 15 Flood Risk: We note that the various modelling studies undertaken identify Tre'r Gof SSSI as the location most likely to flood in	the seabed at the Existing Power Station outfall. Volume B10 of the PEI Report includes specific mitigation in relation to marine mammals including the use of acoustic monitoring and marine mammal observers, marine mammal exclusion zones and sensitive construction methods. These construction methods are yet to be determined but will be considered through engagement with technical stakeholders. Modelling will also be carried out to help understand the potential effects of underwater noise on marine mammals. Other mitigation measures will include a Construction Noise and Vibration Management Plan which could include consideration to avoiding periods shown to be peak breeding times. <u>Air Quality</u> Ecological receptors including Cemlyn Bay SSSI/SAC are included in the air quality assessment included in the PEI Report as part of the Stage Two Pre-Application Consultation material. <u>Surface water and groundwater</u> The effects on the Cemlyn catchment are assessed in volume B7 of the PEI Report issued at the Stage Two Pre-Application			

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			response to either extreme rainfall events or inundation as a result of extreme wave heights. We recommend that further investigations are undertaken to determine how such flooding may effect over parts of the Development Area. We are extremely concerned about potential increases to flood risk at Cemlyn SAC/SPA as a result of changes in coastal hydro-dynamics (see below). We strongly recommend that models are developed to investigate this potential. Chapter 16 Terrestrial and Freshwater Ecology: Overall we think that the information on terrestrial and freshwater ecology presented at the current time lacks sufficient depth to allow us to develop an informed view of the Project. Critically, the lack of this data also prevents the development of mitigation and compensation measures. This is at odds with Guiding Principle 20 of Anglesey's Supplementary Planning Guidance because it is not possible to determine whether there is no significant adverse impact on the integrity of Cemlyn (Natura 2000 site) or the condition of associated SSSI. And consequently the effectiveness of mitigation/compensation or enhancement measures. One example of this is the absence of a model of current and predicted sediment influence on the shingle bar at Cemlyn, without this we are unable to make informed assessment of potential impacts. As described	Consultation. The Cemlyn Catchment receptor is included in Table B7.3 – Summary of potential effects to surface water during operation. During construction it is not considered that there would be a significant effect on the Cemlyn catchment post mitigation and it has therefore not been included in table B7.1. The mitigation measures and best practices for the management of sediment would be applied prior to and during construction and are included in volume B7 of the PEI Report. Horizon will be undertaking further hydrodynamic modelling to assess discharges to the marine environment and to look more closely at how the cooling water discharge would be dispersed. <u>Flood Risk</u> A preliminary flood consequence assessment has been undertaken and is included in Appendix 6 of the PEI Report issued at the Stage Two Pre-Application Consultation. Hydrological and flood modelling work is ongoing, and more detailed outputs would be used to inform the detailed design of a drainage plan for the construction works.			

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			elsewhere we are concerned by the lack of reference to changes in tidal or current energy. There are numerous references to the status of Cemlyn and its breeding tern colony. There is some ambiguity as to whether the study area includes the whole of Cemlyn and therefore the internationally important tern colony or not. From paragraph 6.40 and fig 16.1 it does not appear to. We are therefore extremely concerned that there is no reference to tern species in paragraph 16.40, particularly when wintering birds were recorded in the lagoon (paragraph 18.43). This in part reflects the inappropriate drawing of the study area boundary at Cemlyn. We recommend that data on the tern colony is included. We request further liaison on this matter. We note the identification of areas of diverse coastal grassland and heathland especially as habitats of "principal importance" under Section 42 of the NERC. We therefore recommend that the current extent of these habitats provides a focus for future restoration work and the development of "green infrastructure"; the latter is a key theme from the SPG. With reference to paragraph 16.35 we note that Brown Hare are regularly recorded on land surrounding Cemlyn. We suggest that the list of key breeding birds (paragraph 16.40) and over-wintering birds (paragraph 16.43) provides a focus, but not an exclusive list, of possibilities for mitigation and enhancement proposals (Table 16.4). We note the plans for further discussion on	Baseline monitoring of surface and groundwater receptors will continue. Detailed flood consequence assessments will be carried for the Wylfa Newydd Power Station, the A5025 off-line highway improvements and other Associated Development. These will take into account flood modelling which is currently being developed. The final schemes would incorporate measures to reduce any potential flood consequences, including implementation of an operation phase Environmental Management Plan or appropriate maintenance of drainage system. There would be no increase in flood risk to any sensitive off-site receptors due to any of the developments. <u>Terrestrial and Freshwater Ecology</u> A number of surveys were undertaken as a result of the Stage One Pre-Application Consultation Process following meetings with key consultees which influenced the scope of the surveys and the receptors that should be considered in the assessment. Through these meetings, discussions regarding possible mitigation were also undertaken. Further details on the ecological assessment is included in volume B8 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation.			

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			this matter (paragraph 16.69). Table 16.4 should include reference to timings of work as a potential mitigation measure to avoid disturbance to key ecological receptors. Also noise & air quality impact on Cemlyn are specifically mentioned under Operational Impacts (Table 16.5) and should also be referred to under Constructional Impacts (Table 16.4). Table 16.5 also identifies the potential impact of lighting on key ecological receptors; reference should also be made to this under Constructional Impacts. In the absence of the Ecological Mitigation Strategy and specific mitigation measures it is not possible to reach an informed decision on the impact of the Project. Chapter 17 Coastal Hydrodynamics and Geomorphology: This chapter highlights the potential impacts of the Project and particularly the proposed breakwaters (permanent or temporary structures) on how sediments are transported in the coastal environment around Wylfa. However it does not recognise (in Table 17.4) the potential for changes to wave or current strength and the direct consequences of any increase in energy for either at Cemlyn. Available evidence suggests that it is currently extreme weather events that play a dominant role in the dynamics of the shingle ridge at Cemlyn. The ridge plays a key role in maintaining the integrity of the SAC and SPA features. An increase in wave/current energy could lead to increased likelihood of ridge over-topping and landward	Volume B9 of the PEI Report describes modelling of changes to wave and current patterns as a result of the development. Modelling is currently focused on the areas of Porth-y-pistyll and the adjacent Cemlyn Bay. Since the Stage One Pre-Application Consultation, Horizon has been progressing the HRA process including the production of technical reports and notes on critical technical subject matters, such as terns. Further information can be found in the HRA Interim Report available as part of the Stage Two Pre-Application Consultation. This report provides details of the baseline information. Section G states that the scope of the surveys was determined following a background data search of available information in the study area and through consultation with regulators. The bird surveys are ongoing. A list of breeding birds and overwintering birds is included in Appendix 3 of the PEI Report. Disturbance (including from noise and lighting) and air quality impacts are included in the construction impacts table in the Stage Two Pre-Application Consultation PEI Report. <u>Coastal Hydrodynamics and Geomorphology</u>			

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			movement of shingle. We strongly recommend that models are developed to determine the nature of such changes. Such models should take into account the predicted increase in frequency of storms as a result of climate change. Together, changes to sediment movement and increased wave/current energy are two of the key potential geomorphological detrimental impacts of the Project. We recommend that greater emphasis is given to this. As such we consider it is important that reference is made to Cemlyn in paragraph 17.13. Perennial vegetation of stony banks is identified as a qualifying feature, but not a primary reason for the selection of the Cemlyn SAC; this is underpinned by the dynamic nature of the shingle bank at Cemlyn. Reference should also be made to the shingle ridge in Table 17.3. Chapter 18 The Marine Environment: 18.10. Whilst we do appreciate that incidental sightings serve to add to marine mammal population studies we do not believe that sightings recorded during other surveys alone can characterise marine mammal population within (and beyond) the 5km Marine Environment Study Area (see also Table 18.3). We would urge Horizon to undertake a desk based analysis of existing distribution datasets and where data falls short undertake dedicated surveys in the area. 18.34 - 18.37. There is a lack of clarity as to sources of information for this section. Due to the	As mentioned above, volume B9 of the PEI Report indicates that modelling of changes to wave and current patterns as a result of the development is currently focused on the areas of Port-y-pistyll and the adjacent Cemlyn Bay. One of the key issues identified was that the development would be likely to affect the direction and size of waves locally, leading to alterations in patterns of erosion and deposition in Cemlyn Bay. There is still uncertainty on issues which are fundamental to the understanding of this subject. Further modelling work is currently being carried out to improve understanding and allow further assessment. <u>The Marine Environment</u> The marine environment around the proposed Power Station has been the subject of extensive surveys, modelling and related investigations since 2010. Since the Stage One Pre-Application Consultation, further work has been carried out to provide additional baseline data to ensure the data are still valid. Surveys of some aspects of the marine environment are continuing in 2016. Additional data on seabirds and marine mammals will be collected from boats, and divers will resurvey the seabed at the Existing Power Station outfall.			

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			importance of the area for marine mammals, in particular harbour porpoise and grey seal, we would urge full citation. Table 18.3. The fact that the development may cause significant underwater noise due to offshore blasting, dredging, tunnelling and piling (see response to Table 10.2) we would urge further investigation of the potential impacts which includes a mitigation plan (see 18.57). 18.45 Although generally restricted to marinas the Carpet sea-squirt has been known to colonise rocky shorelines in Kent and therefore spread from Holyhead marina should be considered as a potential threat beyond Porth y Pistyll. 18.56: We would urge further study into temporal and spatial distribution and behaviour of marine mammals in the area. 18.57: We would urge that the impacts of noise on marine mammals be included in the Mitigation Strategy. 18.11 See comments under chapter 17 regarding modelling at Cemlyn and the need to determine potential changes in wave or current energy. 18.38 We would welcome the opportunity to comment in detail on the methodology used for Marine birds monitoring.	Appendix 3 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, includes recordings of non-native species including the invasive carpet sea squirt. A Marine Non-native Species Strategy would be developed (volume B10 of the PEI Report). This would reduce the risk of introduction and establishment of non-native species that could affect marine habitats, plants and animals. This would include: • carrying out biosecurity risk assessments for relevant activities; and • adhering to international convention for control and management of ships' ballast water and sediments. Please see above for information on noise and changes in wave and current energy. <u>Associated Development</u> The detailed ecological information is included in volumes B17-18 and C and J of the PEI report which was issued at the Stage Two Pre-Application Consultation. Please see volume C9 of the PEI Report for proposed mitigation measures to alleviate the flood risk from the A5025. This includes			

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			Chapter 21 Associated Development: We note that the Associated Developments will be subject to separate applications under the Town and Country Planning Act. As such we expect to comment on the fully developed proposals in due course. We would expect each to take account of local biodiversity designations (eg non statutory Wildlife Sites should be included in information presented in Table 21.2 with relation to the off-site highway improvements). We would anticipate being able to access and assess the detailed ecological information described in paragraph 21.78. The level of detail provided in this chapter makes it difficult to understand fully the impact of the off-site highways improvements. For example "implementation of EMP measures" is insufficient. We note that the current proposals will increase the flood risk of A5025 (paragraph 21.78); therefore we would anticipate a range of measures to alleviate this problem including the use of high biodiversity value balancing ponds. Any road improvements (including those proposed for the Nanner Road) should aim to create wildflower rich road-verges. It is assumed that the improvements to the Nanner Road will be carried out before the Tregele to Cemlyn road is closed.	embedded mitigation including the construction of two ponds to control road runoff. It is proposed that improvements to Nanner Road are completed prior to the closure of Cemlyn Road.			

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			Chapter 22 Cumulative Effects: We note the contents of this chapter and in particular Table 22.1				
10178	N	Letter submitted	…The view from our property is currently of open fields and trees (Cefn coch's land). If the road goes where it has been suggested, we will then lose this view and instead have a view of a road. The map of the new road also suggests that you will be felling the large trees by the bend in the current road. Not only are these the trees that give us the view from our property, but also there are two very old trees there the loss of these would have a significant impact on local biodiversity We are also concerned about the amount of noise increase which will be caused by extra traffic. We can already hear traffic from inside our house, but as the road is fairly quiet, both in the volume of traffic and the type of vehicles which use it, it has never been a problem. When the volume of traffic increases and there are many larger vehicles using it, we fear that the noise will become unbearable.	Please refer to volume C of the PEI Report issued at Stage Two Pre-Application Consultation. This includes an assessment of the effects on landscape and visual (C11), traffic and transport (C5) and noise and vibration (C6). Trees and shrubs that would be lost as a result of the Off-line Highway Improvements near Cefn Coch would be coppiced and translocated to this site. Woodland planting would also be undertaken as replacement for trees lost elsewhere. During construction, there would be an increase in activity within identified character areas and designated landscapes. The combination of noise, visual intrusion and the movement of vehicles, equipment and machinery would combine to alter the perception and appreciation of landscape character. During operation, there would be a combined effect on character and tranquillity associated with the permanent presence of new road			✓

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				infrastructure and operational traffic noise on the bypasses and bend improvements within the landscape. The design of all four sections currently includes preliminary environmental mitigation measures, which have been identified and developed to reduce the likely environmental effects of the Off-line Highway Improvements. These measures comprise landscaping, earthworks, noise barriers, drainage and ecological habitats. Details of these measures are set out in the Main Consultation Document, available alongside the Stage Two Pre-Application Consultation materials.			
10179	Y	Letter submitted	The Marine Management Organisation (the "MMO") was established by the Marine and Coastal Access Act 2009 (the "2009 Act") to make a contribution to sustainable development in the marine area and to promote clean, healthy, safe, productive and biologically diverse oceans and seas. The MMO is an interested party for the examination of Development Consent Order ("DCO") applications for Nationally Significant Infrastructure Projects ("NSIP's") which propose development in waters in or adjacent to England up to the seaward limit of the territorial sea. The MMO welcomes the pre-application consultation and the opportunity to comment on the proposed development. The MMO notes	Thank you for your response. Your comments have been noted. Horizon has formed a Statutory Working Group, which comprises a range of key statutory bodies and local authorities, including the Marine Management Organisation. This group was formed with the intention of encouraging proactive coordination and interaction between key statutory bodies in relation to the consents and permissions that will be required for the Wylfa Newydd Project. This group supports coordination between Horizon and statutory and regulatory authorities, but does not replace any of the other engagement streams.			✓

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			that the proposed development is located entirely within Wales. Natural Resources Wales ("NRW") are the appropriate licensing authority for the Welsh inshore area. NRW are therefore responsible for consideration of any marine licence application in respect of the marine components of the proposed development and will have regard to potential impacts arising from both construction and operation, including potential impacts extending beyond the Welsh inshore area; NRW are also an interested party for the examination of the DCO application. With this in mind and in an effort to minimise duplication of effort with NRW the MMO proposes to monitor proceedings commenting as and when it considers necessary and or appropriate and in light of its interests . The Marine and Coastal Access Act 2009 requires all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area to do so in accordance with the Marine Policy Statement ("MPS") unless relevant considerations indicate otherwise. The MMO notes and welcomes the assurance at paragraph 5.27 of the stage one consultation document which confirms that consents for works and structures in the marine environment will be assessed in accordance with the MPS, the 2009 Act and any marine plans and policies.	Horizon will continue throughout consultation, and up to the submission of the DCO application, to engage with the MMO and other technical consultees on the development of proposals, as Horizon's understanding of the environmental effects and associated mitigation continues to develop. CEFAS relationship to be explained by Horizon.			

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			Such considerations should be included in the Environmental Statement and references made where appropriate in the sustainability assessment document. The MMO notes that the marine components of the proposed development have the potential to impact the marine environment including the Welsh offshore and English areas. The MMO notes that modelling is/has been undertaken to assess the thermal footprint of the CWS discharge. The anticipated levels of discharge and how they relate to the current levels at the existing power station will be considered during the Environmental Impact Assessment process and that impacts of the proposed development on the Irish Sea will be assessed. The MMO also notes that a Strategic Habitats Regulations Assessment was undertaken of the Wylfa NPS site in NPS EN-6 by the UK government to examine the implications for designated sites of the siting of the proposed development in the vicinity of Wylfa and it concluded that it could not rule out the potential for adverse effects on the integrity of six sites. The six sites are: Cemlyn Bay Special Area of Conservation (SAC); Ynys Feurig, Cemlyn Bay and the Skerries Special Protection Area (SPA); Menai Strait and Conwy Bay SAC; Liverpool Bay SPA;				

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			Lavan Sands SPA; and Puffin Island. Of the six sites identified Liverpool Bay SPA extends across the Welsh and English inshore boundary. The MMO notes NRW are both a competent authority under the Conservation of Habitat and Species Regulations 2010 and have management responsibility for the site. The MMO therefore defers to the views of NRW in respect of potential impacts on the site although it will comment as and when it considers appropriate as indicated above. The MMO notes that screening assessments are being prepared and preliminary findings should be available during stage 2 pre-application consultations. The MMO has noted that there is reference to Centre for Environment, Fisheries & Aquaculture Science ("CEFAS") in some of the documents provided. The MMO would like to understand the relationship between CEFAS and the developer to date and what is anticipated moving forward; specifically is it expected that CEFAS will be providing advice directly to the developer and to what extent? The MMO reserves the right to make further comments on the Project throughout the preapplication process and may modify its present advice or opinion in view of any				

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			additional information that may come to our attention.				
10180	Y	3	How is Horizon planning to mitigate the changes and disruption to footpaths, especially the coastal paths? We note the efforts made to monitor wild life and to minimize impact upon it. The long-term storage of nuclear materials on site is of great concern - we will not tolerate any waste (not even short term).	Further information on mitigation for footpath disruption can be found in the public access and recreation volume (B2) of the PEI Report issued at the Stage Two Pre-Application Consultation. Please also see response to ID 49 (3) and ID 40 (3) with regards to the Wales Coast Path. Please also refer to volume B14 of the PEI Report for information on radioactive waste management. Response ID 77 (4) also contains further information on this topic.			✓
10183	Y	Letter submitted	The Welsh Ambulance Services NHS Trust is the statutory provider of emergency pre-hospital care, planned patient transport and NHS-Direct services to the population of Anglesey and the wider principality of Wales. As a statutory partner the Trust welcomes the opportunity to provide feedback on Horizon's Stage One pre-application consultation material and the arrangements as we understand them. The Trust has consider the consultation documentation in terms of understanding the impact the project will have on delivering our services to the existing resident population and considered whether the Trust has an existing capability to support such an infrastructure project as described. In this regard we consider that the project documentation provides	Further consultation has been undertaken with the Health Impact Assessment Steering Group on this topic and more information was provided as part of the Stage Two Pre-Application Consultation. The Project's potential impact upon healthcare service provision, including GP and dental practices, is being assessed in detail as part of an EIA. Please refer to the Stage Two Pre-Application Consultation materials, in particular volume 2 of the PEI Report and the Health Impact Assessment (HIA) Interim Report, for further information.			✓

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			insufficient detailed information for the Trust to fully understand the likely impact on our core service provision, particularly in regards to the following aspects: The impact of providing emergency and urgent ambulance services to the number of construction workers and their wider family units anticipated to be present during the construction phases and subsequent operational one The associated risks during construction, and mitigation that will be provided to support emergency situations both at the main construction site and away in temporary workers accommodation or associated locations The draw and impact of such activity on our operational resources as these are commissioned and provided commensurate with existing demand profiles The provision and impact on primary, community and mental health services and commissioning arrangements for the provision of ambulance transport The associated infrastructure developments relating to the main site, subsidiary locations and the critical highway infrastructure such as the A5025 and others which could impact on the Trusts ability to reach patients in need within a reasonable time frame thus affecting clinical outcomes of patients, achieving our key	A HIA is underway to assess possible impacts of the Project on a range of health issues including effects on demand for medical and healthcare services. Any increased pressure by the Project on local or regional NHS services that could affect the health of people on Anglesey or in North Wales would be fully mitigated. Mitigation may include the use of on-site medical facilities and an on-site ambulance for the Power Station Site. Each of the Temporary Workers' Accommodation sites would be provided with an amenity building to accommodate a range of facilities including a small medical treatment/first aid room and dental facilities for the workers. The HIA Interim Report is available as part of the Stage Two Pre-Application Consultation materials. Health planning discussions between Horizon, the Betsi Cadwaladr University Health Board and the wider health economy (e.g. ambulance services) are ongoing. Horizon's proposed operational and emergency arrangements are included in chapter 5 of the Main Consultation Document which was issued at the Stage Two Pre-Application Consultation. Horizon's key strategic focus for Emergency Preparedness is to ensure that the public, Power Station workers, environment and the			

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			performance indicators relating to attendance and patient experiences. The movement of associated construction, delivery and workforce transportation vehicles and the impact this activity will have on the Trust whilst responding to community needs The emergency preparedness arrangements necessary to react to a major incident occurring on-site during the construction phases, reacting to an emergency at the existing operating site and following operational commissioning of the Wylfa Newydd site. The direct or indirect draw the project may have on the Trust's workforce or future workforce seeking alternative employment and increases in the cost of living and accommodation on Anglesey and wider North Wales. The future of ambulance service commissioning is also changing and therefore will bring about a level of uncertainty requiring close collaboration between ourselves and our Health Board partners in order to ensure that the challenges brought about by the project can be met. Presently the Trust does not have capacity or the specialist support readily available to meet the anticipated challenges described above and will require additional financial support to do so. We therefore consider that to align this work with other planned assessments that will be taking place by the Isle of Anglesey Council, the emergency services and other community	Power Station plant are protected, and to maintain security of the site, in the unlikely event of an incident.			

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			stakeholders to understand the impact of the construction on their services would be of benefit. In summary the Trust is keen to work with Horizon Nuclear Power and support the on-going development, which it will seek to achieve by providing informed and timely information relating to future consultation as well as future pre-hospital emergency medical capabilities that mitigate the impact brought about by the development. In order to achieve this, the Trust will need Horizon Nuclear Power to provide appropriate financial resources and greater informed detail relating to the project as it moves forward.				
10186	N	3	The PEI Report is a substantial document, providing information on a wide array of issues. I would suggest in future consultations to develop more specific questions on certain aspects as well rather than just one very broad question encompassing an almost full scale of technical areas which might help to elicit the views of the respondents more effectively. A key issue in the local area is the combined effect of various disturbances during the construction period, from noise effects to traffic safety. While the PEI Report provides a factual basis with regards to specific issues, it is difficult to understand the overall exposure of local residents experienced on the very personal	The PEI Report issued at the Stage Two Pre-Application Consultation considered in-combination and intra-development effects, such as the effects of traffic on noise, and the effects of landscape character on socio-economics. Individual community effects were also presented in Chapter 20 of the Main Consultation Document.			✓

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			level. I would suggest that more information could be given by providing an everyday sense of these effects, through comparisons (especially to familiar effects and situations) or detailed qualitative descriptions.				
10188	N	3	The negative effect on the Welsh language and Welsh culture is already substantial as a result of the present Wylfa. An additional influx to the area will be fatal.	Please see responses to Response ID 70 (3) and ID 78 (3) for information on Welsh language and culture.			✓
10188	N	13	Every effort should be made to protect the environment, historical sites and the culture of the Welsh community. The continuation of the tourist industry, that would be under threat due to the company's plans, should also be ensured.	Please see responses to Response ID 70 (3) and ID 78 (3) for information on Welsh language and culture. Please see response to Response ID 85 (1) for information on tourism.			✓
10188	N	14	The company has not consulted landowners at all where there is a 'possible option for a new alignment of the Wales Coast Path'. They do not realise that the path would cut through the middle of fields which could create huge problems as far as crops and animals are concerned. It is natural for walkers to have dogs which could create additional problems due to neospora and spreading TB. Why doesn't the company suggest a new alignment on the land that they own around the proposed site.	Since Stage One Pre-Application Consultation Horizon has introduced another potential option for the realignment of the Wales Coast Path. This has been discussed with various local stakeholders. The coastal option would aim to retain the route on the seaward side of the Power Station during operation, and Horizon is looking at the ways that this could be done, whilst taking safety and security into consideration.			✓
10190	N	Letter submitted	The language and the culture. There will be damaging effect on the Welsh language on	Please see responses to Response ID 70 (3) and ID 78 (3) for information on Welsh language and culture.			✓

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			Anglesey as was seen previously when the current power station was built in the 70s.				
To Be Confirmed (TBC)	N	3	The need to safeguard the Welsh language by supporting every language venture, every strategy and perhaps to consider establishing a language centre for the children of incomers.	Please see responses to Response ID 70 (3) and ID 78 (3) for information on Welsh language and culture.			✓
TBC	N	3	To consider the above increasingly if young people from abroad arrive, who have Welsh as a 3rd language.	Please see responses to Response ID 70 (3) and ID 78 (3) for information on Welsh language and culture.			✓
TBC	N	14	We are also concerned about the effect of the temporary increase in population on the blue light services. Any comments?	It is intended that the TWA campus would operate as independently as possible, limiting the need to use existing services and community facilities. However the potential effects of the Wylfa Newydd Project construction and operational workers on public services has been analysed as part of the socio-economic assessment which forms part of the Stage Two Pre-Application Consultation, within the PEI Report, volume B1. This assessment has concluded that there would be no significant effects on public services (school places, GP and dental care, policing and emergency services, leisure facilities) due to the influx of construction workers because Horizon has made a commitment to provide all the additional services that would be required to support the increased population. Horizon is currently discussing potential mitigation options with the			✓

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				relevant service providers to reduce the effects of construction workers on services during construction. This is likely to involve a combination of measures, including on-site emergency health care provision and enhancements to existing services where appropriate. Horizon is discussing a suitable enhancement of services with the NHS Wales University Health Board.			
10191	N	3	The first comment is that producing electricity in this way is not necessarily of benefit – to organic life in the sea, on land or in the sky either now or in the future. The second comment is tall kinds of x standard rays that are invisible in nature and impossible to keep from escaping over a radioactive lifetime of hundreds of centuries. Radioactivity is in the same family as protons and neutrons that go through matter unhindered.	The development of the Wylfa Newydd Project has been considered by the UK Government in their National Policy Statement for Nuclear Power Generation NPS EN-6. The UK Government previously consulted on the principle of nuclear power generation in the UK and issued the Statement identifying a site at Wylfa as one of a small number of sites in the UK that the UK Government considers to be potentially suitable for the deployment of a new nuclear Power Station. Please refer to the radiological effects volume (B13) in the PEI Report issued as part of the Stage Two Pre-Application Consultation for further information on radioactivity.			✓
10194	N	3	Well thought-out, but only makes passing reference to temporary worker accommodation, fails to propose course of action regarding the accommodation from an environmental perspective.	Horizon has been working with the Isle of Anglesey Council, Gwynedd County Council and the Welsh Government to develop a Construction Worker Accommodation Strategy. The current strategy was made available at the Stage Two Pre-Application Consultation.			✓

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				Please refer to the report on Horizon's Approach for Siting Associated Development to Support Construction of Wylfa Newydd which was available as part of the Stage Two Pre-Application Consultation. The assessment process included a comparison of sites against a consistent set of planning and environmental criteria. The environmental impacts of the Temporary Workers' Accommodation is also assessed as part of the PEI Report issued at the Stage Two Pre-Application Consultation. This includes preliminary mitigation measures. Please also see response to ID 71 (1) for further information.			
10194	N	14	Every effort should be made to keep a majority of all footpaths and nature trails in the area. All developmental activity should be kept to the Wylfa Newydd site on the West side of the proposed build, not encroaching into the village of Tregele. If the proposed build goes ahead it is imperative that local residents receive the option of double glazing, soundproofing and anything else which will help lessen the impact that this project will cause.	See response to Response ID 24 (13) for information on Public Rights of Way (PRoW). ID 40 (3) provides information on the Wales Coast Path. A Landscape Environmental Masterplan (LEMP) has been prepared and is included in chapter 7 of the Main Consultation Document as part of the Stage Two Pre-Application Consultation materials. The LEMP includes current proposals for landscaping across the Wylfa Newydd Development Area, including			✓

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				the details of the mounding to help mitigate the visual and noise impacts of the construction stage on the village of Tregele. Horizon has also developed the Neighbourhood Support Scheme which includes the Local Noise Mitigation plan to offset some of the potential effects the construction of the Power Station Site may have on those living nearest to the Power Station Site. The Local Noise Mitigation plan is a voluntary plan designed to provide further noise reduction measures to reduce construction noise at affected properties. The plan would be available to anyone eligible for support where a qualified independent surveyor appointed by Horizon carries out an individual assessment where needed, and makes recommendations for any noise insulation measures on a property by property basis. Horizon would consider the recommendation of the surveyor and would fund any reasonable and justifiable noise insulation measures on behalf of the property owner. Further details of the plan can be found in the Neighbourhood Support Scheme document available on Horizon's website at http://consultation.horizonnuclearpower.com/stage-1/neighbourhood-support. Horizon has also consulted on the Local Noise Mitigation plan as part of the Stage Two Pre-Application Consultation materials.			

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10225	N	3	Thank goodness they're bilingual but it's obvious from the alleged consultation that the company is probably going to do what it wants to, knowing that the local planning body is weak and the body responsible for issuing licenses to nuclear power stations will ultimately have to give in to government pressure.	Please refer to chapter 1 of the Main Consultation Document (MCD) issued at the Stage Two Pre-Application Consultation for details of how Horizon has used the analysis of consultation feedback to develop the Wylfa Newydd Project further. The main areas of change are included in table 4.3 of the document. Chapter 3 of the MCD includes information on legislation and planning policy.			✓
10225	N	14	I imagine it is obvious that I oppose the project because it is going to cause a permanent change to the language, the villages in the area, the services such as education, medical and social. And tourism ultimately. A huge development in the countryside is going to create change and, apart from employment, the rest is going to be negative.	Please see responses to Response ID 70 (3) and ID 78 (3) for information on Welsh language and culture. Please see response to ID 71 (1) for information on public services and the responses to ID 24 (3) and 85 (1) for information on tourism impact.			✓
10226	N	1	The Anglesey Language Forum was established in 2013 to promote and facilitate the use of the Welsh language in the county and to influence others – individuals and organisations to maximise its use. Members of the Forum include representatives from the County Council, the Department of Education, Menter Mon, Betsi Cadwaladr Health Board, North Wales Police, Welsh for Adults, Bangor University, Anglesey Secondary Schools, Eisteddfod Mon Court, Llandrillo-Menai College	A large amount of work has been carried out on the Welsh Language Impact Assessment (WLIA) since the Stage One Pre-Application Consultation. The details are presented in the WLIA Interim Report that was provided at the Stage Two Pre-Application Consultation. The report identifies the main potential effects, both adverse and beneficial, of the Wylfa Newydd Project on the Welsh			✓

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			and others – a valuable cross-section of people that represent important organisations on the island. Naturally, we welcome Horizon's intention to assess the impact of building the Wylfa Newydd on the Welsh language here, and we are confident that it will be done thoroughly despite the complexity of the work. As Anglesey is one of the cornerstones of the Welsh language, with 65.1% of its population able to speak or understand the language, these people's way of life must not be undermined. It is inevitable that many workers from outside the area will come to Anglesey to build the new nuclear power station, but we desperately hope that Horizon, in considering their contracts, ask contractors to employ as many local people as they can, and that they also ensure that workers from the outside are aware that they're coming to a county with its own native culture. Furthermore, we hope that Horizon will emphasise the available means of mitigating this migration on the Welsh language. Several of the organistaions represented on the Forum have contributed a lot to sustaining the Welsh language in a variety of ways, in terms of culture and entertainment. It would be beneficial if the Wylfa Newydd owners defined ways of helping Welsh speaking locals to use their Welsh confidently, and ways of helping them integrate successfully with newcomers.	language and culture during construction, operation and decommissioning. It also sets out the preliminary mitigation proposed. Horizon has developed a Jobs and Skills Strategy that sets out a strategic approach to recruitment and training to deliver skilled workers in sufficient numbers to meet the construction and operational needs of the Wylfa Newydd Project. Horizon is committed to realising opportunities for local workers and young people and will look to target local people through Horizon's recruitment process. Further information on the Welsh language is included in responses to ID 70 (3) and ID 78 (3).			

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			In order for that to happen, the opportunities to help these newcomers –whether they're children, young people or adults – become part of the Welsh communities they'll be joining, must be identified. The Language Forum has connections and an understanding that the Language Impact assessors can benefit from, and the experience and knowledge to act in the best interests of the Welsh language in the communities of Anglesey. It may be helpful for you to define the types of new activities in the Welsh language that will be beneficial to Anglesey, and additionally it may be useful to you in considering establishing a substantial group to arrange activities through the medium of Welsh in the future.				
10227	N	3	[names removed] is pleased to have the opportunity to respond to the Scoping Report of the Language Impact Assessment in light of the proposed building of Wylfa Newydd.	Thank you for your response. Your comment is noted.			✓
10229	N	2	I welcome the opportunity to comment on the development. I'm pleased that Horizon is giving the Welsh language an appropriate consideration in their consultation work... … I'm pleased that Horizon wants to assess the language impact and I hope that proactive work is done in this area BEFORE the work begins. Now is the time to share these things – we	Please see responses to Response ID 70 (3), ID 78 (3) for information on the Welsh language. A large amount of work has been carried out on the WLIA since the Stage One Pre-Application Consultation. The details are presented in the WLIA Interim Report that was			✓

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			shouldn't wait until the Public Enquiry. I'm disappointed that the impact on the Welsh language is not seen to be a consideration under headings such as housing etc.	provided as part of theStage Two Pre-Application Consultation. As part of Horizon's commitment to the Welsh language and culture, Horizon will give consideration to the effect of Associated Development on the Welsh language. To support this, Horizon will submit a Welsh Language Statement or WLIA with each of the planning applications for these developments, to respond to national and local planning policy guidance.			
10229	N	3	1. The introductory information was disappointingly introductory and superficial! It doesn't contain proper details regarding the future. 2. I'm disappointed that no effort is being made to identify mitigating impacts from the boom and bust that will possibly arise from the development. 3. There is very little in the documentation about Horizon's philosophy in terms of encouraging the employment of local people, helping with STEM skills in schools, promoting the Welsh language. 4. No efforts are made to share data about the scale of impact of different things. E.g. there is no information about how much sea water will be used, what the temperature of the water will be when it returns to the sea, how much 'pure' water is needed, how much radioactive fuel will be created, how much radioactive materials will	1. Horizon is sorry that you were disappointed with the information provided and hope that you have been satisfied with the level of detail subsequently provided in the Project Update January 2016 and the Stage Two Pre-Application Consultations. 2. The socio economic impacts upon local businesses is considered within volume B1 of the PEI Report where potential mitigation measures both during construction and decommissioning will be assessed. Wylfa Newydd would offer long-term community benefits in terms of local employment, business investment related to the nuclear energy industry and supply chain opportunities, providing community stability with the presence of a large employer providing high paid jobs over a long period and associated benefits for the Welsh language and culture.			✓

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			be generated by ABWR. As Horizon states that ABWRs are already operational, we would expect this report to have explained the scale of the impacts. 5. It's very disappointing that so little has been done to explain why fuel needs to be stored on site for up to 100 years (a geological burial ground is mentioned – but there is no mention of the possibility of a central store for radioactive wste). The wording is terrible in many places – which strengthens prejudices that fuel has to be stored on the site for over 100 years. It's disappointing that so little has been done to teach people about the background of radioactive material. Words like 'waste' are very emotive. 6. Socio-economic report – misleading quotes on the area of travel to work. People now travel from the south of Meirionnydd to Wylfa. The south of Trawsfynydd is in the area of travel to work.	3. Please see response to ID no 78 (3) and 70 (3) for further information on Horizon's work with schools, Welsh language, jobs and skills. Engagement with head teachers has been undertaken across Anglesey to develop proposals for supporting science, technology, engineering and mathematics (STEM) subjects in particular. At the higher and further education scales, ways of working have been formalised and discussions are underway regarding roles and responsibilities linked to Horizon's Jobs and Skills Strategy, aiming to maximise opportunities for local people. Further details can be found in chapter 4 of the Main Consultation Document (MCD). 4. Further information on the marine construction, including the breakwaters and MOLF are included in Chapter 5 of the MCD issued at the Stage Two Pre-Application Consultation. Horizon has carried out marine hydrodynamic modelling to assist with the assessment of the effects of the discharge of temperature and biocide from the cooling water system. For more information, refer to the marine chapter of the PEI Report (volume B10). 5. Please see response to ID 77 (4) for further information on the storage of radioactive waste. In addition, further details are provided in Volume B14 of the PEI Report issued as part of the Stage Two Pre-Application Consultation on			

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				radioactive waste management. Volume B13 provides further details on radiological effects. 6. The Daily Construction Commuter Zone defines the limits of regular commuting patterns, equivalent to a 90 minute journey time from the Power Station Site. This represents the maximum journey time for home-based workers, while T based workers are expected to choose temporary accommodation within a 30 minute journey of the Power Station Site. Further information on the travel time can be found in the Associated Development Siting Report issued at Stage Two Pre-Application Consultation.			
10229	N	14	The proposals need to consider the wider impact of the project in Gwynedd e.g. the impact on Bangor and Caernarfon in terms of entertainment for the workforce. The work on the Travelling to Work Area is inaccurate and too narrow – it doesn't consider places like Dolgellau (which is within an hour of Britannia bridge) but does consider Wrexham (which is more than an hour from the Bridge). The 40 minutes travelling to work area is also inaccurate – areas such as Beaumaris etc. are within 40 minutes of Wylfa now.	The socio-economic assessment carried out and reported in volume B1 of the PEI Report issued at the Stage Two Pre-Application Consultation, provides an assessment of effects across the Key Socio-economic Study Area (KSA). This area includes Gwynedd. The assessment includes the effects on the demand for leisure facilities but not entertainment. Please see ID 10229 (3) for information on travel to work zones.		✓	✓
10230	Y	3	The direct environmental impact of developing the site is limited to its surroundings and so it is beyond the Council's scope to comment. As the geographic focus is too limited at present, it is noted that information about the	The study area for each of the Environmental Impact Assessment (EIA) topics was determined during the EIA scoping stage. This is based on best practice and is within EIA regulations. Details of the geographical study			✓

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			island is identified and analysed mainly by theme. Horizon Nuclear Power is encouraged to ensure it recognises and focusses on a more extensive range of national and local planning guidelines and policies. There is a connection between this comment and the Council's comment about the limited search area currently under consideration. Horizon Nuclear Power is encouraged to discuss requirements about aggregates and waste disposal e.g. to build the associated developments, with [names removed]. Horizon Nuclear Power is encouraged to consider the cumulative impact of developments, including the impacts of the network for transmitting electricity across the Menai Straits to Pentir electricity station.	area for each of the EIA topics along with the rationale for each are outlined in Appendix 3 (Environmental Baseline) of the PEI Report, issued with the Stage Two Pre-Application Consultation. The impacts to the wider region include socio-economic, business engagement, housing, transport, supply chain and jobs and skills. Horizon understands the need to include North Wales in the impact assessments for certain topics and has done so in the PEI Report, included as part of the Stage Two Pre-Application Consultation. Please refer to chapter 3 of the Main Consultation Document (MCD) for information on legislation and planning policy context. All non-radiological conventional waste generated during construction, operation and decommissioning would be collected, stored, processed for reuse on the Power Station Site or treated at third party off-site treatment facilities. All non-radiological conventional materials (clean naturally occurring soils and rock) generated through bulk earthworks, deep excavation and dredging would be reused on the Power Station Site under management of			

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				the contractor. This would be undertaken in accordance with the Masterplan Material Management Plan and project-specific Material Management Plans as defined by Contaminated Land: Applications in Real Environments (CL:AIRE). In the next stage of conventional waste management planning, Horizon would develop and design suitable waste handling facilities and compounds to accommodate the volume and type of wastes arising at each construction, operation and decommissioning stage, with facilities compliant with legislative requirements to handle all waste types. Further details can be found in volume B15 of the PEI Report issued at the Stage Two Pre-Application Consultation. The cumulative impacts of the Project are considered in volume I1 of the PEI Report issued at Stage Two Pre-Application Consultation.			
10231	N	Letter submitted	Language and Culture The Welsh language was deeply affected during the development of the existing Wylfa. The arrival of that power station and the migration of workers from outside the area pushed the status of the Welsh language in this area to the periphery. By now, what was once the daily language of the village is only heard in our school classrooms, our dwindling chapels and among a section of this generation. Note the fact that I said 'within our school classrooms', as	See responses to Response ID 70 (3), ID 78 (3) for information on Welsh language and culture. Please also see response to ID 71 (1) for information on the Workers' Accommodation. The socio-economic volume of the PEI Report (B1) issued with the Stage Two Pre-Application Consultation, assesses the potential impacts upon the local community and provides			✓

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			I know from experience that English is the language on the school yard. Did you know that those rare young families living in Cemaes that speak Welsh at home choose not to send their children to Cemaes Primary School because it's not Welsh enough. I'd like to know, apart from publishing a Welsh Language Policy, what are you going to do to prevent a further decline in the situation or of course to build on or improve the situation? Looking at your plans and especially at where you intend to build dwellings for the site workers, it's a pity that some of Anglesey's most Welsh areas, such as Llanerchymedd, Llangefni, Bodedern and llanfairpwllgwyngyll will face the same fate as Cemaes. Community As you already know, Cemaes is a relatively small rural area in terms of population. In fact, that is probably one of the attractions for developing a nuclear power station here in the first place. What will the impact of introducing the largest building site in Europe be on a community like this? It stands to reason that the two things don't go hand in hand. The silence and sense of community felt in our small village in rural North Wales will be exchanged for business and a cold indifference associated with our most industrial cities. Gone will be the smiles and hellos as you walk into the	recommended mitigation measures to reduce potential impacts where feasible. In volume B12 of the PEI Report Horizon has identified the significant effects of the construction, operation and decommissioning stages of the Power Station Site on archaeology and cultural heritage to include the removal of some heritage assets and visual intrusion into the setting of others. Horizon will continue to work with the design team and stakeholders to further reduce the effects before Horizon applies for the DCO.			

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			village and Cemaes as it is today will be lost forever. Heritage Our heritage is busy being demolished as part of your plans. Park Lodge was the latest building to be demolished by the industrial machines. This was the only caravan park in the village and an area of great significance over the years. When the Carnival was in fully swing, the Queens and their followers would go to Park Lodge field. This was a unique building that many visitors would venture to see and here you are coming in with your industrial machines and demolishing it. That's the history of Park Lodge and its connection to the village of Cemaes lost forever. The same can be said wherever the Horizon workforce will be, ie Pen Lon, Tan yr Allt, Tyddyn Du, Penrallt, Rhwng Dau Fynydd and many more – nothing but memories. Doesn't this indifference show a lack of understanding and respect towards this area and its heritage. Here is a summary of what worries me about your plans. I hope that you will read them, consider them and act on them where possible.				
10232	N	1	We welcome the Wylfa Newydd project on the whole. It's a large economic and social opportunity for the Island as long as the following points are implemented as cornerstones of the plan: e) That Horizon takes a proactive approach to the Welsh language, so that the development is	Please see responses to ID 70 (3), ID 78 (3) for information on Welsh language and culture.			✓

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			a means of increasing the value and use of the language.				
10232	N	3	a) Not many details are included regarding significant environmental issues, although we must understand that the aim of the initial report is to scope the work in more detail, which will happen later on. b) However, I believe it would have been appropriate to note how environmental issues have been protected in existing ABWR stations, and to note how much change there is in the sea temperature, seawater flow through the turbines, etc…	Further work has been carried out on the environmental impacts of the Project. These were included in the PEI Report issued at the Stage Two Pre-Application Consultation. Further details on the effects upon sea temperatures and seawater flow can be found in the marine environment volume (B10) of the PEI Report and response ID 10069 (Letter submitted).			✓
10232	N	7	…It would be a very important contribution from Horizon's point of view if they recognized the Welsh language as a vocational skill and gave workers opportunities to use and learn it. This would be a big boost to the Welsh language as an Economic tool and Horizon is in a unique situation to be able to do this; to show itself to be a keen supporter of multi-culture and to tie in global industry with local industry.	Please see responses to ID 70 (3), ID 78 (3) for information on Welsh language and culture.			✓
10232	N	14	Another issue I'd like to note: Horizon has already supported the local Language Initiative and we should appreciate this and every financial gift given to support local causes. The significance of this to the important process of establishing the company in the local area cannot be overemphasised.	Horizon has adopted a Welsh Language Pledge and is developing a Welsh Language and Culture Strategy which demonstrates Horizon's commitment to the local people in terms of acknowledging, respecting and supporting Welsh as a community language and culture. Please refer to the Welsh			✓

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			However, we should acknowledge how important it is to ensure that Horizon's culture reflects the local culture as a reflection of itself, and not only as a financial contributor but also as a creative contributor of pressure showing that the company is interested in operating as a positive contributor in energy and efforts.	Language Impact Assessment (WLIA) Interim Report issued at the Stage Two Pre-Application Consultation for further information.			
10237	N	13	A team of community and language workers should be created and trained for the communities in Figure 20 (large search area) with the following aims: Strengthening the communities and the Welsh language before beginning the recruitment process; Raising a great deal of awareness of the Welsh language among workers, suppliers and everyone else; Providing concentrated facilities and encouraging individuals to learn Welsh as is the case in Basque Country; Responding quickly to problems arising among native communities and in terms of the language before the negative impacts develop; Preventing Welsh language activities from turning bilingual and bilingual activities from turning English only	Please see responses to ID 70 (3) and ID 78 (3) and 10226 (1) for further information.			✓
10237	N	14	Language Impact Assessment: The list of those involved in the project is [illegible] 'Welsh organisation'. Independent local representatives from Cymdeithas yr laith	Please see responses to ID 70 (3) and ID 78 (3) and 10226 (1) for further information.			✓

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			Gymraeg/Welsh Language Association, PAWB; individuals such as [name removed]; local residents that have felt the impact of Wylfa [name removed] should be involved and non-Welsh speaking individual/s should also be in the group. The lessons from plans of the same scale and external workforce as are expected for Wylfa Newydd should either be acknowledged or learned from, or we should prove that the Wylfa Newydd plan is unique so completely new ideas should be created in order to strengthen the Welsh language and not just reduce the negative impacts on the language.				
10173	Y	Letter submitted	Having sent a representative to one of your consultation meetings, and discussed the response in our own meeting, Llanfairpwll Community Council wishes to reinforce what was said to your team verbally at the event. In brief our concerns are: - Failure to acknowledge all the cumulative impacts and reflect them in the document coupled with an attempt to avoid responses on the subject in the feedback form - A need to expand the geographic area to include all areas realistically impacted by the development - Inequity of ignoring the feedback and the best interests of the people of Anglesey by	The PEI Report (volume I1) issued at the Stage Two Pre-Application Consultation considers cumulative impacts. These include intra-development effects, such as the effects of traffic on noise, or the effects of landscape character on socio-economics. This assessment also captures other major developments including the National Grid connection which would generate impacts in combination with the Wylfa Newydd Project. The grid connection is being progressed separately by National Grid and any assessments associated with that development will be carried out under its direction. Horizon understands that National Grid is consulting separately on these proposals.		✓	✓

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			continuing to support the pylon option which forces the economically disadvantaged residents of Anglesey to subsidize the savings/profits of Horizon, the National Grid and electricity consumers in the rest of the UK. To elaborate: Llanfairpwll Community Council represents a significant area in the South East of the island. We do not wish to express any opinion on behalf of our electors regarding power generation methods as we are well aware of diverging opinions on the subject. However, on a related matter we know that there is unanimous opposition, namely to more pylons for electricity transmission through the locality and indeed the rest of Anglesey. We are confident in our representation of local opinion as we held a public meeting on the 24th of January 2014 with a capacity-filled hall; there a unanimous vote was passed to oppose more pylons on Anglesey and to call for subsea cables from the north of Anglesey to transmit the electricity from any new energy generation project. 1) Responsibility/Remit: In your consultation, it was expressed that you have no responsibility for pylons; we are aware of the role of the National Grid as we have already opposed their preferred option in the November 2012 consultation. However, responsibility remains	The study area for each of the EIA topics was determined during the EIA scoping stage. This is based on best practice and is within EIA regulations. Details of the geographical study area for each of the EIA topics along with rationale for each are outlined in Appendix 3 (Environmental Baseline) of the PEI Report. The impacts across Anglesey and the wider North Wales region include socio-economic, business engagement, housing, transport, supply chain and jobs and skills. Horizon understands the need to include North Wales in the impact assessments for certain topics and has done so in the PEI Report included as part of the Stage Two Pre-Application Consultation. Please refer to volume B1 of the PEI report for the socio-economic assessment which includes an assessment of tourism and property prices from the construction and operation of the Power Station and Associated Development. This does not assess the effects from overhead electricity transmission lines (pylons). However Horizon is undertaking a Cumulative Impact Assessment as part of the Environmental Impact Assessment which will be submitted with the Wylfa Newydd DCO application. Both intra-development and intra- and inter-project impacts will be assessed in the cumulative assessment. This will include the visual and			

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			with you for the cumulative effects of your development. In our opinion, to deflect feedback on certain cumulative effects, your feedback form preambles thus: “Please Note: Horizon Nuclear Power is not consulting on proposals for improvements needed to the electricity network as a result of a new power station at Wylfa. Consultation on these proposals is being conducted separately by the organisations responsible for them.” Yet you are fully aware of your responsibility to identify cumulative impacts: Preliminary Environmental Information Report – Vol1 page 303, 22.2: “Cumulative effects can be described as those effects which result from incremental changes of an activity when added to other past, present and reasonable foreseeable future activity” (Guidelines for Environmental Management and Assessment, IEMA (2004). Then on page 308 under the sub-head “Projects to be assessed with regards to potential cumulative impacts” you identify: “National Grid anticipates a need to connect new energy generation to the electricity network in North Wales. Potential new generation includes the proposed power station at Wylfa as well as a number of renewable energy projects.” You are obliged therefore to acknowledge the cumulative impact of electricity transmission in your consultation. 2) Recognizing cumulative effects: In the public consultation no document was available to refer	socio-economic impacts from the National Grid project. The choice of how the connection from the Power Station to the National Grid electricity transmission network is made is the responsibility of National Grid, which is accountable for designing and delivering the connection. Horizon’s priorities are for a reliable, timely connection that is acceptable to the community, yet meets the criteria that National Grid has set. Information on the connection to the National Grid electricity transmission network is being consulted on separately by National Grid. National Grid has a preferred corridor for a new electrical connection between the Wylfa substation and the Pentir substation. Environmental information is expected to be available as National Grid progress with defining the route alignment. An Environmental Statement is not expected to be available prior to Horizon’s submission of the DCO application, however, the Preliminary Environmental Information used as part of National Grid’s pre-application consultation will be available along with their Scoping Report and Scoping Opinion. Please see http://www.northwalesconnection.com/ for			

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			to the cumulative effects of pylons on land, in the context of your development and other proposed developments around the island. There are serious potential cumulative effects from the combination of all the proposed developments on the area surrounding the Menai Straits, an Area of Outstanding Natural Beauty. One could have argued that Horizon does not know what transmission method will be employed but in this meeting, as in previous meetings, Horizon officials have stated clearly that Horizon is not planning for anything apart from pylons and that there isn't a denoted site nearby if the Grid opts for subsea cables. So if the public is expected to give feedback on the development in general including cumulative impacts, and Horizon is currently planning on the basis of the pylon option, it would have been fair to expect evidence of further research into associated developments and the cumulative impact of electricity transmission on pylons. 3) Information on other developments easily available: It was suggested in your consultation meeting that it would be impossible for you to know of all the proposed developments in the area to include in a cumulative impact assessment. You list biomass Lateral Power (299MW), biomass Eco Pellets (30MW), marine Sea Generation (IOMW), and wind TPG Wind Ltd Rhyd-y-Groes. However you do not refer to the proposed developments of Greenwire (IGW) and Codling Park (IGW) although you have been previously briefed eg:	further details of the proposals and consultation process. Please refer to the socio-economic volume (B1) of the PEI Report for further information on the assessment that has been carried out.			

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			http://www.anglesev.gov.uk/Journals/2014/07/03/q/g/t/Infrastructure-Developer-Forum-minutes--01-10-13.pdf . Evidently in conjunction with other proposed developments around Anglesey, having 2GW landed in the Menai area coupled with the Horizon project is a significant cumulative impact in terms of cable transmission in this area and beyond the Menai Straits. 4) Impact reaches further than the north of the island: Because of its strategic position with Menai crossings, Llanfairpwll should always be included in any electricity transmission or transport cumulative impact assessment. We extend our concern that your preliminary Environmental Impact Assessment did not acknowledge the effect of your development on the landscape, economy, and agriculture and leisure resources of the whole of Anglesey as far as Llanfairpwll and beyond the Menai Straits to Gwynedd/North Wales. 5) Support for developments that use subsea cables: Since there is another option which would eliminate the cumulative impact of pylons, your responsibilities are clear: http://infrastructure.planningportal.gov.uk/wpcontent/uploads/2013/0S/Advice-note-9.-Rochdale-envelope-web.pdf The challenge for the EIA will be to ensure that all the realistic and likely worst case variations of the project have been properly considered and clearly set out in the				

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			ES and as such that the likely significant impacts have been adequately assessed. Therefore until we see evidence of your intention to minimize the impact of your development by advocating and planning for subsea cables in the direction of Merseyside, we cannot support your proposed development. By being open about the impact of pylons and supporting the public feedback in support for subsea cables you would avoid this opposition. We support developments that create local Jobs and can see the potential of your development to achieve this but wish to reiterate that, whilst other options exist, we cannot endorse the development if you expect our community to indirectly subsidize your project by the decrease in the value of our economic and environmental assets. 6) Subsidizing your development: The Grid has clarified that no compensation will be offered for property adjoining pylons or cables, although the property market indicates that a pylon nearby impacts the value of the property with a reduction of about 25%. Tourism studies also indicate that pylons are counterproductive in developing an attractive tourism environment. Indeed the Grid has just announced areas, including Snowdonia National Park, where they will consider burial of historical overhead cables to avoid the eyesore of pylons on the protected environment. Pylons are even more of an eyesore on the flat land of Anglesey.				

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			Recalling the statistics (ONS: Anglesey tops the list of regions proportionately most dependent on tourism. It accounts for over 20% of its GVA) that of all regions in Britain, Anglesey is the most dependent on tourism, we can see that there will be a direct impact from the transmission of electricity from the Horizon development the sustainability of our businesses as well as on the value of our properties. 7) This is a 'significant impact that needs resolution: Through media analysis and feedback from the National Grid to their consultation, objection to pylons should have been identified and acknowledged in your public consultation. <http://www.thecrownestate.co.uk/media/420420/PFQW-cumulative-impactassessment.pdf> : Developers also need to be aware that non-significant impacts from individual projects may accumulate to become significant if this is thought to occur in relation to a particular receptor, then developers are recommended to seek regulator (and key stakeholder) advice to determine if this is the case and how to proceed. You are aware that in addition to Llanfairpwll community, every local democratic representative voice in Anglesey and Gwynedd has opposed further pylons (eg Anglesey AM Rhun ap Iorwerth, Anglesey MP Albert Owen, Arfon MP Hywel Williams, Isle of Anglesey				

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			County Council, Gwynedd County Council as well as the representative body for the community and town councils on Anglesey and in Gwynedd One Voice Wales). The method of electricity transmission from your development is therefore defined as 'significant' in community terms. This indicates that to remove the barrier that pylons cause to full public support of your development, you should cooperate technically with the National Grid urging them to transmit the electricity in subsea cables. 8) Politics and equity: Horizon is an international partnership answerable to company shareholders that wishes to use our natural resources in a sustainable manner to be profitable. We are in an area already recognised by Europe as an area of social and economic disadvantage. Disadvantage in the European and the British context. These circumstances raise concern of equity which will lead to political disquiet if the unfair distribution of cumulative impacts on this area continue to be ignored. If all the proposed energy developments go ahead, then up to 10% of Britain's electricity needs will be carried across North Wales. This, without any profit to compensate local people for the long-term economic impact on their income generation prospects through sustainable tourism, agriculture and leisure, not forgetting the reduction in property prices if pylons appear nearby. Since there is another transmission option, we trust that Horizon would not wish for				

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			its cumulative impacts to contribute further to economic inequality by reducing the value of our environmental assets and thereby reducing our potential for sustainable income generation. Thank you for your consideration of the above outlined matters by 1) recognising your wider responsibilities regarding environmental impact, 2) in the context of electricity transmission, extending the geographic area in the assessment to the whole of Anglesey and other areas in North Wales, and furthermore including Llanfairpwll in any impact assessment for transport, 3) proactively engaging with the National Grid to eliminate the cumulative impact of energy transmission in our area by revising plans and exploring technological solutions for subsea cables in the direction of Merseyside. The flawed National Grid consultation was notable for its failure to record and give weight to the voice of democratically elected representatives (i.e. feedback on behalf of the electorate not one letter / one voice). We trust you understand that we argue for the best interests of our electors on the basis of economic well-being and equity and that you will give weighted regard to our democratic representation on their behalf.				
10233	Y	Letter submitted	This is a joint response by National Grid Horizon isElectricity Transmission plc (NGET) and Horizon isHorizon isNational Grid Gas plc	The revised design has taken into account the relevant technical guidance produced by		✓	

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			(NGG). I refer to the above proposed application. Having reviewed the Preliminary Environmental Information Report and associated consultation documents, I would like to make the following comments: Horizon isNational Grid Infrastructure within or in close proximity to the Proposed Order Limits National Grid Electricity Transmission: National Grid Electricity Transmission has a high voltage electricity overhead transmission line and two underground cables which lie within and in close proximity to the proposed order limits. These lines and cables form an essential part of the electricity transmission network in England and Wales and include the following: - 4ZA (400kV) overhead line route - Pentir to Wylfa (circuits 1 &2) - Wylfa 1 (132kV) underground cable - Wylfa 2 (132kV) underground cable The following substation is also located within or in close proximity to the proposed order limits: - Wylfa (400kV) Substation I enclose plans showing the routes of our overhead lines and the location of our substation within the area shown in the consultation documents. The following points should be taken into consideration: - National Grid's Overhead Line/s is protected by a Deed of	National Grid Electricity Transmission plc (NGET) and National Grid Gas plc (NGG). Good construction site management practices would be utilised during the construction of the Power Station. Horizon has regular engagement with National Grid regarding existing electricity infrastructure within the WNDA, and Horizon is aware of its responsibilities to ensure the infrastructure is protected during the construction and operation of the Power Station. The design of the LEMP is still being developed. The LEMP will aim to achieve a balance of a number of different habitat types that is characteristic of the setting and meets a number of different requirements, including safety, visual amenity/screening, noise attenuation, habitat provision for a range of notable species etc. This will include areas of woodland planting, but given that there is very little woodland in the area at present, this will be limited.			

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			Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset - Statutory electrical safety clearances must be maintained at all times. Any proposed buildings must not be closer than 5.3m to the lowest conductor. National Grid recommends that no permanent structures are built directly beneath overhead lines. These distances are set out in EN 43 - 8 Technical Specification for "overhead line clearances Issue 3 (2004) available at: http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohlfinal/appendixIII/appIII-part2 If any changes in ground levels are proposed either beneath or in close proximity to our existing overhead lines then this would serve to reduce the safety clearances for such overhead lines. Safe clearances for existing overhead lines must be maintained in all circumstances. Further guidance on development near electricity transmission overhead lines is available here: http://www.nationalgrid.com/NR/rdonlyres/1E990EE5-D068-4DD6-8C9A-4D0B06A1BA79/31436/Developmentnearoverheadlines1.pdf				

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			The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 "Avoidance of Danger from Overhead Electric Lines" and all relevant site staff should make sure that they are both aware of and understand this guidance. Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any of our high voltage conductors when those conductors are under their worse conditions of maximum "sag" and "swing" and overhead line profile (maximum "sag" and "swing") drawings should be obtained using the contact details above. If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances. Drilling or excavation works should not be undertaken if they have the potential to disturb or adversely affect the foundations or "pillars of support" of any existing tower. These foundations always extend beyond the base area of the existing tower and foundation ("pillar of support") drawings can be obtained using the contact details above National Grid Gas Transmission: National Grid has no high pressure gas transmission pipelines				

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			located within or in close proximity to the proposed order limits. National Grid Gas Distribution: National Grid has no gas distribution assets located within or in close proximity to the proposed order limits.				
10235	Y	Letter submitted	Cadw was notified by the Office for Nuclear Development within the Department of Energy and Climate Change of your consultation as described above. I am sorry that we were unable to meet the deadline but hope you will still find our comments useful. The proposed Wylfa Newydd Project is not expected to have a direct impact on any scheduled monuments or landscapes that are included in the Register of Landscapes of Special Historic Interest in Wales. A development on this scale, however, does have the potential to impact on the settings of numerous monuments, including Llanfechell Standing Stones and Dinas Gynfor Hillfort as well as other more distant monuments and landscapes such as Parys Mountain Landscape of Outstanding Historic Interest. Whilst the proposals will have some adverse visual effects, the scale of development will also provide the opportunity to explore the potential, undesignated archaeological resource on a landscape scale which could present significant potential for archaeological research and provide a lasting educational resource.	The heritage and landscape volumes of the PEI Report (B12 and B11) provided as part of the Stage Two Pre-Application Consultation, provide an assessment of the potential impacts and describe mitigation measures associated with the Project. The archaeology and cultural heritage assessment (volume B13) includes an assessment of the standing stones at Llanfechell, Dinas Gynfor Prehistoric Promontory Fort and the Parys Mountain Registered Landscape of Outstanding Historic Interest. A significant effect on Cestyll Garden has also been identified resulting from the removal of elements of the garden and part of its Essential Setting, and visual and noise intrusion into its Essential Setting and Significant Views from this heritage asset. Some measures to avoid, reduce or mitigate these effects have already been incorporated into the design of the Project. They include: the input into the design of the structures and			✓

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			The potential direct and indirect effects of the Wylfa Newydd development will need to be rigorously evaluated so that suitable mitigation can be included in any future consent. Cadw welcomes the next steps as outlined in the Preliminary Environmental Information Chapter 20, particularly the iterative approach to the assessment of significance as well as the potential to reduce adverse effects through design, mitigation and enhancement. The registered historic park and garden at Cestyll PGW(Gd)45(ANG) will also be affected by the development proposals. The registered area consists of two parts: the small and intimate valley garden dating to the 1920s, designed by Violet Vivian, with an area also designed by Princess Victoria; and the kitchen garden associated with the house (demolished in 1991). Cadw has concerns regarding the direct and indirect adverse impacts of the proposed development on the registered garden at Cestyll, which in Cadw's view, should be retained and protected and the statement regarding re-location of elements of Cestyll Garden requires clarification. The significant views at Cestyll, as shown on the map of the registered area, are of great importance to the valley garden. The garden is designed in a small, sheltered valley, around a small stream leading down to the sea, towards which the views are focused. As stated in the	landscape mounding in order to avoid the physical effects on setting; the use of appropriate materials and design finishes; and landscape planting, screening and retention of planting where possible. Further mitigation measures could include such measures as preservation in situ where possible, undertaking archaeological recording in advance of construction, recording historic buildings and their settings and translocation of samples of significant flora from the kitchen garden in Cestyll Garden.			

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			Register entry 'There are several different areas, almost all linked by the stream, and none defined by any hard structure apart from the naturally outcropping rocks. The stream is crossed and re-crossed; there are different glimpses of the seaward view here and there…Being enclosed within a valley, the garden is essentially self-contained, but the view down towards the sea is an important aspect of its design, and the old mill in the foreground of this view, although outside the garden, adds a romantic touch.' Alteration to this view could have a serious adverse impact on the registered garden at Cestyll and therefore the visual impact of the development on this view should be assessed. In addition, when assessing the impact on the setting of the registered garden, it should be taken into account that setting is more than the visual impact, and can include other aspects such as tranquillity. Cadw's Conservation Principles (2011) define setting as 'The surroundings in which an historic asset is experienced, its local context, embracing present and past relationships to the adjacent landscape.' Cadw also welcomes the consideration given to the Sylvia Crowe designed landscape around the existing power station. Crowe's work at Trawsfynydd power station in Gwynedd is grade				

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			II on the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales. With reference to para 20.27 (Next Steps) of the PEI report, it should be noted that the Guide to Good Practice on Using the Register of Landscapes of Historic Interest in Wales in the Planning and Development Process (Cadw 2007) deals with the historic landscapes as identified in the Register of Landscapes of Outstanding Historic Interest in Wales and Register of Landscapes of Special Historic Interest in Wales. It does not deal with Part 1 of the Register, which is concerned with historic parks and gardens.				
10236	Y	Letter submitted	As a statutory consultee, Public Health England (PHE) welcomes the opportunity to comment on the proposals and preliminary environmental information report (PEIR) at this stage of the project. Our response focuses on health protection issues relating to chemicals and radiation. Advice offered by PHE is impartial and independent. PHE, including PHE's Centre for Radiation, Chemical and Environmental Hazards (Wales), notes that the consultation relates to Stage One of the proposal, (Stage Two is proposed towards the end of 2015, which will include a further PEIR) and has evaluated the submitted information accordingly. It is noted that the preliminary environmental information report (PEI) is intended to provide consultees and stakeholders with an informed	The Wylfa Newydd Project Health Impact Assessment provided as part of the Stage Two Pre-Application Consultation has been carried out in accordance with the requirements of National Policy Statement for Nuclear Power Generation (EN-6). The PEI Report issued as part of the Stage Two Pre-Application Consultation includes an initial assessment of the cumulative impacts of the Wylfa Newydd Project in combination with other projects (volume I1). Volume B14 of the PEI Report provides a high level indication of waste transportation. All dispatched consignments would undergo the required contamination monitoring and external			✓

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			view of the potential environmental impact of the project. Whilst the environmental information consists mainly of baseline information we are, at this stage, satisfied that the applicant has considered potential mitigation proposals and enhancement measures in relation to likely effects on the existing environment. We also note that identification of potential impacts on human receptors has been considered. In addition, PHE welcomes engagement during the next steps of the Project proposals (i.e. Stage Two, HIA report; (PHE is engaged in this process as an observer) and Environmental Statement); and that the applicant will consider the cumulative effects from other projects or developments that are likely to occur within the same geographical area at the same time as the Project. PHE has only minor comments on the radiation aspects of the pre-application consultation associated with ensuring that particular points are addressed in subsequent consultation phases should the secretary of state find the practice of constructing and operating an ABWR to be justified. PHE notes the invitation to comment on the alternative locations proposed for the ILW and spent fuel stores and also that decommissioning impacts will be addressed in a separate environmental impact assessment undertaken	radiation measurements prior to dispatch. All radioactive waste would be transported in approved radioactive waste transport containers, which provide protection to the operator and to members of the public during transportation. The combined processes and procedures would ensure that radioactive waste could be safely transported in compliance with the UK legislation and international specifications for the transport of radioactive waste. The grid connection is being progressed separately by National Grid and any assessments associated with that development will be carried out under its direction. Horizon understand that National Grid is consulting separately on the proposals. The decommissioning details of the turbines and associated ancillary equipment are yet to be determined. The quoted text from the preamble is no longer included in the HIA issued at Stage Two Pre-Application Consultation.			

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			at the end of operations. PHE has no view on the relative merits of the different locations but would suggest that some very preliminary information is provided in subsequent phases on what transport options are envisaged for the above waste types and the general low level decommissioning waste that will eventually arise. It is noted that the filter vent building which is part of the nuclear island will also vent gasses from the turbine building on the conventional island. In the preliminary environmental information report it notes that ALARA will be applied and that recycling and reuse of materials will be employed to minimise discharges through the whole life cycle. It would be helpful in this respect if the anticipated fate of the turbines and associated ancillary equipment was noted as either likely to be recycled or prepared for disposal as low level waste. PHE has only one minor comment on the parallel consultation on the HIA: Figure 5.1 of the HIA scoping report reproduces a table from the Department of Health but unfortunately misquotes the preamble to suggest that if risks are understood they are more worrying. Finally, as the development involves new power lines and associated equipment, we would ask that the HIA follow the attached framework (PHE recommendations regarding the scoping document).				

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			PHE also provided an Annex of comments on the EIA scoping document not incorporated here.				
10237	N	7	Horizon isAre there lessons to be learnt from other areas where there has been a huge migration in the long term of another language and culture?	A full assessment of the potential impact of the proposed development on the Welsh language and culture is contained in the Welsh Language Impact Assessment (WLIA) Interim Report. The assessment forms part of the Stage Two Pre-Application Consultation suite of information. The environmental quality of the amenity of the Local Area of Influence (LAI) could be effected by the operational stage, taking into account noise, vibration, lighting and visual effects. Whilst this could reduce the desirability to live in the LAI, the concept of a Power Station is not a new one given the presence of the Existing Power Station since the early 1970s. The Wylfa Newydd Generating station would also be a familiar concept in the LAI following the construction stage. As out-migration is unlikely to occur during the operational stage, there is not expected to be a significant effect on Welsh language and culture.			✓
10361	N	Letter submitted	Introduction From my reading of the HIA Scoping Report it is evident that the full weight of the long existing historical nuclear industry orthodoxy will be	Thank you for your response, your comment is noted. The Wylfa Newydd Project Health Impact Assessment provided as part of the Stage Two Pre-Application Consultation has		✓	

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			deployed in the proposed Health Impact Assessment. FYI: This orthodoxy is discussed in greater depth, in subsequent pages) From the stand point of marine sciences it has become increasingly obvious that there is a deeply flawed Industry, Regulator and Government understanding of the behaviour and fate of radioactive pollutants in the marine environment and an inherent, institutional in-ability to incorporate new understandings, new data (and even new uncertainties about existing data) into their efforts to construct both an accurate understanding of exposure pathways to marine radioactivity, and the subsequent doses which may be experienced by relevant Critical Groups (those who are most exposed to marine radioactivity as a result of their habits, life style or place of domicile). Deployment of the historical orthodoxy, and its effects upon the construction of monitoring strategies for marine and coastal (terrestrial) zones can now be shown to be severely restricting the ability to gather detailed relevant data. Such weaknesses are compounded by A: misplaced and inadequate environmental monitoring, B: an overly restricted understanding and acceptance of what may constitute a Coastal Population Critical Group C: an uncompromising refusal to take on board the outcomes of any research/observations	been carried out in accordance with the requirements of National Policy Statement for Nuclear Power Generation (EN-6). All assessment and design will be carried out in line with current government legislation and best practice.			

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			reported by any body not related to the Nuclear Industry/pro nuclear Government D: and a demonstrable failure to investigate any evidence which highlights the anomalies between the theoretical (mathematical/modelled) doses received by various groups from marine radioactivity and those doses, based on empirical fieldwork, generated by independent (non nuclear, non governmental, non-regulator) research. Accordingly it is my belief that, if the Wylfa Newydd HIA follows the expected industry accepted protocols, it will be at grave risk of mis-representing the true extent of likely radiological health impacts (exposure pathways, doses etc) because it will make use of the existing HIA protocols which have been used by the nuclear industry, pro nuclear government departments and government sponsored nuclear regulators since the start of UK marine discharges of nuclear wastes in 1952. On behalf of PAWB and their constituent supporters, I therefore submit these consultants the following representations on the HIA Scoping Report in order to attempt to rectify these failings and to ensure that an alternative view of such issues is made available to the HIA process.				

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			1: The original hypothesis for the behaviour of radioactivity in the sea: In the early 1950s, the first pipelines for the discharge of liquid nuclear waste to the UK's coastal waters were commissioned. In the absence of scientific data, the UK government and the nuclear industry hypothesised that soluble radio nuclides (e.g. Caesium, Tritium, Technetium etc) would dilute and disperse through the water column until they reached such low concentrations that they would be barely detectable, or dissolve to infinity and present no threat to human populations. They also proposed that insoluble nuclides (e.g. Plutonium, Americium, etc) would become adsorbed to the outer surface of particles suspended in the marine water column and sink to the sea bed close to the point of discharge and there remain permanently immobilised in sub-tidal sedimentary deposits isolated from human populations and their immediate environment. With the support of the International Atomic Energy Agency, acceptance of this theory provided the basis for all subsequent scientific and ethical justifications for both the sea disposal of the UK's liquid radioactive wastes and the permissions for discharge to sea from nuclear sites. The purely hypothetical nature of the proposals was confirmed in 1958, when the UK industry and regulators publicly admitted				

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			that the sea disposal of liquid radioactive wastes had really been an enormous research project. Given that the UK government has not publicly revised or refuted this basic hypothesis, it may be concluded that it remains the "official" position on the fate and behaviour of liquid radioactive wastes discharged to the UK's coastal waters and it seems that no evidence gathered as a result of subsequent, empirical scientific research has changed the basic position. 2: The monitoring programme Working on the parameters proposed by the hypothesis, the nuclear industry and the UK government elected to focus the major investigative effort on "near field" impacts close to the point of discharge, where the hypothesis proposes that radioactivity concentrations are at their highest and exposure of the public at it's greatest. Annual reports such as "Radioactivity in Food and the Environment" (RIFE) published by the Food Standards Agency and the Environment Agency state that most of the monitoring investigates the "local effects of discharges from nuclear licensed sites", while there is "some ongoing monitoring of Chernobyl impacts".				

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			Historically, monitoring of food and the environment "remote from nuclear licensed sites" has also been carried out to give "information on background concentrations of radio nuclides" but the Food Standards Agency has recently proposed to "optimise" monitoring by abandoning all such "remote" investigations. In the context of the proposed future expansion of UK NNB this is a premature move, given the increased and additional in puts of liquid radioactivity to be expected from UK NNB, including the proposed ABW Reactors (expected to be sited at Wylfa). 3: Seafood monitoring The UK and international nuclear industry position, supported by regulatory agencies and pro nuclear governments, is that the major doses of marine discharged radioactive wastes received by UK populations are from the consumption of sea foods. However RIFE statements that fish and shellfish samples are "indicator species" which "essentially sample the local water" lacks evidential support. It is a fact that the vast majority of the marine fin fish sampled at UK nuclear sites are migratory species (e.g. cod, mackerel) and no evidence proving that the individuals sampled have been in the vicinity of the discharges for any relevant period is ever supplied. Monitoring of less migratory species, or those living in close				

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			proximity to adjacent seabed sediments (e.g. grey mullet or flatfish), is relatively unusual. The number of fish "sampling observations" is generally less than 4 and most often 1 or 2, while sampling routinely appears to take place only once a year. Such a low number of observations cannot provide data on the frequent "pulses" of discharge of certain radio nuclides (i.e. tritium) that "new build" operators have been granted by the regulating agencies. Finally, no details are provided of time of year, state of tide, ambient weather and water column parameters (all factors having close relevance to ambient radioactivity concentrations in the marine environment being sampled). Thus the sea food monitoring programme lacks both the transparency (necessary for a full understanding of parameters given) and the necessary rigour needed to provide a fully adequate data set. 4: Marine sediment monitoring It's a basic principle of marine pollution science that fine sediments ad-sorb pollutants (like radioactivity) onto their outer surfaces and that, because a given volume of fine particles have a relatively greater surface area than the same volume of large particles, fine particle deposits hold far higher concentrations of radioactivity				

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			than coarse particles such as sand or gravel or cobbles. Under certain conditions, such as heavy seas or storm surges, these fine sediments are remobilised, transported long distances through the marine environment and subjected to a range of mechanisms delivering doses of sea borne radioactivity to human populations by pathways other than seafood consumption. Marine radioactivity transfers to the land and contaminates coastal pastures and coastal towns in episodes of coastal inundation. In 1990 coastal storm conditions, coupled with a storm surge, breached the seas defences at Towyn (North Wales) and deposited hundreds of tonnes of marine sediments ashore in streets, caravan parks, leisure sites and some flooded commercial and domestic properties. Following this event over 50% of sediment samples taken for analysis revealed the presence of the alpha emitting actinide Am 241. Consultant's opinion was that (given the presence of Am 241) the presence of Pu was also highly likely and that there was an associated risk of exposure (through inhalation/contact pathways) to members of the population. Ref: Radiation Survey of Towyn: Edinburgh Radiation Consultants. March 1990 In onshore winds highly enriched concentrations of marine radioactivity attached to marine fine sediment particles entrained in marine aerosols				

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			and sea spray, has been shown to transfer from the sea to the land. Ref: Walker M.I. et al' "Actinide Enrichment in Marine Aerosols" Nature 323, 6084,11th Sept 1986 (pps 141-143) Ref: Pattenden et al' "Studies of Environmental Radioactivity in CumbriaPart 5: The Magnitude and mechanism of Enrichment of Sea Spray with Actinides in West Cumbria. Report no R10127. AERE. Harwell. 1982 Thus coastal zone populations are exposed to potential doses, via both ingestion and inhalation, of marine radioactivity, even if they have no direct contact with the sea or with sea foods. It is evident that research programmes should take account of these facts. However my analytical review of the RIFE sediment monitoring programme at a typical UK nuclear power station (Hinkley Point: Somerset) proves that it investigates only potential local effects, taking two samples from each of 9 sites within 13 miles of the station. Fine sediments, with the greatest concentrations of man made radioactivity, consist of particles with grain sizes at, or below, 0.075mms. But RIFE reports fail to provide precise definitions of the "sediments" they sample. At Hinkley (2010)				

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			only 2 samples, taken from 1 site, are given a definition (mud) while the other 16 samples are not described. Apparently grain size analysis is not undertaken during sediment sampling. There is no scientific justification for proposing that such poorly quantified, or completely un-quantified samples, taken annually, represent anything other than a very "brief period" spot sampling exercise. There is no evidence to suggest that UK sediment monitoring is structured to gather data on radioactivity in representative samples (very fine through to coarse) of sediments in the near, intermediate and far field environments adjacent too, and downstream of, point source discharges of radio-activity from UK NNB or UK existing nuclear sites including Wylfa A and Wylfa Newydd. Concentrations of radioactivity in sediments are moderated by a range of other phenomena including whether the samples are taken from the upper, mid or lower sector of the inter-tidal zone, the time of year samples are gathered, sea and weather conditions at the time of sampling, seasonal dynamics fluxes (winter erosion or summer deposition of sediments), and whether the same conditions are consistent across each site, each time samples are gathered. Annual monitoring reports fail to describe these parameters so it may be the case that they are not recorded.				

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			Such low level investigative work cannot be claimed to represent the entirety of seasonal and annual conditions at those sites, nor can it be claimed that they will reflect the proposed peaks and troughs of "pulsed" intermittent discharges occurring when monitoring is not taking place. Thus the whole sediment monitoring programme lacks scientific rigour. 5: Low numbers of radio nuclides analysed Both seafood and sediment monitoring regimes suffer another major weakness. UK nuclear sites routinely discharge a complex cocktail of up to 80 nuclides (depending on the type and performance of the nuclear sources at the site). My analysis reveals that at no identified site is monitoring for all, or even the majority, of the nuclides in the discharge streams carried out. My long term review of RIFE reports demonstrates that monitoring at UK nuclear sites generally fails to investigate the concentration of between 60% to 80% of the radio nuclides discharged. This is justified on the basis that unanalysed nuclides are not thought to pose a threat to human or wildlife health or are discharged at only low levels. However, the adoption of such a position displays a lack of scientific rigour because there is very little evidence of a major significant research effort to confirm that unlisted nuclides				

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			have no detrimental health effect, and much evidence to demonstrate that some, such as beta emitting Pu 241, decay to produce much more dangerous "decay products" alpha emitting Americium 241). Furthermore, given the complexity of multi nuclide discharges, the absence of investigations of toxicological issues such as synergistic, antagonistic and cumulative effects (between discrete radio nuclides and between radio nuclides and non- radioactive subjects) is a further cause of concern. 6: Monitoring "distant" sites and sea to land transfer Mapping of the marine distribution of liquid Caesium discharged from UK sites proves that soluble radioactivity discharged to sea is easily detected in sea water hundreds of miles from source and also in coastal and estuarine fine sediments where concentrations may double relative to sea water. Such information plainly refutes the original proposal that "soluble" nuclides would dissolve and dilute to infinity. There is also a very small body of work by government agencies and nuclear industry which has, historically, been reported in the annual RIFE reports and elsewhere, describing sampling and analysis of Sellafield derived non soluble nuclides in sediments in the northern basin of the Irish Sea, at sites on the coast of				

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			Cumbria, some of the Solway coast of S.W. Scotland, and a few sites in Northern Ireland. RIFE reports and other industry, government and nuclear regulator documentation constantly re-iterate the statement that Sellafield liquid discharges to sea represent the major source of UK nuclear radioactive effluents recorded in the Irish Sea. Such documents also frequently state that non-Sellafield radioactivity inputs are "masked" by the presence of Sellafield radioactivity. Such statements are made vis-a¬vis both the Irish Sea and other UK sea areas. However it is important to note that in UK sea areas where the Sellafield radioactive discharges cannot be detected (i.e. the English Channel) monitoring has consistently demonstrated that both soluble and insoluble radioactivity from the Devonport site (nuclear submarine base) and the Winfrith site (reactor testing site) are detectable and identified as being discharged from those sites. Therefore, whether or not Wylfa inputs of liquid radioactive effluent can be separated out from the generality of Irish Sea radioactivity (derived from 1 reprocessor, 2 fuel factories, 18 existing reactors) it is a fact that power generating reactors do indeed make a detectable contribution to Irish Sea radioactivity				

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			These studies (see 6:2 above) provide data, on the behaviour and fate of radioactivity at sites some tens of kms distant from point sources of discharge (the Sellafield sea pipelines). They confirm that coastal and estuarine fine sediment deposits, distant from points of input, hold higher concentrations of in-soluble radioactivity (Plutonium and Americium) than coarse sediments, thus plainly refuting the hypothesis that insoluble nuclides would be immobilised in sediments close to points of discharge. NB: While (as stated above) frequent reference is made to the "masking presence" of Sellafield sea discharged radioactivity, I have seen NO scientific evidence which demonstrates the ABSENCE of radioactivity from other sources including Wylfa. A 1982 study by the Atomic Energy Research Establishment confirmed the sea to land transfer, of highly enriched concentrations of Pu (plutonium) 238, Pu 239, Pu240 and Americium 241, and, at slightly enriched concentrations, of the soluble nuclide Caesium 137, via sea spray and marine aerosol pathways. This study estimated a dose to the public, by these pathways, from the 4 insoluble nuclides but excluding Caesium 137. (see earlier ref) This, and similar calculations have subsequently been referenced many times as the scientific justification for claiming that such pathways "give rise to only very minor radiation exposures				

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			to the public following inhalation of re-suspended particulates". However such a statement is deeply flawed because there is no scientific justification for the implication that doses from the four insoluble nuclides represent the totality of doses from re-suspended particulates. In fact, although when any named radio nuclide is specifically analysed for during sea to land transfer research, it's presence is generally detected, the simple truth is that the few studies conducted by the nuclear industry, pro nuclear UK governments or UK regulatory bodies have focused on the four above named nuclides and have not investigated the sea to land transfer potential of the remaining approximately 74 nuclides found in UK marine discharges of radioactive wastes. Therefore all statements that total doses to humans from sea to land transferred radioactivity are "very minor" represent a failure of scientific rigour. The RIFE reports regularly report the detection of low levels of sea discharged Plutoniums, Americium and Technetium in wild and cultivated terrestrial foodstuffs around estuaries on the Cumbrian coast up to some tens of miles away from the Sellafield site. RIFE reports state that this occurs due to sea to land transfer,				

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			largely by tidal or storm surge inundation from the sea, but also from the use of seaweeds as fertilisers (it is generally NOT suggested that such results may be due to sea spray or marine aerosols). However, as with other sea to land transfer studies, dose estimates, claimed to be very minor, are deeply inadequate because of the very limited number of nuclides analysed for, compared to the 74 nuclides referenced above. In this context, RIFE reports and others, follow the nuclear industry policy of focussing strongly on the presence of Sellafield sea discharged radioactivity at other sites. This policy has the end result of appearing to diminish the environmental/public health significance of non-Sellafield marine radioactive waste discharges. This policy is closely linked to a failure to reference the presence of the totality of upstream marine radiological discharges to the Irish Sea. Thus, the Wylfa Newydd HIA Scoping Report and other pre-application documents, when discussing marine monitoring, do not reference the fact that all "upstream sites" (Hinkley, Oldbury, Berkeley, the various Cardiff sites,) have and will contribute to marine radioactivity in the Wylfa related marine environmental sampling media. Equally so, Wylfa sourced marine radioactivity will be present in "down stream" sites. Thus, during the 1990 Towyn event, it is inevitable that				

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			a proportion of that Americium 241 detected (and the Pu hypothesised) by the consultants report, will have been sourced from the (reported) discharges of both substances from the Wylfa A site. Wylfa A can thus be linked to a potential (health effect) creating incident at a "distant" site. Such distant sites will now not be considered as necessary to future Food Standard Agency monitoring, due to a recent change in FSA policy. 7: Case studies of sea to land exposure pathways to marine radioactivity A study commissioned by Dyfed County Council (S.W. Wales) in 1987, confirmed that Caesium from the Sellafield sea discharges, (over 200kms of coastline to the north) was found on pasture grass in excess of 10 miles inland having blown inshore on "sea spume". This data confirmed that the Sellafield sea-discharged Caesium 137 was available for incorporation into the stock rearing food chain (dairy, beef and sheep) of the west Wales coastal zone and that subsequent dietary doses of Sellafield derived, sea-discharged Cs 137, would be passed to human end consumers of the regional stock rearing produce.				

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			Ref: RADMID First Report: "Radiation Monitoring In Dyfed: 1987 & 1988": Dyfed County Council (page12) It logically follows that similar depositions of marine Cs 137 would be found in arable and horticultural produce from the region, and that marine Cs 137, airborne in sea-spray and marine aerosols PRIOR to settling out on pasture grass etc, must be available for delivery of inhalation doses. B: Another 1987 study reported that residents of Kingsbridge in South Devon, a site believed to be "remote" from nuclear sites consumed higher levels of dietary radioactivity in their local terrestrial food produce (mostly horticultural) than a similar group living next to the Hinkley Point NPS on the Somerset coast. The diets of both groups were analysed for their concentrations of 7 nuclides discharged from nuclear sites and it was found that the Kingsbridge group was receiving a higher dietary dose. Ref: "MAFF Duplicate Diet Studies": (Addendum 1: MAFF 5) Hinkley C Inquiry: Topic 2 However a subsequent review of this study found that the Kingsbridge dietary excess was due to an excess of radioactive Cobalt 60 and that this nuclide had been transported (adsorbed to mobile, marine sediments) from the Devonport nuclear submarine base 30 kms distant by sea and then transferred from the sea				

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			to the land where it contaminated the terrestrial foodstuffs. REF: Irish Sea Project: "Response to MAFF Duplicate Diet Studies": Hinkley C Inquiry 1987 Although the study did not identify the mechanism of transfer of Co 60 from the marine/estuarine environment into the horticultural produce, the data does imply a wider distribution of Devonport sourced, marine discharged Co 60, through other "produce pathways". Thus, as in the case of the Dyfed Cs 137, the Devonport Co 60 may also have been present on pasture grass (dietary animal products ingestion pathway) and in the ambient atmosphere (inhalation pathway) C: A (pre Chernobyl) study, published in the BMJ in 1991, found that the island environment of N.Uist, (Western Isles of Scotland) was saturated with sea to land transferred Caesium137, from the Sellafield sea pipelines (over 200kms away). The Cs 137 had contaminated island dairy produce, meat, vegetables and pasture grass to such a degree that islanders who ate the highest percentage of locally grown foodstuffs had the highest body burdens of Caesium and that the average islander's dietary dose of marine derived, sea-to-land transferred Caesium 137 alone exceeded the average dose (from multiple				

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			nuclides) to individuals living adjacent to some nuclear sites. It was noted that the islander with the highest body burden of marine derived Cs 137 never ate fish and that his dietary (marine derived) Cs 137 was entirely derived from his island grown, terrestrial produce. REF: Isles CG et al' "Body Concentrations of Caesium 137 in patients from the Western Isles of Scotland". BMJ. Vol 302. 29th June 1991 This study appears to be unique, because (to date) it is the only UK population group study I've so far identified which made use of both whole body radiological monitoring and urine testing to acquire actual empirical data on the radiological doses received by a coastal population. Such human subject analysis, coupled with equally rigorous radiological analysis of island grown foodstuffs gives the study outcome a truly empirical base which has far more scientific validity than the "hypothetical" and "modelled" outcomes of the work done by the nuclear industry and nuclear regulators. D: In February 1990 the coastal town of Towyn (north Wales) suffered a major coastal inundation as a result of a storm surge in the north east Irish Sea and Liverpool Bay area. Such events are not unusual and the currently available evidence strongly implies that their				

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			frequency and magnitude is increasing in the face of climate change. At Towyn the sea defences were breached and large areas adjacent to the sea front were flooded. As a result of the storm surge several hundred tonnes of marine sediment from the Liverpool Bay were transported from the sea to the land and deposited in the streets, holiday accommodation (caravans etc), homes and business premises. 14 samples of this sediment were analysed for the presence of the alpha emitting radiunuclide Americium (Am) 241. The majority of the samples were found to contain Am 241. Although Plutonium was not analysed for, the consultant who carried out the analysis pointed out that the presence of Am 241 also strongly implied the likely presence of Plutonium isotopes. Over 50% of the samples were found to contain concentrations of Am 241 ten times higher than the official levels at which "further action" was required. REF: "Radiation Survey of Towyn", Edinburgh Radiation Consultants: March 1990 It was widely assumed that the radiological contamination was from the Sellafield (re-processor) sea discharges and indeed there can be little doubt that that the greatest percentage of the found Am (and implied Pu) did indeed come from that source.				

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			However, the Liverpool Bay area has also received, and still receives, historical inputs of both Am 241, a number of Pu isotopes and other alpha emitters (e.g. Curium) and Pu 241 (which after discharge to sea decays to produce Am 241) from Wylfa A. Equally so, it cannot be denied that as a result of general water column movements through the Irish Sea, the Bristol Channel nuclear discharges (Hinkley, Oldbury, Berkeley and Cardiff) must also be swept into Liverpool Bay along with those of Wylfa. 8: What is the appropriate study area? The annual RIFE Reports state that at Wylfa "environmental monitoring of the effects of discharges to the Irish Sea and the local environment is conducted", and tabulate the outcomes of annual marine monitoring programmes around the Wylfa site. In the tables thus presented fish and crustacean samples for radiological analysis are taken from "the pipeline" and the "outfall". Only two other sample sites (Cemaes Bay and Cemlyn Bay) are referenced as being the source of all other samples of shellfish, seaweed, sediment, sea water, and mean gamma rates, the "sediments" are described as sand and pebbles. No scientific justification is provided for the use of these two sites, which therefore appear to have been chosen at random and on a purely "near field" basis. There is no evidence of any				

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			long term investigation of the intermediate or far field behaviour and fate of Wylfa sea discharged radioactivity. Such work is hardly to be described as "environmental monitoring of the effects of discharges to the Irish Sea". NB: The evidence cited as A, B & C above (Uist etc) plainly demonstrates the potential significance of both intermediate and far field effects on both pathways of delivery and doses received. The (Uist etc) evidence also illustrates the potential geographical extent of the study area for any point source discharges of radioactivity (i.e. at least 200 kms distant). The current Wylfa related marine monitoring effort has a number of major flaws: a: geographical extent not greater than five miles, (no intermediate-field, no far- field) b: no investigation of sea to land transfer effect (seasonality, duration, magnitude, inland penetration, radio nuclides involved, pathways of exposure) c; no research of fine sediment sites (no significant sites in near field but large areas of fine sediments in intermediate and far field of north Wales coast and Liverpool Bay)				

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			The available evidence from marine science (and independent radiological studies) indicates that, due to the incorrect assumptions inherent in their protocols and strategies, the current outcomes of official monitoring and analysis programmes do not, and can not a: adequately detect the full range of sea discharged radioactive materials discharged to sea b: identify the concentrations of marine radioactivity in the most important environmental media c: identify the most significant pathways of delivery of doses of sea discharged radioactivity to marine and coastal zone populations d: identify the full range of Coastal Critical Groups (most exposed, by reason of habits etc, to sea discharged radioactivity) e: correctly identify "intermediate" and/or "distant" (from point source) effects of radioactive discharges CONCLUSIONS The current nuclear industry, government regulator and pro-nuclear government understanding of the behaviour and fate of sea discharges of radioactive liquid wastes is based upon the original (pre-discharge) hypothesis generated by the nuclear industry in the total absence of any empirical data.				

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			On the basis of this un-proved hypothesis discharges to sea have been permitted and marine radiological sampling and analytical programmes were constructed. The detailed research around the case studies discussed above (Uist, Kingsbridge, Towyn) contrasts vividly with the official monitoring and research programme in that these three studies are based on pure empirical "dose data" (whole body monitoring, urine analysis, detailed analysis of identified dietary inputs and acceptance of the basic (empirically proved) facts of sea to land transfer. By contrast, the official dose data (past, present and future)for the Wylfa site is derived from a: hypothetical modelling of doses based upon inadequate monitoring of marine radioactivity (no empirical studies) b: restricted numbers of radio nuclides sampled for, c: restricted number of sample sites: focused almost exclusively on near field sites (intermediate and far field excluded) d: limited identification of pathways of delivery of marine radioactivity to coastal populations e: poor and incomplete identification of Coastal Critical Groups f: inadequate understanding/recognition of the behaviour and fate of sea discharged radioactive wastes				

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			The Uist, Kingsbridge etc empirical outcomes are anomalous to the outcomes of the official hypothetical monitoring. In any rigorous scientific consideration of the Health Impacts of the proposed Wylfa Newydd development, such outcomes should serve as a warning that the hypothetical calculations so relied upon (and so avidly and constantly re-iterated as demonstrating "safety" and "compliance") are deeply problematical. This Consultation document strongly urges that the forthcoming Wylfa Newydd HIA should address the issues set out above and 1: delay consideration of these issues until such time as appropriate and relevant EMPIRICAL data has been gathered 2: engage in deciding/concluding such issues ONLY when EMPIRICAL data is available 3: take note of, and examine, independent (non-nuclear industry, non nuclear regulatory, non pro-nuclear government) submissions of data 4: if Health Impact assessments are attempted in the absence of EMPIRICAL data, the final report should make it clear that it's conclusions are NOT based on a full suite of empirical studies but are largely "modelled" and "hypothetical" in nature and have little basis in the real life factors experienced by Irish Sea maritime and coastal communities subject to				

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			(existing and proposed future) sea discharges of radioactive wastes from the Wylfa nuclear sites.				
10362	Y	Letter submitted	Socio-economic Implications: It is mentioned that the average size of the workforce required during construction of the Power Station will be around 4,000 but could reach 8,500 during peak periods. Furthermore there is a need to employ several hundred people to construct the Associated Development and jobs will be created in running the logistics centre, temporary worker accommodation and bus routes serving the park and ride facilities. Once operational, the Power Station would employ up to 1,000 workers with approximately 1,000 additional workers needed during planned periods of plant outage for maintenance. As with construction activities, operation of the Project will indirectly support jobs and employment opportunities within the service industries. A sequential approach to capturing the workforce should follow local, regional, Welsh and UK markets. The local and regional supply chain should form a substantial portion of the value of the Project and proactive engagement with potential suppliers and local businesses and training establishments should be maximised, especially regional colleges. Conwy has allocated 5.6 hectares of B1 employment at Llandudno Junction 77km from	<u>Socio-economic Implications</u> A draft Jobs and Skills Strategy has been produced which provides information on the recruitment, employment and training of workers for the pre-construction, main construction, commissioning and operational phases of the Wylfa Newydd Project. The document demonstrates Horizon's commitment to recruitment and training to deliver skilled workers to meet the construction and operational needs of the Wylfa Newydd Power Station. No specific target is set on local recruitment however the goal is to maximise the local opportunity for employment, enhanced by education, skills training, apprenticeship and graduate schemes. Since the Stage One Pre-Application Consultation there has been ongoing engagement with the local and regional business communities, education providers, careers and employment agencies and the future workforce. Further details are provided in chapter 8 of the Main Consultation Document (MCD), issued as			✓

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			Wylfa and 58minutes travel time by road. The Conwy LDP interactive map is available here: http://www.conwy.gov.uk/section.asp?cat=11076&Language=1. Appreciating the early PAC1 stage, CCBC consider that there is limited evidence overall with regards to the construction and operational workforce. CCBC consider that such detail is essential in prioritising and targeting skills, training and education, in addition to understanding supply chain potential in Conwy. As per Conwy's response to the SPG, such detail is essential in determining the social, community and Welsh language implications. CCBC consider that further detail is required on the workforce levels/profiles. This should be supported by a gravity model where possible to fully understand the implications for Conwy. There are also implications here with residential accommodation, travel to work patterns and overall impact on Conwy. Without such evidence detail, it is difficult to comment on others matters relevant to Conwy e.g. housing, workforce, skills, supply chains, housing and the park and ride proposals. Being a National Infrastructure Project with potential wider socio-economic impacts, the consultation material supporting PAC1 does not focus on the promotion of local and wider employment potential. Upon Horizon understanding the evidence further, the inclusion of workforce initiatives (recruitment and training), supply chain initiatives, community	part of the Stage Two Pre-Application Consultation materials. With regard to the projected workforce for the Wylfa Newydd Project, further work has been carried out in defining the construction and operational workforce as detailed in chapter 8 of the MCD. Table 8.1 in this chapter summarises the breakdown of the peak construction and operational workforce for the Project; figure 8.1 provides an indicative projection of the size of the workforce; and table 8.2 provides an indicative breakdown of construction workforce requirements by skills and trades. A draft gravity model was produced and included in Appendix D of the Traffic and Transport Technical Note issued with the Stage Two Pre-Application Consultation. The Gravity Model provides an evidence base for understanding where local labour might come from and which communities are likely to host non home-based workers. Further details on Temporary Workers' Accommodation can also be found in the Construction Workers Accommodation Strategy, detailed in chapter 8 of the MCD. The Stage Two Pre-Application Consultation material contained further information on the			

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			initiatives and educational initiatives should be explored on a wider basis as a means to mitigate and provide economic prosperity. Horizon and its suppliers are in a very strong position to influence the supply chain through their letting of contracts. CCBC would welcome greater commitment to local and wider North Wales supply chain opportunities Environment: Horizon's current expectation is that the Project would have potential impacts on socio-economics, recreation, traffic and transport, noise, air quality, soils, hydrology, ecology, tides and sea currents and existing views. The Preliminary Environmental Information Report also provides an indication of measures that could reduce or manage potential adverse impacts that have been identified, or offer enhancement of potential beneficial impacts. Key will be to avoid adverse effects on European Designated Sites and minimising adverse impacts on biodiversity. Habitat and species fragmentation should be minimised and connectivity of habitats should be maximised especially through hedgerows, woodland and freshwater habitats. Tourism: Tourism is key to most regional rural areas, especially Conwy, Snowdonia National Park and	socio-economic effects of the Project. These are detailed in volume B1 of the PEI Report. <u>Environment:</u> Further work has been carried out on the environmental assessments and updated information was included in the PEI Report issued at the Stage Two Pre-Application Consultation. In addition, a Habitats Regulations Assessment (HRA) Interim Report was included in the information provided at the Stage Two Pre-Application Consultation. This contains a summary of the HRA work that Horizon is undertaking to identify and assess the potential effects of the Project on designated sites, including an approach to mitigation. <u>Tourism:</u> Please refer to the socio-economic volume (B1) to the PEI Report issued at Stage Two Pre-Application Consultation for further assessment on the effects of the Project on tourism.			

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			Gwynedd. Gwynedd suffers more than most with the amount of second homes, however a balance is ideal in order to support the rural communities. Shorter breaks and speciality breaks are increasing and the north coast authority areas are usually an in-combination draw to the area, rather than the sole attraction. The further development of the Nuclear Power station is likely to have a positive impact on the tourism sector through the visitor centre and tour facilities together with the associated recreational areas as proposed. The Project proposals include early replacement of the existing Wylfa visitor centre, currently used by schools and tourists for both formal and informal educational opportunities. This is welcomed by CCBC. As well as jobs creation, this will also be important to the integration of the development into the community and the wider region and our preferred location for this facility is at the Wylfa Gateway Complex.				
10362	Y	Letter Submitted	Appendix 1, Wylfa Newydd Supplementary Planning Guidance (SPG) Response from Conwy County Borough Council (CCBC) to the W General … Welsh Language: Objective 5 and the Impact Assessment cover the language and culture. There should be references to key stakeholders, such as Mentrau Iaith, included throughout. GP13 Welsh Language - consider additional mitigation measures as advocated in TAN 20	A full assessment of the potential impact of the proposed development on the Welsh language and culture is contained in the Welsh Language Impact Assessment (WLIA) Interim Report which formed part of the Stage Two Pre-Application Consultation suite of information. This report concludes that measures are in place to support projects developed by Mentrau Iaith.			✓

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			i.e. spatial distribution (impact on areas of high % Welsh speakers, where Welsh language has been identified as a significant part of the social fabric of some or all of the community); phasing new homes delivery; affordable housing for local needs provision; local labour contracts; Support for the provision of school places in Welsh medium schools. It is appreciated that some of these are mentioned elsewhere in the SPG but it would be useful to reference them again here.	Chapter 6 of the WLIA Interim Report includes consideration of the impact on local jobs, housing stock and school places. The provision of new housing stock and upgrading existing empty homes to meet the requirements of the construction workforce is expected to create legacy benefits in terms of local housing provision.			
10364	Y	Letter submitted	Betsi Cadwaladr University Health Board welcome the opportunity to comment on the consultation - for the Pre-Application Stage one (PAC 1) for the proposed Wylfa Newydd on the Isle of Anglesey. Background: Betsi Cadwaladr University Health Board is the largest health organisation in Wales. It provides and commissions a full range of primary, community, mental health and acute hospital services for a population of around 676,000 people across the six counties of North Wales (one of which is Anglesey with a registered population of 65,965). We are responsible for the operation of three district general hospitals (Ysbyty Gwynedd in Bangor, Ysbyty Glan Clwyd in Bodelwyddan and Wrexham Maelor Hospital) as well as 18 other acute and community hospitals, and a network of over 90 health centres, clinics, community	The socio-economic assessment in the PEI Report (volume B1) issued at Stage Two Pre-Application Consultation includes further information on the impact to local services including primary care and emergency departments, and hospital services. In accordance with the requirements of the National Policy Statement for Nuclear. Power Generation (EN-6), the Wylfa Newydd Project Health Impact Assessment (HIA) was provided as part of the Stage Two Pre-Application Consultation process. This assesses the effects of the Project on health and wellbeing, the potential health effects on primary care capacity, mental health services, allied health services, safeguarding health improvement and health protection services and secondary and tertiary care. The report also assessed the way that changes in transport routes and journeys		✓	

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			health team bases and mental health units. In relation to primary care services, we currently have contracts with 116 GP practices as well as NHS services provided by North Wales dentists, opticians and pharmacies. Context: The proposed Wylfa Newydd Project is significant in terms of the scale of the overall project and the impact on the local area both during the construction and operational stages and is a major strategic development in terms of Wales and especially North Wales. As such there is limited local experience and knowledge available to assess the impact on health services at this stage. The Health Board is concerned therefore to understand more fully the impact the construction will have on the services it is required to provide in response to population health need, and in this case the change in population health need that will arise, the impact on current services and what mitigation will need to be put in place to address identified needs and the resource implications. The current context is that there is significant pressure on primary and secondary care services across the Region, including Anglesey, and therefore any significant increases in demand will put additional pressures on the system. The Health Board has a duty to improve health and well-being and is therefore interests to understand how the construction and	associated with the construction of the Project may affect population health. The report also addressed the public understanding of risk associated with the commissioning and operation of the Power Station. Information on emergency planning is included in chapter 5 of the Main Consultation Document (MCD) issued at the Stage Two Pre-Application Consultation. Horizon will continue to discuss potential mitigation options with the relevant service providers to reduce the effects of the influx of construction workers on local services during the construction stage. This is likely to involve a combination of measures, including on-site emergency health care provision and enhancements to existing services where appropriate.			

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			development may contribute to improvements in physical and mental well-being. Consultation Response: Whilst we recognise that the Pre -Application Consultation Stage one (PAC 1) is a high level documentation, we are concerned that there is no substantial reference in relation to the actual development that statutory agencies such as the NHS can reference when mitigating the organisational risk in relation to planning, commissioning and delivery of safe and effective services for an increase population during construction phase and the operational phase. We note as a statutory service that there needs to be substantial evidence readily available for us to fully comprehend spatial planning issues. There is limited information available within the PAC 1 documentation for us to understand the actual impact upon our core and commissioned service and as a consequence our response to this consultation is limited by this. We note that Horizon have commissioned statutory Environmental Impact Assessments and also a voluntary Health Impact Assessment. While we welcome these, as they highlight that Horizon recognise that the scale and purpose of the construction will have on health and well-being, and the need to engage openly with local communities on these issues, we do not believe at this time that they will provide the level of				

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			detail and independence to enable us to assess the impact on the local population and the effect this will have on health services in the immediate area and beyond. From the information provided the Health Board has identified the following as initial areas of concern that require further detail to fully assess and respond to: Increases in the population during the construction stage (4,000 to 8,500) - Impact on primary care - Impact on emergency department - Impact on District General Hospital Services - Impact on Mental Health Services Increases in the population for the operation of Wylfa Newydd Impact of increased transport during construction stage Public health & safeguarding issues during construction stage e.g. - Substance misuse, sexual health, safeguarding, health protection There are also likely to be on-going community concerns raised around the impact of nuclear power on mental and physical health and well-being including for specialist advice e.g. in relation to specific disease or illness in the area.				

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			The development also provides an opportunity for legacy benefits if planned appropriately in terms of potential health and well-being facilities as well as broader public health benefits in areas such as community engagement, sport and leisure that could support the Health Board's role of supporting and promoting health and well-being Due to the above, we recommend the following need to be undertaken to inform our response to the second stage consultation, planned for 2015: Undertake a detailed population health needs assessment of the area to understand and effectively scope the potential impact and identify the pressure areas in relation to the proposed build. In support, we reference National Policy Statement for Nuclear Power Generation (EN-6)Section: 3.5 - "Other Flags for Local Consideration in particular relation to the NHS (as se out below) will need to be scoped and considered at the time of the development consent application by the ONR " - Demographics - Emergency planning (the ONR will work together with the local authority or other emergency planning authority). Commission formal /specialist support to build and scope NHS profile for the Island and any				

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			risks that may be incurred by the additional population footprint over the development period and beyond In support we reference National Policy Statement for Nuclear Power Generation (EN-6) Section: 3.12.5: common with other major industrial processes, the construction, operation and decommissioning of new nuclear power stations could affect health care provision. For example, the facility could increase demand on health monitoring services". Commission formal /specialist support to scope and understand the risks on allocated budgets (workforce, estates development, recruitment, impact on primary care prescribing, contracts and core NHS functions). In support we reference National Policy Statement for Nuclear Power Generation (EN-6) Section 3.11.4 .This assessment should demonstrate that the applicant has taken account of, amongst other things, potential pressures on local and regional resources, demographic change and economic benefits. Commission formal/specialist support to address and scope mitigation of risks identified *(as a direct result of the proposed Wylfa Newydd). In support we reference National Policy Statement for Nuclear Power Generation (EN-6) Section: 3.12.5: "In common with other major industrial processes, the construction, operation and decommissioning of new nuclear power stations could affect health care provision. For example,				

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			the facility could increase demand on health monitoring services". The Health Board does not, at present have capacity or the specialist support readily available to undertake i, ii, iii and iv above and will require additional financial support to undertake this work. It may be an option to align this work with other planned assessments that will be taking place by the Isle of Anglesey Council, the emergency services and other community stakeholders to understand the impact of the construction on their services. In summary therefore, the Health Board is willing to work closely with Horizon Nuclear Power to address the above issues. To do so it will require additional resources to assess the needs and responses required, and as part of doing so will require significant additional detailed information as the project moves forward.				
10365	N	1	We have lived at [name removed] for almost 30 years, this is our home that our Father built with his own hands, unfortunately my Father passed away suddenly 8 years ago and therefore all our childhood memories of being at home with our parents and family are very important to us. My Mum is also disabled and suffers with MS, the house has been especially designed to deal with her needs on a day to day basis. It is important to us as a family that we are able to keep our	Horizon understands the concerns that you have raised. The proposals have evolved from those which were the subject of the Stage One Pre-Application Consultation. Horizon hopes that the revised consultation information will assist you in understanding the potential impacts on your property.			✓

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			Mum as comfortable as possible and happy in her own home. Although we can't stop you building the new Wylfa but we hope very much you take into consideration our main concerns which are the mountains of soil and tree planting you propose to erect in front of our home, a gentleman informed us from Horizon in our home that the perimeter fence would be placed along the edge of our land, however when I asked this question a few weeks later at the Memorial Hall Amlwch they said that the location of the fence had not been decided, therefore we also ask you to be honest with us.	Details of the perimeter fence which will be installed as part of the site clearance and preparation process are contained in the LEMP at Figure 5.7. In addition the 3D fly-through, which was available at the Stage Two Pre-Application Consultation events, includes details of the fencing. The landscape mounds have been designed to reduce the impact of the development on the wider landscape and local communities. Further information can be found in chapter 7 of the MCD. The landscape and visual impacts have been assessed in volume B11 of the PEI Report.			
10368	Y	3	We have no comment to make on the preliminary environmental information report and we look forward to the full environmental information report and associated full impact assessment.Horizon is	Thank you for your response. Your comment is noted.			✓
10369	Y	3	We note that the preliminary report has limited consideration on the impact to food. Chapter 7 (Socio-economics) doesn't take into account the impacts on the local food and agricultural industry. Chapter 12 (Radiological effects) does not, at this stage, give consideration to the different pathways by which local people may be affected by radiological discharges (e.g. food, inhalation and direct shine). We would expect to see this considered in further detail in later iterations of	The socio-economic assessment in volume B1 of the PEI Report, issued at the Stage Two Pre-Application Consultation, provides an assessment of the impacts of the loss of agricultural land as a result of the project. The report considers the food sector opportunities in the supply chain. The radiological assessment contained in volume B13 of the PEI Report confirms that radiation effects due to radioactive discharges			✓

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			this report and in applications for environmental permits.	to the environment may result in the exposure of members of the public from a number of pathways. It is judged that possible doses to members of the public from operational activities would be less than 20μSv/y, and as such would be judged as being of negligible effect. Potential dose rates to non-human species are judged to be lower than 10μGy/hr and so are also judged as being of negligible effect. To reflect this, assessments will be conducted for the effects from discharges of aerial and liquid radioactive emissions and of direct radiation from on-site radioactive sources. In addition, estimates of doses resulting from direct exposures during transport of radioactive materials to and from the Wylfa Newydd Development Area will be made.			
10369	Y	5	In Chapter 8 of the Consultation Document (paragraphs 8.28 - 8.31), we note that there will be a requirement to re-route a number of public rights of way. In determining the new routes, the access to areas of higher dose due to direct radiation shine should be taken into consideration, particularly if this could encourage individuals to repeatedly spend a	Further evaluation will be undertaken to determine the final route of the public footpath network in discussion with key stakeholders. Volume B13 of the PEI Report issued at the Stage Two Pre-Application Consultation contains high level information on the radiological effects of the Project and more			✓

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			significant period of time in these areas. Evidence from current assessments shows that this is often the most significant pathway to doses around nuclear sites.	detailed information will be provided in the final Environmental Statement to support the DCO application and the Environmental Permitting-Radioactive Substance Regulation (EP-RSR) application.			
10369	Y	14/HIA	The Food Standards Agency (FSA) welcomes the opportunity to review the pre-application consultation Health Impact Assessment Scoping Report. Having considered the document, the FSA has the following comments. As noted in Chapter 4 (paragraph 4.31), the health impacts of radioactive emissions will be considered as part of the Environmental Permitting process. As part of the FSA's statutory responsibility in relation to food safety, the FSA will be consulted by Natural Resources Wales and the Environment Agency on any Environmental Permits which are submitted. When considering our response to these consultations, the FSA will consider the potential impact to consumers of food which may be contaminated with release of radioactive waste from the Wylfa Newydd site as well as the existing neighbouring Magnox site. In Chapter 4, the Area of Study is considered (paragraphs 4.14-4.15 and Table 4.4). The range of geographic areas misses out a level that considers the health impacts to the wider UK outside Wales. This level should go between the National (Wales) and International (outside	Please see volume B13 of the PEI Report issued at the Stage Two Pre-Application Consultation. This states that the geographical area for the assessment of radiological effects on members of the public extends from the Power Station Site as far as necessary to take account of potential radiological doses from the Wylfa Newydd Project. The extent of the assessment area is guided by the identification of individuals who will potentially be most exposed to radioactive material in the environment, and the requirement to consider doses to the nearest Member State. As part of the development of the Nuclear Safety Case, Horizon will assess scenarios involving unplanned releases of radioactivity. The assessment of doses from such accidental releases will be undertaken using similar modelling tools to those used in the radiological assessment methodology. Appropriate information from these studies will be reported as part of the Euratom Treaty Article 37 assessment of transboundary impacts for the Power Station. Following the DCO Scoping			✓

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			UK) areas. The radiological risks relating to an unplanned event have the potential to impact the health of food consumers in the wider UK, either by direct contamination of food outside Wales or due to the trade in food from contaminated areas in Wales to the rest of the UK. In the event of an unplanned event, the FSA would implement countermeasures on the sale and distribution of food to minimise the risk to consumers as appropriate. It should be noted that the likelihood of an unplanned event causing widespread contamination of food is considered to be very low. However, these impacts should still be considered in the scope of a comprehensive Health Impact Assessment.	Opinion recommendations, the results reported as part of the Article 37 submission will be used as input to the impact assessment of unplanned releases. This impact assessment will be reported after completion of the Article 37 work, as part of the DCO application.			
10372	Y	3	Thank you for your letter dated 29th September 2014 consulting Natural Resources Wales (NRW) on the Stage 1 Pre-Application Consultation for the Wylfa Newydd proposals. We note that this letter and accompanying documentation (namely the Consultation Document and the Preliminary Environmental Information Report (PEIR)) comprises the consultation under section 42 of the Planning Act 2008. The comments contained in this letter and Appendix I comprise NRW's response to this consultation as a prescribed consultee under section 42 of the Planning Act (2008) and Regulation 3 of the Infrastructure Planning	PEI Report overview: i. Since the Stage One Pre-Application Consultation was undertaken the Project has evolved. The PEI Report provided as part of the Stage Two Pre-Application Consultation has been progressed to take account of changes to the design and responses received from statutory undertakers and other stakeholders. Further detail is therefore now available. ii. The Stage Two Pre-Application Consultation presented our proposals for the Wylfa Newydd Project holistically and not in isolation. Volume A1 of the PEI Report includes details of the	✓	✓	✓

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			(Applications: Prescribed Forms and Procedures) Regulations 2009. We note the information provided to NRW to date as part of the consultation will be subject to further update and revision and that further detail of the various technical studies undertaken will be provided in the Stage 2 consultation, anticipated to be undertaken at the end of 2015. On this basis, NRW reserves the right to make such further comments and representations during the course of the pre-application process, as may be required. The comments herein are without prejudice to any future comments which may be provided by NRW. In addition to being an interested party under the Planning Act 2008, NRW exercises regulatory functions under distinct legislation including (but not limited to) the Environmental Permitting (England and Wales) Regulations 2010, Water Resources Act 1991 and Marine and Coastal Access Act 2009. For the avoidance of doubt, any comments or requests for information which may be made by NRW should therefore be looked at solely in the context of the regime within which they fall and should not be construed as having any bearing or binding effect on the other two functions. The following is a summary of NRW's concerns, which are discussed in further detail at Appendix I to this letter:	whole Project which have been included in the assessment. The Habitats Regulations Assessment (HRA) report which will accompany the DCO application will relate to the Power Station and Off-Site Power Station Facilities, but separate HRA reports will be prepared for the Site Preparation and Clearance and the Associated Developments. In-combination effects will be reported as far as practicable in each of the applications for planning permission for the Associated Development and will be reported in full in the DCO HRA Report. iii. At this stage, the precise locations, configurations and scale of the cooling water system outfall infrastructure has not been fully determined. Horizon has carried out marine hydrodynamic modelling to assist with the assessment of the effects of the discharge of temperature and biocide from the cooling water system. At present, the baseline is influenced by the operation of the Existing Power Station. Has Horizon demonstrated that the rationale for the original survey procedures are still valid? iv. All potable water (i.e. water suitable for drinking, cooking and washing) requirements for the Power Station construction activities would be met by mains supply from Dŵr Cymru Welsh Water (DCWW). DCWW is currently			

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			i. The PEIR provides a brief summary of some of the main findings of surveys within each of the topic areas, however there is a significant lack of detail provided which impedes further, more detailed comment on likely impacts and the acceptability of proposed mitigation. We consider that this limits the usefulness of the Stage 1 consultation, and leaves a large number of areas to resolve. ii. NRW note that there may be a number of Associated Developments which may potentially be consented and works proceed in advance of the application for DCO. NRW consider that such applications should not be considered in isolation and rather should be regarded as an integral part of the wider project. We consider that in such cases, the need for EIA must be considered in respect of the whole project. In view of the fact that some of the associated development are inextricably linked to the DCO and could not proceed independently (e.g. enabling works), we therefore consider that HNP should submit a complete project and complete environmental statement to satisfy the requirements of the Directive. This issue of assessing the whole development also arises for the Habitats Regulations Assessment. iii. Further information regarding the modelling of the Cooling Water System discharge should be provided. As explained in Appendix I, the	evaluating the options for this supply. Although they are not likely to be from local sources, provision of the supply could potentially have an effect on the environment. The significance of this would be evaluated when information is available regarding the source of the water. DCWW is currently being consulted regarding a water supply for the operational site where the peak demand for water may be up to approximately 2,300m^3/day, although under normal operating conditions it would be less than this. Once the source of the supply has been identified by DCWW, the potential effects on the environment can be assessed. The significance of this could be minor, moderate or major. v. Potential impacts on Tre'r Gof Site of Special Scientific Interest (SSSI) have been assessed in volume B8 of the PEI Report issued at the Stage Two Pre-Application Consultation. Horizon will continue its ongoing engagement with NRW with regard to the potential effects on protected sites. Appendix I, chapter 5 of the EIA and related consents. 1. Noted			

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			previous modelling undertaken in 2009 was based on the previous reactor technology (Westinghouse AP1000 or the Areva UK EPR). The survey procedures/methodologies and survey areas for the marine topic areas are based on this original modelling work. As explained in point 113b) in Appendix I, HNP will need to demonstrate whether the rationales for the original survey procedures are still valid. NRW look forward to further discussions with HNP with regard to the modelling work undertaken. iv. Table 14.2 of the PEIR states that the construction and operational phase will increase water demand on regional water supplies. However, HNP have not adequately assessed the effect of the project on water supply and demand. If water supply cannot meet demand during the construction or operational phase, then HNP will need to consider the options for addressing the water supply deficit and assess their potential environmental impacts. v. The extent of works planned during the construction phase has the potential to have adverse effects on statutory protected sites. The construction phase include works which would be authorised under the DCO, and also as part of the associated development (e.g. enabling works) which will be subject to separate planning applications that must be submitted to the Isle of Anglesey County Council (IACC).	2. Noted 3. Please see response to ii above. 4. Horizon welcomes further discussions with regards to the European Designated Sites that may potentially be affected in addition to the six sites mentioned in the HRA. 5. Noted, Horizon will provide sufficient information to other Competent Authorities. 6. Please see section D19 to D21 of the Habitats Regulations Assessment Interim Report. This states that the EIA and HRA assessments share a common evidence base, and so information can be and has been shared between the teams responsible for the two assessments. 7. The first application for planning permission under the TCPA is for Site Preparation and Clearance and is scheduled for Q4 of 2016 and subsequent applications in Q1 of 2017. The HRA report prepared for the Site Preparation and Clearance TCPA application will be submitted as part of the application package for the Site Preparation and Clearance Environmental Permit for Construction Water Discharge along with a 'Signposting document' to assist the competent authority in locating the relevant sections of the HRA report. 8. Table 1.2 in chapter 1 of the Main Consultation Document issued at the Stage Two Pre-Application Consultation provides a summary of the currently proposed planning consent route for each of the components of			

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			NRW is particularly concerned with regard to potential impacts on Tre'r Gof Site of Special Scientific Interest (SSSI) and request further discussions with regard to assessing potential effects on protected sites. APPENDIX I, CHAPTER 4: ENVIRONMENTAL IMPACT ASSESSMENT AND RELATED CONSENTS 1. NRW note the statement in section 4.34: "The pre-application consultation requirements under the Infrastructure EIA Regulations only apply to the application for a Development Consent Order (DCO). They do not apply to planning applications for Associated Development. However, preliminary environmental information on the Associated Development, where possible at this stage, has been included within this PEI Report'. NRW's comments below therefore focus on both the DCO and Associated Development in this Stage 1 consultation. Environmental Impact Assessment (EIA) 2. We note and accept HNP's approach that the cumulative effects of the project should be considered as a whole. 3. NRW note that there may be a number of Associated Developments which may potentially be consented and works proceed in advance of the application for DCO. NRW consider that such applications should not be considered in isolation and rather should be regarded as an	the Wylfa Newydd Project that would be promoted by Horizon. The Planning Statement Framework also incorporates further information relating to the TCPA application process, marine licensing, Harbour Empowerment Order, other permits and consents such as Traffic Regulation Orders, permitted development arrangements under the General Permitted Development Order 1995 and a brief summary of EIA legislation. Horizon has also shared its consenting schedule with NRW as part of ongoing stakeholder engagement. 9. The Associated Development applications for which HRA reports will be prepared include the following: Site Preparation and Clearance, the A5025 highways improvements, the park and ride facility, Temporary Workers' Accommodation, the visitor and media reception centre, and the logistics centre. HRA for each application will be undertaken and submitted as part of the relevant TCPA application package, either as part of a wider environmental report or a standalone document. CHAPTER 8: PUBLIC ACCESS AND RECREATION 10. Please refer to response ID 40 (3) for information on the Wales Coast Path diversion.			

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			integral part of the wider project. We consider that in such cases, the need for EIA must be considered in respect of the whole project. In view of the fact that some of the associated development are inextricably linkedto the DCO and could not proceed independently (e.g. enabling works), we therefore consider that HNP should submit a complete project and complete environmental statement to satisfy the requirements of the Directive. Habitats Regulations Assessment (HRA) 4. Section 4.21 of the PEIR refers to the strategic HRA undertaken for the Wylfa NPS Site in NPS EN-6. In addition to the six sites for which the HRA could not rule out the potential for adverse effects on site integrity, NRW consider that further sites not included on the list may potentially be affected. These sites include those with mobile features (e.g. marine mammals and marine birds) and sites which may be affected by related developments for which no details have been provided at this stage (e.g. in relation to Workers Accommodation, water resources requirements etc). NRW request further discussions with regard to the sites potentially affected by the scheme as a whole. 5. Section 4.22 of the PEIR states that "Horizon will need to provide sufficient information to the Planning Inspectorate to enable it to assess the significance of the Power Station and carry out the HRA". NRW would like to highlight that	11. NRW has been consulted with regard to the Public Access and Recreation Strategy as part of the ongoing engagement framework. CHAPTER 10: NOISE AND VIBRATION 12. Thank you for confirming that you accept the proposed methodology for the operational noise assessment. 13. Thank you for the information regarding the Environment Agency guidance on the information requirements for noise impact assessments. 14. Baseline noise monitoring was undertaken in 2010, 2012, 2014 and 2015 at multiple locations close to the Power Station Site and the A5025 Highway Improvements. The 2010, 2012 and 2014 surveys focused on the Wylfa Newydd Development Area. Details are included in Appendix 3 of the PEI Report issued at the Stage Two Pre-Application Consultation. 15. Thank you for confirming that the methodology for the noise modelling is acceptable in principle. CHAPTER 11: AIR QUALITY 16. Please refer to Appendix 3, section 5 of the PEI Report issued at the Stage Two Pre-Application Consultation for information on the baseline air quality date. This includes			

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			sufficient information will also need to be provided to inform the HRAs that will be undertaken by the other Competent Authorities (including NRW, in determining applications under the Environmental Permitting Regulations (2010) and Marine and Coastal Access Act 2009). 6. As stated in 4.22, "the HRA will be carried out alongside the EIA, but is a discrete process involving targeted consideration of European Sites and specific designated features. There are similarities, overlaps and clear differences between the HRA and EIA processes, which necessitate a coherent and integrated approach to the assessment of potential impacts on ecological interests." NRW consider that a common evidence base should be used for both the HRA and EIA. 7. Section 4.28 of the PEIR states that "Screening assessments for most aspects of development are currently being prepared and preliminary findings should be available during Stage Two pre-application consultation process". NRW consider that HRA Screening requirements may be triggered with regard to associated development (e.g enabling works), for which there may be planning applications in 2015. NRW therefore consider that the provision of "preliminary findings" at the Stage Two	consideration on the evolution of the air quality baseline. 17. Thank you for the information provided on the Environment Agency environmental risk assessment guidance H1. 18. Dust deposition measurements are discussed in Appendix 3, section 5.35 of the PEI Report issued at the Stage Two Pre-Application Consultation. This concluded that for most plant species indigenous to the UK, smothering effects are unlikely to be experienced at dust deposition rates below 200mg/m2/day. 19. Horizon welcomes discussions on the assessment of the amount of predicted pollution from the new highway improvements against the relevant nitrogen critical loads and relevant pollution critical levels for the designated sites that may be affected. 20. Has Horizon carried out further modelling of combustion source emissions? 21. Since the Stage One Pre-Application Consultation, Horizon has held discussions with NRW (the Isle of Anglesey County Council and the National Trust) to discuss the potential effects on air quality, the assessments to be undertaken and the possible mitigation. CHAPTER 12: RADIOLOGICAL EFFECTS 22. Thank you for the advice on how the environmental permits are to be determined			

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			consultation in late 2015 would be too late for the earlier works planned. 8. NRW also consider that further clarity should be provided on how all the required consents relate to one another. NRW considers that HNP should set out a programme identifying the consents required, the scope and likely timing of submission, and how each consent relates to the others. This would help correct identification of the assessments required. 9. It is necessary to ensure that the likelihood of all potential effects on a European site, at any stage of the project, are identified and assessed at the initial application stage. NRW considers that earlier assessments for some associated developments would need to be supported by HRA of the whole development based on the information available. NRW considers that the HRA undertaken for associated development should address the wider Project as a whole. CHAPTER 8: PUBLIC ACCESS AND RECREATION 10. Section 8.45 of the PEIR states that sections of the Wales Coastal Path will be diverted during the construction phase, and that some sections will require permanent diversions during the operational phase. NRW advise that full consideration should be given to providing any alternative routing of the Wales Coastal Path away from the road side, and closer to the sea (as stated in section 8.45).	23. Thank you for your comment, it has been noted. 24. Further information on the GDA process is included in chapter 4 of the Main Consultation Document issued at the Stage Two Pre-Application Consultation. 25. Thank you for your comment, it has been noted. 26. Thank you for your comment, it has been noted 27. Dispatch of ILW to the GDF will be in line with Government policy for the safe management of radioactive wastes. 28 and 29. Further information is available in volume B13 of the PEI Report issued at the Stage Two Pre-Application Consultation. CHAPTER 13: SOILS AND GEOLOGY 30. Thank you for confirming that you welcome the investigatory approach that Horizon undertook for Land Contamination issues. The conclusions to the investigations, including the analysis of results and risk assessments have been provided to NRW. 31. Thank you for providing the information. Horizon has followed these procedures in assessing the risk to control waters and dealing with land affected by contamination. 32. Horizon does not currently have further information on the environmental management plan and supporting site waste management plan but will share this information with NRW			

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			11. Section 8.50 Next Steps of the PEIR states that further consultation will be undertaken with NRW to further consider ways to maximise opportunity for access and recreation and enhancements. We also note that a public access and recreation strategy will be undertaken to incorporate potential mitigation measures and enhancements. NRW request consultation on the strategy. CHAPTER 10: NOISE AND VIBRATION 12. No detailed noise impact assessment has been undertaken as the final design of power station has yet to be confirmed. The PEIR states that "Operational noise levels will be assessed by comparison with the results of noise monitoring surveys and by reference to BS4142, BS8233, and relevant World Health Organisation guidelines. The BS4142 methodology includes comparison with the background noise levels that would exist in the absence of the development proposal'. Generally, we would accept the proposed methodology for operational noise assessment. 13. If a detailed noise impact assessment is carried out for Environmental Permitting Regulations (EPR) permit application then Environment Agency guidance on the information requirements for noise impact assessment can be used. The Environment Agency guidance is for noise impact	when available and will continue to engage with NRW on this matter. 33. Thank you for the list of Regionally Important Geodiversity Sites (RIGS) and Geological Conservation Review (GCR). These are now included in Appendix 3 figure 6.7 of the PEI Report issued at the Stage Two Pre-Application Consultation. 34. Thank you for the information. This is included in Appendix 3, table 6.4 of the PEI Report issued at the Stage Two Pre-Application Consultation. 35. Thank you for the correction. It has been noted. 36. Thank you for the comment, it has been noted. 37. Further information on the impacts on sites of geological importance is provided in volume B6 of the PEI Report issued at Stage Two Pre-Application Consultation. Discussions are continuing with related stakeholders. CHAPTER 14: SURFACE WATER AND GROUNDWATER 38. Please see response to iv above. 39. An assessment of the effects that the additional drinking water demand would have on DCWW assets is underway and we are awaiting confirmation of the potable water supply source that DCWW proposes to use. Once the source of the supply has been			

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			assessment for EPR permit applications which use computer modelling (or spreadsheet calculations). It is based on using the BS4142 method for rating industrial noise affecting mixed residential and industrial areas. BS4142 assesses the likelihood of complaints by subtracting the measured background noise level from the rating level predictions at sensitive receptors. 14. The PEIR indicates that a baseline noise survey was conducted in 2010 and summary of the recorded noise levels is reported in Table 10.1. NRW will not comment on the 2010 baseline noise survey results at this stage as we note that further noise monitoring surveys are to be undertaken: "Noise levels in the vicinity of the Wylfa Newydd Development Area may have altered since the previous survey was carried out in 2010, especially due to the fact that the Existing Power Station is now generating electricity from one reactor (rather than two as during the 2010 noise survey)." 15. The PEIR indicates that the noise monitoring survey data will be used to assess the noise impacts from construction and operational phases, and the preliminary construction and operational noise models would continue to be developed as relevant information becomes available during the evolution of the design of the Proposed Activities. The PEIR construction noise model will use the calculation methodology set out in BS5228, whilst the operational noise model will use an	identified by DCWW, the potential effects on the environment can be assessed. 40. Horizon is open to discuss the demand for water supply and sewage management requirements with NRW. 41. Horizon is in discussion with DCWW with regard to new options to meet water demand. 42. This has not been updated in Appendix 3 section 8.7 of the PEI Report. 43. This has not been updated in Appendix 3 section 8.7 of the PEI Report. 44. The reference to Quality parameters set for drinking water at the consumer's tap (footnote 136) is not included in the PEI Report at the Stage Two Pre-Application Consultation. 45. The data obtained during the various ground investigations and hydrogeological assessments have been used to define a conceptual site model for the hydrology and hydrogeology of the Wylfa Newydd Development Area. The details are included in Appendix 3 section 7 of the PEI Report issued at the Stage Two Pre-Application Consultation. The conceptual site model will be developed further as additional data are collected as the assessment continues. 46. Volume B7 of the PEI Report issued at the Stage Two Pre-Application Consultation provides further information on the water quality assessment along with proposed mitigation. 47. Thank you for the comment, it has been noted.			

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			internationally recognised standard ISO 9613-2. The PEIR indicates that the noise and vibration assessment process will be iterative, whereby mitigation measures identified as required in early assessments will be incorporated into the design of the Proposed Activities, reducing the potential for significant impacts. These are acceptable in principle. CHAPTER 11: AIR QUALITY 16. The Air Quality chapter does not consider detailed assessment of emissions to air from the Wylfa Newydd project because the final design is still evolving and is yet to be confirmed. The Air Quality chapter indicates that work to date has mostly consisted of analysis of the baseline local air quality levels around the proposed site. Monitoring data and reports from the Isle of Anglesey County Council (IACC) and modelled data from Defra indicate that 2012 levels are well below the Air Quality Objectives (AQOs). The general trend in the UK is that baseline air quality is improving. However, if any detailed assessment of air quality is conducted in the future it should use the most up-to-date data available, to ensure representative background concentrations are used in the assessment. 17. The PEIR states in Table 11.2 that under the operational phase the potential impacts from gaseous pollutants such (nitrogen dioxide,	48. Appendix 3, section 10.29 of the PEI Report issued at the Stage Two Pre-Application Consultation states that the bathing water at Cemaes is assigned a high value, as it is designated by the EU revised Bathing Water Directive (2006/7/EC). This impact on bathing water quality is considered in volume B7 and B10 of the PEI Report, the surface water and marine environment assessment. 49. The current status of the water bodies is now included in the text in chapter B7. Figure B9.1 and table 9.1 in the PEI Report issued at the Stage Two Pre-Application Consultation provide information on designated coastal water bodies. 50. Groundwater modelling work is yet to be undertaken to understand the effects of long-term dewatering on groundwater and surface water receptors and to ascertain the effects of other groundwater control measures. Horizon is happy to share the assessment methodology and outputs, when available. 51. Since the Stage One Pre-Application Consultation further assessment and baseline modelling work has been undertaken. This includes a model designed to help Horizon understand how surface water and shallow groundwater flows would be affected by the significant earthworks and catchment changes proposed as part of the development of the Power Station. Baseline monitoring, modelling			

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			sulphur dioxide and carbon monoxide) and PM10 will be mitigated by the selection of combustion plant and the size of chimney stacks to achieve good dispersion. The PEIR states that Environment Agency environmental risk assessment guidance H1 will be used to assess combustion source emissions. H1 - Annex F deals with emissions to air. H1 Annex F sets distances for consideration of conservation sites, criteria for screening out insignificant emissions and in Appendix C a suggested structure for a detailed air quality modelling assessment for EPR permit application. 18. With regard to Section 11.7, we consider that smaller particles (<10Mm) deposit more slowly and travel further (1000m or more). NRW understands that 200mg/m2/day dust deposition is used as the threshold of nuisance at residential receptor. Effects from cement dusts have been observed at deposition rates greater than 1000mg/m2/day. It is considered that 500mg/m2/day could be damaging to sensitive vegetation. There is some evidence that depositions as low as 70mg/m2/day can have adverse effects on particularly sensitive lower plants. The assessments should demonstrate whether the dust depositions will be at levels that could potentially effect sensitive vegetation. 19. NRW agrees with the statement in Section 11.10 that pollution impacts from road traffic is unlikely to occur beyond 200m. NRW would	and assessment work is ongoing and more detailed outputs will be made available to inform the detailed design, including preparation of a drainage plan, groundwater control measures and other mitigation measures. Further to this, Horizon will develop best practice construction methods and engage with NRW to understand where there is scope for further steps to be taken. 52. Thank you for the comment, it has been noted. 53. Two figures have been provided in chapter 7 of the PEI Report at the Stage Two Pre-Application Consultation. The first provides the key surface water features (Figure B7.1) and distinguishes between main river water body and other watercourses. The second includes the Water Framework Directive Water Bodies (Figure B7.3). 54. Table B7.2 only mentions the effects on specific 'sensitive' receptors. There is currently no proposal for foul sewage connections and no discharge of foul sewage to surface watercourses during the construction works. Further details of the discharge of cooling water and the hydrodynamic modelling undertaken are included in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. Table 10.2 provides further details. The details of the wastewater treatment plant are not yet available.			

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			expect an assessment of the amount of predicted pollution from the new roads against the relevant nitrogen critical loads and relevant pollution critical levels for the designated sites that may be affected. DMRB (Volume 11 HD 44/09) describes an assessment method for European sites but we would expect a similar assessment for SSSI as well. NRW would welcome discussions to clarify the scope of such an assessment. 20. The PEIR "Next Step" states the assessment approaches for their impact assessment. "The assessment of combustion source emissions will be undertaken in line with the requirements set out in the NRW H1 Environmental Risk Assessment guidance, which is a detailed method used by process operators when applying for a permit, under the Environmental Permitting (England and Wales) Regulations 2010. The assessment of emissions to air from combustion plant associated with the Power Station Site will take into account the finalised facility layout / landscaping design, emission parameters for electrical generators and other combustion plant." NRW is unable to comment further in the absence of more detailed information, including modelling assessments, to inform the EIA. 21. NRW notes the statement in Section 11.23 that states "Once assessment methodologies have been agreed with IACC and NRW, work	Once the source of the water supply has been identified by DCWW, the potential effects on the environment can be assessed. 55. The details of the settlement lagoons, pollution control, the content of the Environmental Management Plans, the environmental monitoring details and the pollution prevention strategy are not yet available but will be provided to the NRW as appropriate. During construction, a programme of groundwater level and surface water flow monitoring would be carried out to ensure that adverse effects associated with such dewatering would be quickly identified and, if required, contingency measures would be introduced. These are detailed in volume B7 of the PEI Report issued at the Stage Two Pre-Application Consultation. 56. Thank you for the comment, it has been noted. Horizon welcomes the chance to consult with NRW on the WFD assessment requirements. 57. Thank you for the comment, it has been noted. 58. An initial assessment of effects on watercourses from the construction and operation of the Associated Developments has been included in the various volumes (B17, B18, C1, D1, E1, F1, G1 and H1) of the PEI			

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			will commence on the various assessments". NRW look forward to receiving the methodologies for review. CHAPTER 12: RADIOLOGICAL EFFECTS 22. With reference to Chapter 5 in the CD, NRW note that how the environmental permits are to be determined and how public consultation on them is to be carried out is not explained. The guidance in the Government National Policy on Nuclear [En6] makes clear that: Regulators will act to undertake their independent processes. There will be primacy by expertise - there will not be duplication of review within both the planning process and that undertaken by the safety and environmental regulators Planning and regulatory processes are decoupled - the planning process should not be delayed until completion of the regulators licensing and permitting processes are complete. 23. The determination of the environmental permits is part of a technical assessment of the reactor design which is already underway. The initial stage is the Generic Design Assessment (GDA) process carried out by the Office of Nuclear Regulation and the Environment Agency (with NRW) which is underway and the public will be able to view and comment on in due course. The details can be found on the Office for Nuclear Regulation website http://www.onr.org.uk/new-	Report at the Stage Two Pre-Application Consultation. 59. Fluvial geomorphological studies have been undertaken since the Stage One Pre-Application Consultation as detailed in volume 7 of the PEI Report issued at the Stage Two Pre-Application Consultation. 60. Further details on Horizon's decommissioning strategy is included in chapter 5 of the Main Consultation Document issued at the Stage Two Pre-Application Consultation. 61. The principles set out by NRW will be adhered to where possible in the final design. 62. The possible enhancement to restore the natural fluvial geomorphology of rivers currently affected in the area will be discussed with NRW. 63. A preliminary flood consequences assessment has been carried out and was included in Appendix 5 of the PEI Report issued at the Stage Two Pre-Application Consultation. A further detailed flood consequence assessment will be carried out and will take into account the flood modelling that is currently being developed. The final schemes would incorporate measures to reduce any potential flood consequences. These measures are listed in Section 6 of Appendix 5 of the PEI Report. 64. Please see comment 63 above. 65. Thank you for confirming that the ranges used are acceptable along with the use of			

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			reactors/background.htm. This will be followed by a submission to NRW from the operator HNP for environment permits to operate at the Wylfa site. We will, with support from the Environment Agency determine the permit application and consult with the public around the site. The process will be advertised via our website http://naturalresourceswales.gov.uk in due course and will be consistent with approaches already taken by the Environment Agency around new build sites in England. We shall invite comments on the application and our draft decision at the appropriate time. Our decision will then inform the design of Wylfa Newydd. 24. With reference to section 5.35 of the CD, it should be noted that the application may be modified by information available subsequent to the GDA process and that it will be specific to the construction of a two unit facility in the specific conditions at the Wylfa site. 25. With reference to section 5.42 of the CD, the consideration of disposal of radioactive wastes and the environmental impact from storage of spent fuel on site will be considered as part the determination of the HNP application for operational permits. It should be noted that the safety of storage of waste on site and the transport of wastes offsite are regulated by the Office of Nuclear Regulation (ONR) and is	UKCP09 values. The use of the Flood and Coastal Defence Appraisal Guidance FCDPAG3 (October 2006) is not mentioned in the information from the Stage Two Pre-Application Consultation. Bathymetry is considered in chapter 9 of Appendix 3 of the PEI Report. The impact of tidal risk around the intake area is not yet included in the assessment. 66. Horizon is happy to share the methodology used in calculating the 'joint probability' and to discuss further with NRW. 67. A preliminary flood consequences assessment has been carried out for the highway improvement works. Further details can be found in Appendix 5, chapter 5 of the PEI Report issued at the Stage Two Pre-Application Consultation. Preliminary mitigation is included in chapter 6 of this report. 68. Horizon looks forward to NRW input into the flood risk assessment. CHAPTER 16: TERRESTRIAL AND FRESHWATER ECOLOGY 69. An initial assessment of effects on ecological designated sites from the construction and operation of the Associated Developments has been included in the various volumes (B17, B18, C1, D1, E1, F1, G1 and			

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			subject to a separate assessment as part of the conditions under which a Site licence is granted. 26. With reference to section 6.14 of the CD, the statement that the Site layout is deemed to have been optimised requires qualification. Further optimisation may well be necessary regarding the layout of the site and positioning of the fuel store following GDA and work on the preliminary safety assessment submitted to ONR as part of site specific application and as a consequence of the fuel store strategy development. 27. With reference to sections 6.71 and 6.72 of the CD, we note the statement that consideration of issues around storage despatch of ILW to the GDF are 'largely settled', however we would expect this to be in line with Government policy for the management of radioactive wastes safely. 28. Section 12.35 of the PEIR states that "The assessments will involve modelling the transfer of radionuclides present in the gaseous and aqueous radioactive wastes through the environment. A number of models will be used to do this but, in general, they will predict the dispersion of the radionuclides in the air or the sea, their transfer to, and accumulation in, other environmental media and their transfer through food chains." NRW notes that the description of the modelling assessments is high-level and NRW is unable to comment further at this point. NRW will be able to provide further advice once	H1) of the PEI Report at the Stage Two Pre-Application Consultation. 70. This was included in Table 8.1 in Appendix 3 of the PEI Report issued at the Stage Two Pre-Application Consultation. 71. Thank you for your comment, it has been noted. 72. At this stage it is not yet possible to fully assess the effectiveness of the drainage design on maintaining the hydrological conditions at statutory sites. Therefore, a precautionary compensation strategy to address the potential effects on Tre'r Gof SSSI is being developed in discussion with the technical advisory group that was set up to advise on this element of the design. Further details on mitigation and compensation can be found in volume B8 of the PEI Report issued at the Stage Two Pre-Application Consultation. 73. Horizon hopes that the information provided in the PEI Report at the Stage Two Pre-Application Consultation along with the work of the technical advisory group has helped with NRW concerns. 74. Habitat creation and management plans are yet to be drafted, drawing on advice from the Technical Advisory Group. This is not considered too late to inform assessment of any earlier application for enabling works. 75. The baseline data on Cough foraging areas is included in Appendix 3, chapter 8 of the PEI Report. The loss of foraging area for seabirds			

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			a detailed impact assessment has been submitted. 29. Section 12.36 of the PEIR states "The potential exposure pathways of the local inhabitants (e.g. inhalation of radionuclides in gaseous discharges, or ingestion of radionuclides present in marine foods as a result of aqueous discharges) will be identified. The modelling data, together with information on the exposure pathways and 'habits' data will be used to predict the annual radiological doses to representative persons in the vicinity of the Power Station." NRW notes that the description of the modelling assessments is high-level and NRW is unable to comment further at this point. NRW will be able to provide further advice once a detailed impact assessment has been submitted. CHAPTER 13: SOILS AND GEOLOGY Artificial Geology (Made Ground) 30. With regard to Land Contamination issues, a staged approach appears to have been followed. The report states that initially desk studies have been carried out including review of historic ground investigations. Following this, preliminary intrusive investigation have carried out and then supplemented by intermediate ground investigation. We understand from Section 13.12 of the report that further onshore and offshore ground investigations (the Detailed	is also considered in volume B10 of the PEI Report. 76. Non-statutory designated sites are included in the baseline data in Appendix 3 of the PEI Report issued at the Stage Two Pre-Application Consultation. 77. National Vegetation Classification (NVC) surveys have been completed in areas that have been identified as having the potential to support rarer plant communities. These include: Cae Gwyn SSSI, Tre'r Gof SSSI, Wylfa Head cLWS and areas of grassland close to Porth-y-pistyll and Mynydd Ithel. The mapped locations and numbers of any Section 42 plant species and Crambe maritima within Porth y Pistyll were not provided in the Stage Two Pre-Application Consultation information. 78. Thank you for your comment, it has been noted. 79. Thank you for your comment, it has been noted. 80. Thank you for your comment, it has been noted. 81. Bats would be affected most by commuting and foraging habitat loss throughout the construction period, as roosting capacity would be maintained as part of the provision of the compensatory structure. In addition to the effects of losing commuting and foraging. A phased masterplan to demonstrate how bat flight lines and foraging areas will be			

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			Ground Investigation Phase) are currently being undertaken, to inform the design of the Proposed Activities, and to refine the understanding of baseline conditions. We welcome the above investigatory approach, which appears to follow that recommended in CLR11. We look forward to receiving the conclusions of the investigations, including analysis results and risk assessments. Upon receipt of this we will be able to advise further. 31. In addition to point 30 above, we advise that HNP should: Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. Follow the Environment Agency document 'Guiding Principles for Land Contamination' for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. Follow the Groundwater protection: Principles and practice (GP3) 32. It is noted that potential pollution from the construction activities is to be managed via an environmental management plan and supporting site waste management plan. NRW is unable to provide further advice at this stage however we look forward to consultation on more detailed information.	maintained throughout the phases of the enabling works and main construction works was not included in the Stage Two Pre-Application Consultation information. 82. Monitoring of these roosts continued in 2015. Bats would be protected from mortality and injury though timing and supervision of work. Habitat loss would be offset by the provision of two new bat barns and the erection of additional bat boxes. Works would be carried out in adherence to the methods described in a European Protected Species mitigation licence application. Volume B8 of the PEI Report provides further information. Discussions with NRW over the approach to European Protected Species mitigation licensing have been ongoing, focusing on the requirement for licences in respect of bats. 83. The details of the proposed exhibitions at the visitor and media reception centre have yet to be designed. Horizon will consider the suggestion of webcams of the bat barn as an education tool. 84. Further surveys have been undertaken as a result of the Stage One Pre-Application Consultation process to ensure that up-to-date information was available to inform the likelihood of potential effects. Details of the assessment can be found in volume B8 of the PEI Report issued at the Stage Two Pre-Application Consultation. Horizon has also held a number of meetings with NRW to discuss the potential effects of the Power Station proposals			

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			Sites of Geological Importance 33. NRW welcome the inclusion of the Geological Conservation Review (GCR) sites and Regionally Important Geodiversity Sites (RIGS) in the report. According to NRW's records, there are actually more of both types (please see Table 1 included in Appendix III). 34. NRW would like to highlight that, as well as the formal geosite designations, this part of Anglesey is internationally famous for the Gwna Melange, being effectively the World Type Site. 35. With reference to section 13.44, it is important to note that RIGS are not precursors to geological SSSI as implied in the report. They are a second-tier designation, important in their own right for a slightly different range of qualities and purposes. They were identified separately from the GCR sites which form the geological component parts of the statutory SSSI. 36. We agree with the PEIR's analysis of the purpose of both geological designations and the need both to protect them physically and to preserve access to them for future study and education. 37. NRW would welcome further information with regard to any potential impacts on sites of geological importance. We also recommend that discussions are maintained with Anglesey Geopark (GeoMon), Gwynedd & Mon RIGS Group, and relevant geologists from British	on ecology and the possible ways to mitigate the adverse effects. 85. Further information on the mitigation proposed for affected species is included in volume B8 of the PEI Report. 86. Thank you for your comment, it has been noted. 87. Thank you for your comments, these have been addressed above. 88. Thank you for your comments, these will be addressed below. 89. Baseline aquatic assessment of watercourses was undertaken and European eel were reported. Fish species of conservation importance including sea trout have been undertaken in the marine environment. No information is provided as to access of sea trout or eels in the diverted streams. 90. A biosecurity risk assessment will be carried out for relevant activities and mitigation measures produced if required. CHAPTER 17: COASTAL HYDRODYNAMICS AND GEOMORPHOLOGY 91. Changes to hydrodynamics has been assessed as part of the marine assessment in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. The sediment processes is considered within volume B9 of the PEI Report.			

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			Geological Survey, National Museum Wales and other relevant organisations. CHAPTER 14: SURFACE WATER AND GROUNDWATER Water Resources 38. Water plays a crucial role in the construction and operation of the Wylfa Newydd project, being located in the Dwr Cymru Welsh Water (DCWW)'s water resources zone of North Eryri Ynys Mon (NEYM) which covers the whole of Anglesey (Ynys Mon) and the mainland adjacent to the Menai Straits (North Eryri). Based on DCWW's Water Resources Management Plan (2015-2040), this zone is in of surplus of 4.47Mega litres per day (Ml/d) for 2015-16. However this surplus was projected to decrease gradually to 0.42 Ml/d by 2023/14. From 2024/25 onwards there will not be any water availability in this resource zone under the dry year scenario. 39. Sections 6.79 and 6.80 of the CD state that there will be a requirement for sufficient additional water supply to Wylfa during operation to meet the requirement for water processing, potable water and firewater and we note that HNP and DCWW are working collaboratively to determine water supply capabilities for the Wylfa Newydd project for treated and untreated water. Table 14.2 of the PEIR states that the construction phase will increase water demand on regional water supplies. HNP needs to quantify water demand	The effects of structures on hydrodynamics and sediment transport is not included in the Stage Two Pre-Application Consultation information. Horizon has developed a model to predict the discharge of temperature and biocide. The model outputs a three dimensional representation showing how the plume from the cooling water outfall mixes vertically as well as horizontally as it enters the sea. The dredged risk and silts are included in the key waste and material type table (B15.1) in volume B15 of the PEI Report issued at the Stage Two Pre-Application Consultation. Further information on survey methods and results and likely impacts were provided at the Stage Two Pre-Application Consultation. No further information is available on the back-up cooling system. 92. The changes to hydrodynamic and sedimentary processes is discussed in volume B9 of the PEI Report issued at the Stage Two Pre-Application Consultation. Process changes can only be described and predicted with respect to the baseline conditions and the consequence or significance of change determined for the environmental features (including designated sites) dependent upon those processes such as marine ecological interests (reported in volume B10) or effects on the coastal geomorphology (volume B9) of the PEI Report.			

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			as soon as possible in order to fully assess water supply and demand. HNP will then need to assess new options, and their potential environmental impacts, if water supply cannot meet the demand in view of the current proposals. 40. In relation to the point raised above, we note that the second bullet point in section 12.8 of the CD states that the next steps will be "Completion of demand quantification for overall water supply and sewerage requirements of the Wylfa Newydd project, taking account of construction and operational needs of the Power Station, as well as the preferred sites for Associated Development'. NRW would welcome the opportunity to start discussions at the earliest possible juncture. 41. HNP needs to quantify current and projected water supply in the NEYM zone i.e. water resources are limited in this zone. The construction and operation of the Wylfa Newydd project will need extra water supply (either treated or untreated) from DCWW. Any new options for DCWW to meet water demand from the Wylfa Newydd project such as increasing quantities of water abstraction or applying new licences or raising dams will have potential environmental impacts. HNP should be aware of the development of new options by DCWW and	93. No further information is available on the back up cooling system. 94. The costal processes and coastal geomorphology assessment has included changes from the construction of the two breakwaters, a temporary causeway, the MOLF, the excavation and construction of the cooling water intake and outfall, removal of the causeway and marine excavation and dredging. Please see volume B9 of the PEI Report for further information. 95. Please see response to iii above. 96. Further consultation has and will be carried out on the 2D and 3D modelling. 97. Thank you for the information on specific survey methods used to characterise the coastal hydrodynamic and coastal geomorphology studies. Horizon welcomes further discussion and consultation on these methods. 98. Horizon is able to share the information on the extent and resolution of the sidescan sonar data. 99. Horizon is able to share the two models mentioned in section 17.28 and 17.29 of the PEI Report from the Stage One Pre-Application Consultation. 100. Further information on key waste and material types and management routes during construction are provided in table B15.1 of the PEI Report at Stage Two Pre-Application			

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			the time scale and efforts required for the environmental impact assessment. Groundwater 42. Section 14.2 states that "the study area lies within the 'Ynys Mon Minor' groundwater drinking water protected area". For the avoidance of doubt, all groundwater bodies in Wales is a Drinking Water Protected Area (DWPA) 43. Section 14.21 states the groundwater body was assessed to have 'Poor Chemical Quality' due to hazardous substances^". NRW would amend this to 'hazardous and non-hazardous pollutants'. 44. Footnote no. 136 in Chapter 14 should also reference the 2010 SI 991 Water Supply Regulations which amend the 2000 regulations. 45. In relation to Next Steps in Section 14.36, NRW advise that a site conceptual site model (CSM) should also be presented for groundwater. This should include visualisation with appropriate cross sections. Water Framework Directive (WFD) 46. NRW have the following general comments to make with regard to the Water Framework Directive: The PEIR has identified the key aspects of the development that could impact on water quality, the further work required to inform the EIA, and measures to potentially mitigate against impact;	Consultation. No further details are available at this stage 101. The inclusion of wave reflection, current speed and direction will be discussed with NRW and included in the modelling where appropriate. 102. Table 9.2 of the PEI Report issued at the Stage Two Pre-Application Consultation does not contain any operational effects on coastal processes and coastal geomorphology. This is explained in paragraph B9.35 and B9.36 of the PEI Report. 103. The thermal plume is considered in volume B10 of the PEI Report. The disposal of dredged rock and silt has not yet been confirmed and is therefore not included in the assessment. 104. Thank you for your comment, it has been noted and further information will be shared with NRW when available. 105. Volume B15 of the PEI Report issued at the Stage Two Pre-Application Consultation includes an assessment of climate change adaptation. In addition section 10 of Appendix 3 of the PEI Report includes an evolution of the baseline due to climate change. 106 and 107. The effects on Cemlyn Lagoon are assessed as part of the coastal processes and coastal geomorphology assessment (volume B9 of the PEI Report) as well as the marine environment assessment (volume B10 of the PEI Report). Further information on the modelling undertaken can be provided to NRW.			

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			NRW consider that further details should be provided on actual anticipated impacts, with this being based on assessments, data, and modelling where appropriate. More detailed information on mitigation measures (including specific methods of environmental protection and their implementation/control) should also be provided. 47. Waterbodies and Compliance. The PEI report has identified the relevant waterbodies as defined for the 1st cycle of planning in 2009. In cycle 1(2009 - 2015), the relevant waterbodies were classed using 'expert judgement' as they tended to be small streams that are rarely sampled. The class of 'moderate' quality was given, pending a review of the waterbody outline or collection of data. WFD is now moving into 2nd cycle (2015-2021) and all waterbodies have been reviewed in terms of their delineation. Except for GB11010259170 (Wygyr), the waterbodies immediately around the site and along the coast have been de-designated (from Amwlch in the east to Llanfachraeth in the west). They will now be referred to as "Not part of a river waterbody catchment', and instead are part of the "Coastal Catchment'; This means they will not be monitored for WFD freshwater compliance, and no classification compliance will be run, however, please note that the Directive still applies;	CHAPTER 18: MARINE ENVIRONMENT 108. As the design work has progressed over the years, surveys have been subject to rationalisation, in consultation with regulators, to target specific locations and habitats. Ongoing surveys and fill results have now been included in the assessment. 109 and 110. Horizon has developed a model to predict the discharge of temperature and biocide. Further details are provided in volume B10 of the PEI Report. 111. Further discussions have and will continue to be undertaken between Horizon and NRW. 112. Horizon will be undertaking further hydrodynamic modelling to assess discharges to the marine environment and to look more closely at how the cooling water discharge would be dispersed. Further discussions have and will continue to be undertaken between Horizon and NRW. 113. Further baseline information on marine benthic habitats is included in Appendix 3, volume 10 of the PEI Report issued at the Stage Two Pre-Application Consultation. Further information required from Horizon. 114, 115, 116 and 117. Further information on the Cooling Water System design is not yet available. Horizon will investigate the potential to use bubble curtains to deter eels.			

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			The Wygyr is currently at 'good' status, and meets WFD targets; Consequently, surface water quality is either not classified or meets 'good' status. Even if not classified, however, all surface water will still be vulnerable to pollution and changes in quality, with the greatest risk being to the Protected Sites downstream. 48. Bathing Water Directive. The report does not mention that Cemaes Bay is a European designated Bathing Water, located approximately 3.5 - 4 km to the east. The impact on bathing water quality should be considered when looking at impacts on freshwater and marine sites, both during construction and the operation of the proposed facility. As well as being directly vulnerable to bacteria in wastewater (e.g. sewage and contaminated runoff), any additional sediment loading may contain bacteria that could impact on compliance. The level of risk will become clearer once the modelling processes identify the directional flow of coastal waters, and how far eastwards the zone of influence extends. Timing of works is an issue should it be shown that there is a risk of environmental impact. Construction during the official bathing season (15th May to 30th September) could increase the level of risk to bathing water quality.[/n 2014 Cemaes Bay passed the current BW directive, and also is predicted to pass the revised BW Directive and meet 'sufficient' standard.	118. Horizon welcomes the opportunity for further discussions with NRW regarding the breakwater and fish impingement. 119. Horizon welcomes the opportunity for further discussions with NRW regarding the barriers and changes in flow. 120. Two potential locations for the required Power Station Cooling Water Outfalls are under consideration. 121. The impact of the loss of adult sandeel as an important food source for terns is assessed in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. 122. There are a number of features of the cooling water system that have been designed to work together to reduce the effects of the abstraction of cooling water. These are included in volume B10 of the PEI Report and include consideration of the approach velocity. 123 and 124. Horizon welcomes the opportunity for further discussions with NRW regarding the monitoring scheme and the design of the cooling water system. 125 and 126. Appendix 3, chapter 10 of the PEI Report provides further information on marine mammal data sets. 127. To account for the mobility of marine mammals and their feeding ranges, the study area for marine mammals incorporates the relevant marine mammal Management Units and takes account of SACs up to 200 km from the Wylfa Newydd Development Area. Please			

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			However there is currently a 21% risk of the bathing water failing the revised standards in 2015. Cemaes Bay is a designated European Bathing Water and in the absence of any evidence to the contrary, is considered a sensitive receptor to any changes in water quality or tidal movement along this section of coast. This needs to be noted and considered as part of assessment work] 49. With regard to section 14.1, we agree the need to keep the defined SW area of impact under review, as the final activities or final designs have not been finalised, so it is not possible at this stage to confirm say that all potential impacts have been identified. The report also refers to undertaking an assessment appropriate to WFD legislation - Figure 14.1 shows HNP's own view of catchments and does not show the WFD waterbodies and their current status. These are listed in table 14.1 later on. It would be useful for future reports to bring these together. 50. Section 14.10 states that the impact of construction is to be assessed on sensitive receptors. It is unclear at what stage will this be done. NRW request the opportunity to comment on the assessment methodology and outputs. 51. With regard to section 14.13, it is unclear when the review of design details will take place and the assessment undertaken. NRW request	see Appendix 3, chapter 10 of the PEI Report for further information. 128. Further modelling will be carried out for the Environmental Statement to better understand the underwater noise levels from construction activities and this will increase the level of certainty of this assessment. Grey seals and cetaceans have been considered in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. There is no mention of noise propagation models in the information provided at the Stage Two Pre-Application Consultation. 129. Mitigation measures for the Cooling Water System have been proposed in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. Horizon welcomes the opportunity for further discussions with NRW regarding the design of the cooling water system and the risk to marine mammals. 130. Horizon welcomes the opportunity for further discussions with NRW regarding the monitoring scheme. 131. Horizon welcomes further advice when available. 132. Ynys Feurig, Cemlyn Bay and The Skerries SPA are included in the assessment in volume B10 of the PEI Report issued at the Stage Two Pre-Application Consultation. 133. Section E.21 of the Habitats Regulations Assessment Interim Report issued at the Stage			

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			the opportunity to comment on the mitigation proposed. 52. With regard to section 14.21, the second cycle WFD (2015 - 2021) has re-defined waterbodies and this includes groundwater bodies on Anglesey. In the second cycle Ynys Mon Minor becomes Ynys Mon Secondary (GB41002G204400). It is still failing for chemistry not quantity. 53. Section 14.23 refers to the five catchments, however, these catchments do not match WFD waterbodies. Reference should be made to WFD here. 54. In relation to Table 14.2, NRW have the following comments: Dewatering activities may impact on general surface water quality from solids, metals, DO, temperature etc, irrespective of whether the site is a SSSI. This needs to be noted so the assessment does not just consider specific, 'sensitive' receptors; Waste Management - must ensure that discharges to the foul sewerage network do not adversely impact on water quality, both at the treatment works and also at discharge points along the network e.g. storm overflows and pumping stations; Presence and Operation of Power Station - NRW request further details on discharge quality as, for example, the cooling water may contain biocides,	Two Pre-Application Consultation contains details of the process for determining the buffers for each receptor. For mobile species, buffers were determined based on known or expected foraging ranges or migration routes. Puffin Island SPA is therefore included in the HRA. CHAPTER 19: LANDSCAPE AND VISUAL 134, 135. The assessment of the effects on the AONB is included in volume B11 of the PEI Report issued at the Stage Two Pre-Application Consultation. 136. Thank you for your support on the proposed landscape approach. 137. Further information on the landscape design is included in chapter 7 of the Main Consultation Document. 138. Since the consultation on the Project Update in January 2016, further design development has been carried out which has resulted in a revision to the volume of excavated material and the heights of the new landforms. They are likely to range from 30m AOD to 50m AOD which is within the range of previous options and in scale with the height of existing surrounding drumlins. General mound gradient will be likely to range from 1:6 to 1:10, with the exception of some specific areas of landscape mounds such as those adjacent to Tregele which will be constructed at 1:2 and			

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			and groundwater discharges may contain metals and high solids content; If a new wastewater treatment plant is to be designed and operated, NRW request clarification as to who will liaise with any consultants on appropriate treatment levels etc. This is particularly important for any discharge directly or indirectly to coastal waters, in particular that could affect Cemaes Bay bathing water quality. Water Resources - as noted in point 39 above, should the development result in increased abstraction elsewhere, the associated environmental impact at that location should be fully assessed. 55. Potential Mitigation and Enhancement NRW consider that there is limited detail at this stage on the mitigation measures proposed, and NRW is unable to comment in detail. However, initial comments are as follows: "Sediment management' - if this is via settlement lagoons, NRW request further details as to whether the lagoons will be sized to allow for sufficient retention and settlement time to meet suitable discharge standards, the controls that will be in place to monitor quality, and the chemicals that will be used to aid settlement. We also request details on the volumes that are being discharged and the rates of discharge;	planted with native trees and shrubs to soften their appearance. 139. Please see response to ID 23 (4) for more information on the landscape and visual assessment and ID no 47 (5) for information on Cestyll Gardens. 140. Volume B12 of the PEI Report issued at the Stage Two Pre-Application Consultation provides further information on the architectural assessment and mitigation proposed. 141. Thank you for your comment, it has been noted and will be considered in the architectural design. 142. Thank you for your comment, it has been noted and will be considered in the architectural design 143. Please see response to ID 16 (3) for information on lighting. Horizon welcomes the opportunity for further discussions with NRW regarding the lighting studies.			

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			"Provision of pollution control" - NRW request clarification as to what this will entail; "Implementation of EMPs" - NRW request clarification as to what the EMP will contain. We also request consultation on its production; "Localised dewatering measures" - NRW request further details as to what measures are proposed, and the environmental impacts of the measures; "Environmental monitoring" - NRW request details on what determinands will be monitored for, and what will be the location and frequency of sampling; "Follow best practices and Pollution Prevention Guidelines" - it would be useful to have clarification on what is meant by this, as there may be additional controls that NRW consider are appropriate; "Groundwater and surface water management' - NRW advise that further clarification should be provided to explain what is meant as "management'. 56. As advised further in our comments on Chapter 18 Marine Environment, NRW consider that the main anticipated water quality impacts in the marine environment will be from the CWS discharge, the use of biocides and radioactive discharges. NRW request further discussions as advised in our comments on Chapter 18 on these potential impact pathways. We also note and welcome the statement in section 17.31 of				

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			the PEIR on the requirement for consultation with NRW to determine the WFD assessment requirements of the Project. Fluvial Geomorphology 57. The proposal is located upon a site with few watercourses either present or in the vicinity. The watercourses on site appear to be mostly drainage channels, or straightened streams. The Cafnan is the main watercourse in the area, located on the western end of the Development Area. This watercourse is classified as moderate WFD status and is noted to be at risk from morphological and agricultural impacts. This watercourse may be affected by the works such as landscaping and drainage of the site. 58. The proposal also includes a significant number of permanent and temporary offsite work/developments (e.g. road improvements, workers accommodation) which are likely to impact a greater number of watercourses and to a greater degree. 59. Given the scale of the proposals the applicant should assess the works against WFD for fluvial geomorphology including cumulative impacts. However, considered in isolation, many of the works may not require WFD fluvial geomorphology assessment if sensitive, less disruptive, and less hard engineering, approaches are adopted.				

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			60. At present the information provides no detailed information on the decommissioning of the site. In order to fully assess all elements of the proposals it is requested that more information on this phase is provided. 61. It is recommended that all phases of the development should adhere to the following; Space will be provided for all watercourses and their associated riparian zone (floodplain and/or natural areas of lateral and vertical future erosion/deposition plus marginal and bankside terrestrial habitat buffer zones) Realigning watercourses will be avoided unless already straightened Where the development may infringe on a watercourse and its riparian zone either; - leave the watercourse in its present condition/route and work around them, or - restore watercourses, and their riparian zone, if they have been previously modified (e.g. deculverting, remeandering, removal/ improvement of structures) Avoid culverts in preference for (in order or preference); - Clear span bridges (spanning the riparian zone) - Flexi-arches/bottomless culverts (providing space to include the riparian zone)				

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			- Oversized culvert (providing space to include the riparian zone) - as a last resort Ensure that all landscaping and drainage results in the same, if not very similar, catchment areas, infiltration rates and drainage/flow rates for each watercourse Provide high quality pollution prevention measures Provide high quality SUDS to reduce pollution potential/increase water quality, retain natural flow variability, decrease flood risk, and retain existing catchment boundaries (i.e. do not discharge cross-catchment) All sewers/services crossing watercourses should wherever possible, preferably be contained within any existing/proposed highways. Where demonstrated to be impractical the few remaining such services should be either; - buried at least 1m below bed level (more if mobile bed material is present), or - set above the 100-year plus climate change flood level with all supports located outside of the channel and riparian zone Any surface water outflows should be discharged into wetland/stilling ponds that are permitted to overflow into the adjacent watercourse via an earth channel. Where this approach is demonstrated to be impractical the few remaining				

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			outfalls should be carefully set back from the bankside with minimal headwall/apron 62. NRW request further information with regard to possible enhancements to restore the natural fluvial geomorphology of rivers currently affected in the area. CHAPTER 15: FLOOD RISK 63. The published information for fluvial flood risk has been based on NRW's flood zone maps (zones 3 & 2). NRW's fluvial flood zones have been produced where a catchment is greater than 3km2 and do not take into account the influences of any structures which may increase the risks. It is noted that additional hydraulic modelling has been carried out as part of the NSMHHA to provide a more detailed representation of the risk for catchment 3. It is accepted that these fluvial (and pluvial) risks are based on the existing topography of the area and will need to be updated/re-modelled to establish the risks and mitigation measures required once the proposed landform has been re-profiled (and the presence of any buildings/structures have been included). Catchments 2 and 3 will also required further assessments to assess the risks. 64. Since catchment 1 outfalls through a culvert at Porth Wylfa beach, further assessments should be carried out on the outfall and the consequence of failure (blockage/collapse) at this location for fluvial and pluvial events, including safe flood routing etc. We would tend				

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			to agree with the statement that the flood consequences of fluvial and surface water flood events are not expected to be significant. Although the re-profiling works will significantly change drainage patters locally, these will need to be engineered/mitigated to manage the risks. These will need to be demonstrated in the next stages of flood risk assessments (namely the Nuclear Safety Flood Risk Assessment and the TAN15 Flood Consequence Assessment (FCA)). 65. With regards to tidal flood risk, it is noted that the baseline levels are set as 2023 (the assumed 'start date' for activities) and have been obtained from the National Extreme Coastal Water Level Project. The ranges used (return period events) are acceptable and include a stated confidence boundary. The adjustments used for the four different future climate change scenarios used UKCP09 values. This is acceptable but we would advise that for the FCA, the use of the Flood and Coastal Defence Appraisal Guidance FCDPAG3 (October '06) should also be included. It is accepted that the UKCP09 values used are higher and thus more precautionary in terms of flood risk. For the FCA, the use of the 1 in 10,000 event is in excess of the requirements of TAN15 but appreciated that the next steps on flood risk assessments should be consistent and reflect the same magnitude of flood risk to be				

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			considered. It is noted that most of the Power Station site is above (approx.) 12m Above Ordinance Datum and so significantly above the sea levels quoted. The Next Steps should consider the impact of tidal risk around the intake area and the bathymetry associated with the coastal processes. 66. It is noted that the joint annual probability of extreme tide levels and wave heights have been considered up to the 1 in 10,000 year event. We would be interested in understanding the methodology used in calculating the 'joint probability'. Reviews of the 2013/14 winter storms have cast doubt on the reliability of existing methodologies for estimating the return periods of joint wave-tidal events (initial estimates for last year's storm suggested that the event in Rhyl had a combined return period of 9,300 years). 67. The associated development for the highway improvement works will also need to address flood risk issues. Any new crossings of watercourses must demonstrate that the flood risks are acceptable and should pass the 1% event with an allowance for climate change. Due consideration must also be given to the extreme event (0.1% +c.c.) on any road embankments along with flood depths on the new highway. Any loss of floodplain should be compensated and a full understanding of the existing flood risk and future flood risk should also be understood in the FCA. The use of sustainable drainage				

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			principles should be adopted for the highway drainage network where possible. 68. NRW look forward to providing further input into the assessments of flood risk to be undertaken. CHAPTER 16: TERRESTRIAL AND FRESHWATER ECOLOGY Designated Sites of Nature Conservation Importance 69. Table 16.3 in the PEIR lists the designated sites within or adjacent to the Terrestrial and Freshwater Ecology Study Areas. NRW consider that there is the potential for further designated sites to be impacted from associated development (e.g. workers accommodation) away from the Wylfa NPS site boundary. At this stage, there is insufficient detail to identify if there are potential effects on designated sites outside the study area. NRW request discussions at an early stage if potential impacts on designated sites outside the Study Area are identified. 70. With regard to Table 16.3 of the PEIR, the Annex I habitat 'Perennial Vegetation of Stony Banks (H1220)' at Cemlyn Bay SAC, is not included. The potential impacts on this habitat, including those arising from alterations to the wave action and sediment supply to the shingle				

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			ridge which supports this habitat, needs to be fully considered in the EIA. 71. Table 16.4 refers to the potential impacts of construction works (e.g. site levelling, earthworks and dewatering activities) on designated sites within the study area. Tre'r Gof SSSI is particularly at risk in view of its location entirely within the Wylfa Newydd Development Area. 72. Table 16.4 lists potential mitigation and enhancement measures that HNP considers to be appropriate. In relation to dewatering for example, the table suggests possible mitigation measures such as protection measures during dewatering, monitoring of groundwater, and adherence to pollution prevention guidelines. In view of the extensive earth works proposed, NRW consider that the mitigation measures specified may not be sufficient to be able to avoid adverse effects on some of the designated sites within the study area. Section 8.41 of the CD refers to off-site habitat creation and management "as mitigation for potential impacts on the qualifying features of the SSSIs". We advise that the normal process of avoidance, mitigation and compensation should be clearly followed. HNP should consider how this impact can be avoided (for instance by offsite disposal) and then mitigated (by design of drainage, sediment control and ensuring correct chemical qualities), then compensation for unavoidable loss. The potential requirement for off-site habitat creation compensation should be				

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			reflected in Table 16.4. It is also unclear why this potential requirement is not listed or explained in the Next Steps section in the PEIR. 73. In view of the works proposed and the limited information contained in the PEIR, NRW is concerned that the project may have adverse effects on designated sites, particularly Tre'r Gof SSSI. 74. In relation to Habitat Creation and Management, Section 8.41 of the CD states that further information on potential sites and measures will be provided at the Stage 2 pre-application consultation. However, that would be too late to inform assessment of any earlier application for enabling works that we understand is being considered. 75. We note that surveys for breeding and over-wintering birds have been undertaken. Section 16.40 states that chough have been recorded breeding in the area. Chough are a feature of the Glannau Ynys Gybi SPA. As stated in previous correspondence to HNP (dated 9th May 2013), we advise that chough foraging areas are also recorded. Habitats 76. The PEIR makes no reference to the non-statutory Wildlife Sites. We advise HNP to liaise with IACC regarding the assessment of these locally important sites as part of the EIA.				

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			77. With regard to section 16.12, NRW considers Phase I habitat survey to be too coarse a data set to provide sufficient survey background data especially for the supralittoral, crevice and cliff face vegetation and shingle plant communities. NRW therefore request that a full Phase II NVC survey is completed for the coastal development area (including the MOLF locations) at Porth y Pistyll and Wylfa Head. NRW also request that the locations and numbers of any Section 42 plant species and Crambe maritima within Porth y Pistyll are mapped. Protected Species 78. The PEIR report refers to some of the findings of surveys for nationally fully protected species, including water voles, which are protected under the Wildlife and Countryside Act 1981 (as amended). 79. The PEIR also refers to some of the findings of surveys for European Protected Species (bats, great crested newts and otters), which are additionally protected under the Conservation of Habitats and Species Regulations 2010 (as amended). 80. The report also refers to some of the findings of surveys for partially protected species, including reptiles and birds (including Schedule 1 birds), which are protected under the Wildlife and Countryside Act 1981 (as amended)				

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			81. We note that bat surveys have been undertaken on site since 2009 and a derogation licence has been issued for demolition of buildings on site which supported bat roosts. In order to maintain the Favourable Conservation Status of the bat populations at the site, a bat barn has been constructed to provide suitable roosting opportunities. In view of the extensive works proposed on site as part of the enabling works, NRW consider that it is crucial that a phased masterplan is produced for the site layout to demonstrate how bat flight lines and foraging areas (i.e. of bats using the bat barn and other roosts on/adjacent the site) will be maintained throughout all the phases of the enabling works and subsequent main construction works. 82. Section 16.30 states that 21 of the remaining properties were found to support roosting bats. NRW is unable to provide further comments until receipt of the detailed survey reports and proposals for these remaining properties. NRW request further details in this regard, particularly with regard to any licensing requirements. 83. With regard to section 11.19 on provision of information at the visitor centre, NRW consider that installing suitable webcams at the bat barn constructed and connecting to the visitor centre				

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			would provide a useful educational tool on the wildlife at Wylfa. 84. We note that evidence of the presence of water voles, great crested newts and otters have been found within or adjacent the Wylfa Newydd Development Area. Based on the limited information provided in the PEIR, NRW is unable to provide further comment at this stage on the appropriateness and acceptability of the mitigation measures specified in Table 16.4. NRW request further details of the survey results and assessments for these protected species, and request further discussions with regard to potential mitigation measures. 85. A scheme for conservation of the affected species should set out how long term issues will be addressed, such as provision of long term management to safeguard the species. It should also clearly describe how the proposed work is to be carried to avoid adverse effects on the favourable conservation status of the species. It should include details of the survey upon which the work programme is to be based. We can give more advice to help prepare such a scheme. 86. Please note that where a European Protected Species would be affected, development may only proceed under a licence issued by NRW, who are the appropriate authority responsible for issuing licences under the 2010 Regulations. This licence can only be issued for the purposes of: "preserving public				

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			health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature, and beneficial consequences of primary importance for the environment." Furthermore, the licence can only be issued by NRW on condition that there is: "no satisfactory alternative", and that the development "will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range." Freshwater Ecology 87. NRW's complete comments relating to Water Framework Directive are included in our comments in Chapter 14 Surface Water and Groundwater. 88. Please note, NRW's comments with regard to migratory fish (including eels and sea trout) potentially affected in the marine environment are made in the Chapter 18 Marine Environment section. 89. Section 14.23 of the PEI discusses diversion of streams. Clarification should be provided on whether there is access for sea trout or eels to these streams and, if so, an assessment should be undertaken on the impact of the proposed works on the access to the streams by these species. Biosecurity				

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			90. Section 16.52 of the PEIR states that the following invasive non-native species have been found on site: Azolla filiculoides, Lagarosiphon major, Crassula helmsii, Myriophyllum aquaticum, Gunnera manicata. Table 16.4 states that a Biosecurity Risk Asessment will be undertaken. NRW request further consultation on the Risk Assessment and the mitigation measures which will be produced. CHAPTER 17: COASTAL HYDRODYNAMICS AND GEOMORPHOLOGY 91. NRW have the following general comments: There is limited information on the modelling to enable NRW to comment on its suitability and application. NRW advise that this should be revisited to include both hydrodynamics and sediment transport; The 5km zone of impact is connected to the extent of thermal impacts, NRW requests the remit is expanded to include the effects of structures on hydrodynamics and sediment transport. NRW recommend plume effects and dredge disposal for both construction and maintenance dredging be investigated thoroughly. There is currently insufficient information on survey methods and results to be able to provide comment. No information is presented on likely impacts at this stage.				

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			NRW request further details with regard to what the alternative cooling method could entail. 92. Chapter 6 requests comments on the CWS, MOLF and breakwaters at Porth y Pistyll and Wylfa Head. From a coastal process perspective, NRW would expect to see any structures (CWS, breakwaters and the MOLF) entering or altering the existing marine and/or coastal environment assessed for impacts and/or changes to hydrodynamic or sediment movement during construction/operation and decommissioning, both near and far field effects. 93. Section 6.53 of the CD states that "additional components may be required to provide a back-up system in the event that the primary onshore C^S were unavailable. At this stage is not known what these requirements would be but they could involve the use of alternative cooling methods". NRW request further details with regard to what the alternative cooling method could entail. 94. Chapter 10 of the CD requests feedback on the intention to develop a temporary landing facility and subsequent bespoke MOLF to handle AILs and manage bulk materials deliveries directly to the Power Station Site. NRW would recommend this is built into the modelling scenarios once the design has been settled and that any subsequent dredging				

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			(capital or maintenance) that may be required, is assessed. 95. Chapter 17 states that baseline surveys to characterise coastal processes in the offshore areas have been undertaken within a 5km radius of the Power Station Site. This survey area (see Figure 17.1) is based on professional judgement and on initial hydrodynamic modelling undertaken in 2009, which provided an initial indication of the extent of the dispersion of heat from the cooling water discharge. The coastal processes assessment would need to include the effects from all the offshore structures on hydrodynamics and sediment movement, not just the cooling water extent, and be of high enough resolution to identify any subtle but important effects. NRW advise the modelling is revisited to include both hydrodynamics and sediment transport. We also note that the reactor technology has changed since the original modelling was undertaken and the survey area established. 96. A number of preliminary 2D and 3D models have been run and validated against data collected. The modelling extent has focused on areas extending out of the tidal excursion at Wylfa, a distance of approximately 22km. NRW request further consultation on these reports/assessments and advise that further discussions are undertaken.				

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			97. Specific survey methods used to characterise the coastal hydrodynamics and coastal geomorphology studies included: geomorphology studies included: Sediment grab sampling (collect sediments to assess their characteristics); Two phases of characterisation of bed type; Use of published data on sediments; Plume studies for the design of the Marine Off-Loading Facility (MOLF); Marine geophysical surveys (side-scan sonar, grab sampling); and Coastal ocean surveys, NRW will be able to provide advice on the methods, data, and outputs through further discussions and consultations. 98. Additional sidescan sonar data were collected in an extended survey area in May 2010 to allow for future comparisons to be made of potential impacts from the Proposed Activities. NRW would like to see the extent and resolution of this survey during the next stage of consultation before commenting further. 99. The PEI contains two modelling sections 17.28 and 17.29 in the chapter. NRW request further details before providing comment on whether the modelling is fit for purpose.				

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			100. In Table 17.4 Coastal Hydrodynamic and Geomorphology Potential Construction Impacts the PEI refers to 'Consideration of techniques for dredging and blasting to minimise sediment re-suspension and deposition'. NRW request further information on dredge disposal. 101. The PEI states that HNP will 'Model to an appropriate level of detail the expected changes to sediment transport depending on the final design chosen for the intake and any breakwaters. If required and if possible, refine design to minimise the impacts'. NRW recommend that HNP models changes in hydrodynamics, such as incident wave reflection, current speed and direction off the breakwaters, MOLF and CWS, not just sediment transport as indicated above. 102. In Table 17.5 of the PEI, the 'Activity' column lists 'Presence and operation of the Power Station and Proposed Activities - offshore including the MOLF and CWS'. NRW recommend the breakwaters are included on the above list. 103. In table 17.5, 'Maintenance dredging' is listed as an activity. NRW recommends that plume effects and dredge disposal (e.g. amount and location) are covered in detail for the EIA. 104. In section 17.32, the applicant states 'An extensive dataset already exists and no further measurement work is considered necessary to inform any further modelling work or ecological assessment. The validity of existing modelling of				

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			bed shear and sediment transport regime for the design of the Proposed Activities will be reviewed in light of the final design. Assessment of whether further modelling is required will then be made.' NRW is unable to comment further at this stage until the existing model has been reviewed (e.g as the reactor technology has changed since 2009). If any further modelling is undertaken, the area of influence will need to be reevaluated for factors such as, extent of the dispersion of heat from the cooling water discharge, and changes in hydrodynamics and sediment transport. 105. Section 18.8 details the need to look at climate change adaptation measures. NRW request further information on the scenarios and guidance used. 106. Section 18.11 discusses modelling of the current and predicted sediment influence on the gravel bar of Cemlyn lagoon. NRW request further information on the modelling undertaken, how this has been ground-truthed and the data used in the study. 107. The above comments will need to be addressed in order to inform whether the proposed works are likely to have adverse effects on the Cemlyn Bay SSSI/SAC, including for HRA purposes. CHAPTER 18: MARINE ENVIRONMENT				

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			108. With reference to section 18.55 of the PEI, NRW would like to highlight that our letter of 19th July 2013 explained that, of the surveys completed, NRW considered that sufficient baseline had been collected on those specific survey areas in order to inform the EIA. NRW did not state the whole scope of marine surveys were deemed sufficient to inform the EIA as a number of surveys were ongoing and full results had not been provided. Marine Water Quality 109. NRW is unable to provide detailed comments at this stage as no detail has been provided on a number of important factors, including proposed abstraction and discharge volumes, and modelled future scenarios with regard to thermal dispersion and biocide levels (chlorinate bi-products. 110. With regard to the proposed locations of abstraction and discharge points, NRW is unable to comment further at this stage until further modelling work is undertaken to inform the likely impacts from the factors mentioned above. 111. NRW request further discussions and/or consultation on more detailed information in due course. Phytoplankton and Zooplankton 112. We note that plankton surveys have been completed and NRW have previously advised that sufficient information will have been collected to provide baseline information on				

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			which to base an EIA. However, NRW is unable to comment on the acceptability of any of the mitigation measures proposed in Table 18.3 until further information is received, for example, on the CWS discharges. NRW look forward to further discussion with regard to the assessments and mitigation proposed. Marine Benthic Habitats 113. NRW request further clarification on aspects of the survey work done so far. We also consider that the PEI does not contain enough detail to inform whether the proposed assessments has been / will be sufficient. In particular we advise that further information and/or clarification is required for the following areas: Survey rationale, methodology and results The rationale for a 5km zone of influence Habitats and species of conservation importance, for example, subtidal Sabellaria spinulosa Reef. Potential impacts (from both construction, operation and decommissioning activities) Monitoring Cumulative impacts Biodiversity Enhancement & Invasive Non-native Species (INNS)				

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			Survey methodology and results: Further information is required concerning survey methodology and results, including: Geophysical survey methodology, results and interpretation, in particular interpretation of the geophysical results to assist with the creation of a seabed habitat map and identification of any possible biogenic reef features, Clarification over the rationale and purpose of the surveys performed to date- Section 18.12 - Environmental Baseline - The marine environment around Wylfa Head has been exposed to certain environmental impacts as a result of the existing Wylfa power station, therefore, clarification and clear differentiation is needed between data collected in order to characterise the current environment and data to be used as an 'environmental baseline' for mitigation and monitoring. The documents provided do not make this clear and it would be useful to have clear definitions for what is meant by each. As such, there will be a requirement to establish a scientifically robust monitoring and mitigation programme which addresses these issues. Structural design changes - Confirmation that the survey information collected is sufficient to inform assessments in light of changes to the reactor technology. The link between the geophysical survey results and the choice of benthic survey sites. The				

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			benthic survey sites should have been chosen so that all sediment types identified by the geophysical survey and any features of possible conservation interest were surveyed, Detailed methods and results from all benthic surveys, including statistical analysis of results and full species lists. This should also include details of any relevant monitoring work carried out during operation of the existing plant and at the cooling water discharge site. Seabed habitat maps produced from the above data and identification of any benthic habitats and species of conservation importance. The Rationale for a 5km Zone of Influence: Section 18.4 states "Marine environmental surveys (see Figure 18.1) have concentrated on a topic study area within a 5km radius of the Power Station Site with additional reference sites further afield to the east and west. This extent is based on professional judgement and on initial hydrodynamic modelling in 2009 which provided an initial indication of the extent of the dispersion of heat from the cooling water discharge from the Power Station." We note that the 5km radius zone of influence was determined by modelling and expert opinion for reactor technologies that are no longer planned to be used at Wylfa Newydd. We note that the reactor technology proposed now is Hitachi's ABWR, so the water body impact modelling				

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			work will need to be re-evaluated based on this newer technology. Without the re-evaluation of the modelling work it is not possible to confirm that 5km is an appropriate distance within which to assess thermal impacts from the cooling water discharge, contaminant levels and possible changes to physical processes. We consider that the above uncertainty with regard to the original modelling and new reactor technology being used should be acknowledged in the PEI report. We note that further modelling work is proposed by HNP, and NRW look forward to further discussions with regard to the above. Habitats and species of conservation importance: The report needs to clearly identify all habitats and species of conservation importance ((Annex 1 habitats, Annex II species (EC Habitats Directive 1992), Section 42 Habitats and Species (NERC Act 2006)) that may be affected by all stages of the development both inside and outside of protected sites. For example, the potential presence of subtidal Sabellaria spinulosa Reef: In our letter dated 19th July 2013 we stated that "The subtidal benthic surveys found Sabellaria spinulosa in grab samples and from video surveys, and highlights the possibility that the biogenic Sabellaria spinulosa reef habitat reef may be present. The extent of this reef is unknown, and we note that page 55 of the report states that "further surveys are required to establish if the larges structures are part of a				

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			more permanent reef system". The reef may potentially be impacted during the construction and operational phase of the power station, depending on whether the reef is located within the zone of influence of the power station." We remain concerned that there may be areas of Sabellaria spinulosa reef that have not been identified and recommend that additional survey (informed by geophysical results) is carried out, if it has not already taken place. We also note that the Annex I habitat perennial vegetation of stony banks (H1220) in Table 18.2 is omitted from the list of features in the "Primary Reasons for Designation Relevant to Marine Environment". NRW would also like to highlight that the benthic ecology in the area is frequently dominated by epifaunal communities on rock. These would be considered as Habitats Directive Annex 1 Reef habitat, which should be acknowledged in the report. Potential Impacts: The PEI does not provide detailed assessments of impacts that are likely to arise as part of the construction, operation and decommissioning activities at Wylfa Newydd. A general overview has been provided in the PEIR, however full details and assessments of any expected impacts should be included in the ES. Cooling Water System: A more detailed assessment of the impacts of the cooling water outfall will be required and justification for the				

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			proposed cooling water intake design including potential impacts in terms of loss of intertidal/subtidal habitats as a result. The PEI appears to infer that impact assessments made for the old outfall could be used as a proxy for likely impacts at the new outfall. The cooling water outfall for the new development will not release water at the same rate as the existing outfall (and potentially at a new location), so more detail needs to be included about the communities that will potentially be impacted by the new discharge rate (and on the impacts of the alternative outfall location, should that option be progressed). Any assessment needs to account for expected water discharge temperature, flow rate / volumes, anticipated rate of cooling, contaminant levels etc. Section 6.50 of the CD states, in relation to the CWS: "Taking into account the particular characteristics of the Wylfa Newydd Development Area, HNP has elected for a once-through water cooling system, using seawater abstracted from the Irish Sea. A once-through water cooling system is the option promoted in NPS EN-6 and this aspect of the Wylfa Newydd Project is settled". NRW note that NPS EN-6 refers to the developer's preference for once-through cooling. NRW would consider that justification for the use of the once-through cooling would be made at the project level. NRW would welcome clarification on the above.				

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			Location of the Cooling Water Outfall: In relation to the location of the cooling water outfall, Section 6.64 of the CD states "The modelling concluded that there is limited potential for recirculation of cooling water between potential outfall locations along the western coastline of Wylfa Head, where the CW intake is located at Porth-y-pistyll". NRW would welcome any reports/documentation that supports this statement and the rationale behind the statement. In relation to the preferred option for locating the CW outfall (section 6.67 of the CD), NRW would welcome any documentation/reports that provides the justification and rationale not to incorporate an offshore pipeline solution for the cooling water outfall. NRW would also welcome further information on the exact volumes and velocities involved with the proposed CW outfall. Section 6.42 of the CD states in relation to biocide treatment "By the time the sea water reaches the CW outfall, the chemical would have naturally decayed to a level that would not be harmful to the environment'. NRW request clarification over the evidence available to supports this statement. Impacts and mitigation (Table 18.3 of PEIR) - The first section mentions "Changes in marine water quality in and around the Porth-y-pistyll area". It would be useful to have clarification on which aspects of water				

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			quality may be affected e.g. would the changes mainly be increases in suspended sediments? - Loss of habitats isn't mentioned in the 'Operational impacts' part of the table, although it is acknowledged in the construction impacts part. We advise that it needs to be in both. - Disposal of dredged sediments. No detail is provided on the fate or destination of these sediments other than to state that these will be disposed of off-site if contaminants are considered a risk. Clarification should be provided on the options for using/dealing with non-contaminated dredged material. We advise that the plans for disposal of dredged material should be considered an integral part of the project and be included in the EIA. - Clarification should be provided on the scale of maintenance dredging required, including the amount to be dredged, how regular maintenance works is required, and how the dredged material will be dealt with. Cumulative Impacts - The cumulative impacts section only appears to consider new projects or plans, and does not include existing activities or operations in the area (e.g. local cables, pipelines, other coastal outfalls, Holyhead harbour operations, new / future grid				

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			connections etc.). Even if they are considered to be out of scope, a justification for discounting them needs to be provided. - Also, NRW request clarification as to what extent does the Wylfa Newydd development take into consideration ongoing impacts from the current Wylfa power station now and during decommissioning. Monitoring - Section 18.55 mentions the baseline monitoring programme. We would advise that it is difficult to fully design a monitoring programme before an assessment of impacts has been undertaken. To create an appropriate monitoring programme it will be necessary to clearly define the questions that the monitoring aims to address and then to design a statistically and scientifically robust programme that will provide answers to these questions. NRW would welcome consultation at every stage of the monitoring design process in order to ensure this is achieved. In relation to Section 18.27 - Intertidal habitat surveys - NRW request consultation on the methodology and outputs of the annual intertidal surveys.				

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			Biodiversity Enhancement & Invasive Non-native Species (INNS) In relation to Section 6.62 of the CD and HNP's preferred configuration for the breakwater as part of the proposed development, NRW would welcome early discussions with HNP on the breakwater design (rock type, slope, architecture etc) in terms of biodiversity enhancement measures such as rockpools and reducing the likelihood of colonisation by non-native species. In relation to Section 18.52 - 18.54 of the PEIR and Potential Impacts and Mitigation Proposals, NRW would welcome further detail on this section. Specific points include the reference to 'Consideration of the use of bioblocks on any breakwaters to enhance the biodiversity^'. and what factors will determine whether this is implemented. Post application of such enhancement measures can be more costly than incorporation of such measures from the outset (i.e. planning stage). Decommissioning impacts have been omitted from Table 18.4 - NRW requests inclusion of all relevant decommissioning impacts here. In relation to Chapter 6 Section 6.63 of the CD and HNP's proposals for meeting the transport requirements of the Wylfa Newydd development and HNP's intention to use Porth y Pistyll for freight delivery by sea. This coupled with the new breakwaters will provide a high risk pathway (ships) and substratum (breakwaters) for Marine Invasive Non Native Species (MINNS) to colonise (see also general comments below related to cumulative operation impacts of both				

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			power stations). This risk will need to be assessed carefully and appropriate mitigation measures found. In relation to Section 18.44 of the PEIR, NRW acknowledges the reference to the presence of baseline species recorded as part of the various marine surveys undertaken since 2010. However, NRW would welcome a section here outlining the intention to undertake a marine Invasive Non-Native Species (INNS) risk assessment that should be incorporated into all aspects of marine related developments and activities (including shipping and transportation for non-marine aspects of the development), as well as any potential increased effects that the cooling water outfall might have on encouraging the settlement of marine INNS. The project plan indicates the intention to construct a number of marine structures (including the breakwater and Marine Off-Loading Facility), all of which come with associated INNS risks as mentioned above. In relation to Table 18.3 in the PEIR, while monitoring of non-native species on the proposed marine structures would be an integral component of any future monitoring programme, in terms of mitigation of INNS, it is far more important to concentrate on effective biosecurity measures as part of the construction, operation and decommissioning stages, rather than the				

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			idea that potential introductions may be eradicated post detection. Marine Fish 114. As detailed in previous communications to HNP, NRW consider that sufficient baseline information has been collected with regard to marine fish in order to inform the EIA. However, the PEIR does not provide sufficient information (e.g. on the CWS design) on which to provide further opinions at this stage. 115. With regard to fish protection systems, we note that the CD requests comments on preferences of acoustic versus light deterrents. However, in the absence of detailed design for the Cooling Water System (CWS) intake, it is not possible, and would be inappropriate at this stage, to answer this question in view of the limited information currently provided. We would however highlight that some fish species may become accustomed to acoustic deterrents. 116. Section 6.50 of the CD invites comments on the screening and fish protection systems. Based on the limited information provided in the PEIR, NRW consider that it is not possible to provide comment at this stage. As well as the fish species found, the fish protection system should be informed by details of the approach velocity, volumes as well as the design itself. 117. Elvers/glass eels are poorly deterred from acoustic deterrents and therefore alternative options for deterring eels should be fully				

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			explored. Bubble curtains may also be worth exploring. 118. The presence of the breakwater would provide a shallow and sheltered area which may cause fish to be attracted into and congregate within the sheltered area. Some fish species that migrate around the coast, such as sea trout and eels (European eels are protected under the Eel Regulations 2009), may also be caught up in this semi enclosed area. Fish may also be chased in by predatory fish. These effects would be likely to increase the amount of fish being affected by impingement. We advise that further discussions with NRW are required with regard to the further assessments that need to be undertaken. 119. The assessment of fish species using the CWS intake area before the barriers are constructed could lead to misleading results. Once the barriers are constructed, there could be a change in the types of fish present in the area due to changes in the flows. There could be potential for the edges of the barrier to create a significant tidal rip, again changing the habitat. NRW advise that further discussions are undertaken in assessing the above effects. 120. NRW consider that locating the new discharge at the site of the existing discharge would be likely to limit the impact on the local environment, compared with constructing a new				

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			discharge at an alternative location, however both options should be fully assessed. 121. At this early stage we consider that herring and sandeels are some of the fish species at particular risk of being affected by impingement. As stated in section 18.33, these species are an important food source for tern species, which are a feature of the nearby Ynys Feurig, Cemlyn Bay and The Skerries SPA. The assessment of impacts on the food source of tern species will also be required in order to inform the HRA. 122. The screen size/slope and approach velocity need to be based on fish with poor swimming speed to ensure escape is possible. 123. NRW would welcome further discussions and consultations on the production of an appropriate monitoring scheme. 124. NRW advise that further discussions are required with regard to the CWS, its location and design, and the fish protection systems available. Marine Mammals 125. Sections 18.34 - 18.37 provide a brief summary of some of the marine mammals observed so far. We note that data on marine mammals have been collected through a combination of incidental sightings observed during surveys for other topic areas (boat based and land based surveys), and other datasets collected as part of other projects in North Anglesey. However, no references have been				

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			provided to show which datasets have been obtained and the information they provide. 126. In order to assess whether sufficient baseline data has been collected to inform the EIA, then information on the key references and the datasets obtained will need to be provided (in addition to data on incidental sightings). 127. There is a high degree of connectivity around the Welsh coast and bottlenose dolphins and grey seals from Welsh SACS are regularly sighted off the North Anglesey coast. As such all marine mammal SACs within the relevant Marine Mammal Management Unit (MMMU) (IAMMWG 2013) should be scoped in to the HRA to assess impacts and effects. The relevant MMMU should be considered in the EIA as the basis of scale at which to consider SAC screening and cumulative impacts with other developments. 128. The PEI does not provide detailed information on the likely noise levels during the construction works. Noise and/or vibrations that has the potential to disturb marine mammals maybe construed as an offence under Article 12 of the Habitats Directive. All cetaceans are European Protected Species (EPS) protected under Conservation of Habitats and Species Regulations 2010 (as amended). Disturbance to grey seals (from welsh SACs) should also be considered. It is typical to assess impact of				

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			noise in terms of noise propagation models to determine worst case areas of ensonification with Permanent Threshold Shift, Temporary Threshold Shift and behavioural disturbance contours, and potential barrier effects. Standard noise Mitigation, as per JNCC (2010) guidelines on mitigation for piling, should be utilised and assessed in the EIA. 129. CWS intakes need to be assessed against possible impact of entrapment of marine mammals. Mitigation options need to be considered (e.g. screens, acoustic deterrent devices). No detail on the CWS intake has been provided to indicate the level of risk to marine mammals, and therefore no further comments can be made at this stage. We advise that further discussions are undertaken. 130. Clarification should be provided on the proposed impact monitoring scheme. This should ideally be based around a before after control impact (BACI) design to allow for robust interpretation. 131. NRW can provide further advice once in receipt of additional information as advised above. Marine Birds 132. Table 18.2 notes the designated sites within or adjacent to north Anglesey which are relevant in the context of the marine environment. As noted above, the proposal has the potential to have direct (disturbance) and in-direct (impacts on food source) impacts on the				

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			Ynys Feurig, Cemlyn Bay and The Skerries SPA. 133. In scoping designated sites in and out of the assessment, we advise HNP to consider those birds with foraging ranges within range of the power station, as shown in Thaxter et al (2012). We advise HNP to assess impacts on bird colonies which have mean maximum Puffin Island SPA which overlap with the Wylfa Newydd Development Area (known as the "Development Area"), as well as the locations of Associated Development, in order to ascertain whether or not there will be direct interaction. For example, Puffin Island SPA is not listed, yet it is within the foraging range of the Cormorant, one of the features of the SPA and therefore needs to be assessed. CHAPTER 19: LANDSCAPE AND VISUAL 134. The Wylfa Newydd Development Area is located adjacent and partly within the Anglesey Area Outstanding Natural Beauty (AONB). We also note that some of the Associated Development, such as A5025 road improvements, are also located adjacent the AONB. NRW consider that the Wylfa Newydd project has the potential to have significant adverse effects on the special qualities of the AONB. 135. NRW advise that HNP should fully consider the AONB Management Plan which states that				

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			the statutory purposes of AONBs is the conservation and enhancement of natural beauty. HNP will need to demonstrate through its landscape and visual assessment and development proposals how it has positively addressed the special qualities of the AONB and explain the iterative design process taken to minimising adverse effects. 136. The proposal to use extensive mounds replicating the pattern and form of drumlins within the area to help moderate views of the new power station and integrate it, makes good reference to the landform landscape characteristics of the area. The proposed approach to landscape pattern and landcover to tie the proposal to its wider setting and bring about ecological enhancement is also welcomed. 137. Further explanation should be provided on how landform and landcover design respond to the scale of the landscape. For example, a large scale, simple landcover pattern avoiding patchwork mosaics (except within localised contexts) would be appropriate here. 138. It is noted that the proposed 1:6 gradient of the new landforms would be steeper than the naturally occurring drumlins within the area. We request clarification on the following design considerations: In order to understand the relevance of any variance in slope morphology, what are the gradients and profiles of the naturally occurring				

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			drumlins in the area? To maintain a sense of topographical integrity within wider views across the area, can the slopes and profiles of outward facing slopes of the new landforms be slackened to replicate the naturally occurring drumlins, with steepened slopes nearest the power plant to achieve landforms of the required height? Could woodland cover be used to mask steeper landforms where variance in slope morphology would be evident? How phasing of the landscape infrastructure of earthworks and planting operations will priorities locations that bring about the best effects for early screening of the construction operations and the finished development upon local communities and visitors to the AONB. 139. The seascape context is not referred to within the core principles or draft principles for landscape and biodiversity masterplan and yet this is an area where considerable change to character and special qualities of the AONB and views from Cestyll Garden are likely to be most apparent and experienced by visitors walking the coastal path. 140. The use of colour discussed under the Architectural Principles should be clarified. The three main concepts of Blend in; Make a bold statement; and Selective use of bold architecture are a good starting point. From a landscape aesthetic perspective, the				

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			architectural approach however also needs to address and respond to the rhythm and balance of built form within the landscape/seascape context, as experienced from key viewpoints. A baseline colour study from key viewpoints and a set of colour/architectural options for each view would be helpful here. For example within viewpoint 25, the use of a neutral recessive colour between the existing and new power stations could lessen the sense of one large coastal development. Within viewpoint 23 the use of an accent colour for the nuclear island would allow both existing and the proposed power stations to be read within the landscape. 141. The examples of materials and colour are a useful indication of the proposed concept approach. The use of quality materials and detailing where these are most evident at public locations and gateways to the development would make sense, but final decisions about use of colour and materials need to be considered within both the macro and micro visual context. 142. Given the scale of the proposal and sensitive landscape and seascape location, we consider that the draft principles for the landscape and biodiversity masterplan need to develop and flow from a landscape character approach so that factors contributing to landscape aesthetics (e.g. designing with the landscape form, scale, pattern of landcover, habitat potential, colour and architectural				

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			options) are developed as one scheme through the analysis of the key viewpoints. 143. Section 19.15 states that "Further studies on existing and proposed night time lighting will be undertaken". NRW request consultation on these further studies and will be able to provide further comment at that stage.				
10372	Y	3	APPENDIX II Marine Licensing The power vested in Welsh Government to determine applications for Marine Licences has been delegated to NRW under the Marine Licensing (Delegations of Functions) (Wales) Order 2013. As the proposed development involves construction of works in, on, under or over the Mean High Water Springs (MHWS) mark, a marine licence will be required for those 'licensable activities' under the Marine and Coastal Access Act (2009). The MLT note the following sections of the project that will, or are likely to, require a Marine Licence: Marine Offloading Facility (MOLF) Cooling Water System (CWS) Breakwaters Dredging	<u>Marine Licence</u> The proposed consenting route for the marine elements of the Project is to seek consent through the DCO and separate marine licences. Marine licences are required under the Marine and Coastal Access Act 2009 before carrying out any licensable marine activity. Licensable marine activities of relevance to the Wylfa Newydd Project include constructing works in the sea or on the sea bed, using a vehicle or vessel to remove any substance from the sea bed (carrying out dredging), and the deposition of any substance or object in the sea or on or under the sea bed (disposal of dredgings). Marine licences are required for the marine elements below mean high water springs (MHWS), whether or not they are included within the DCO, because Wales does not benefit from s149A of the Planning Act 2008		✓	

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			Blasting Power Station Proposals - Chapter 6 Cooling Water System (CWS). This aspect is likely to require a marine licence as a proportion of the works will be seaward of MHWS. Onshore Cooling Water Intake. The construction of the intake pipes and pumphouse at Porth-y-Pistyll that occurs seaward of MHWS will require a marine licence. It is noted that the preferred option is for the onshore intake pipe as opposed to the offshore alternative. NRW request clarification on the anticipated method of installing/constructing the intake pipeline. Fish Protection System. The installation of the fish protection system which is expected to include screening, fish recovery and return system and deterrents, is likely to require a marine licence. This can be incorporated into the design and application for the scheme as a whole. It is noted that the choice of which fish protection option that will be deployed at the CWS intake has not yet been decided. This will be supported by marine ecological surveys. Should grab sampling be undertaken as part of the ecological surveys, this will require a marine licence. Fisheries surveys are unlikely to require a marine licence, however you may wish to contact the Welsh Government Fisheries Unit for other permissions that may be required. Breakwater. The installation of breakwaters will require a marine licence. Figure 6.7 on page 64 shows an example cross section of the	allowing for a deemed marine licence within a DCO. The responsibility for marine licensing in Wales lies with the Welsh Government, but day-to-day authority has been delegated to NRW. It is envisaged that up to three marine licences could be required for the Wylfa Newydd Project, one licence covering the offshore power station components, including cooling water intake and outfall related infrastructure and the MOLF, including two licences related to dredging activity and offshore disposal of dredging products (sediment and rock). In addition to the Marine licences, there may be a requirement to obtain a Harbour Empowerment Order (HEO) to enable control over security, access and navigation. The responsibility for HEO in Wales lies with the Marine Management Organisation (MMO), but day-to-day authority has been delegated to the Welsh Government. Horizon will continue throughout consultation, and up to the submission of the DCO application, to engage with technical consultees on the development of proposals, as Horizon's understanding of the environmental effects, and associated mitigation, continues to develop. Horizons' current intention is to submit the applications for Associated Development and the Marine Licences between Autumn 2016 and early			

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			breakwater. NRW request further details regarding the potential materials to be used within the structure: NRW request further details with regard to the materials used for constructing the breakwater (including whether it will consist of imported or dredged material), and details of their proposed dimensions. NRW also request clarification as to whether they have been designed to withstand Sea Level Rise over the operational lifetime of the project. The effects on coastal process of the breakwaters will need to be assessed. Onshore Cooling Water Outfall. The preferred option is to use the Existing Magnox Limited Power Station outfall and the channel already cut into the seabed. HNP are in discussions with Magnox Limited and the Nuclear Decommissioning Authority to understand the potential opportunities and constraints of using the existing outfall. Should this approach be taken, a marine licence may be require for the construction and/or maintenance of elements that are seaward of MHWS. This will included, if required, a licence for dredging the channel. If the preferred option is not possible, the alternative is to construct a new outfall to the north of the existing. This will require a marine licence. It is noted that the proposed power station will discharge water at a higher velocity than the existing power station. NRW request further details of the CWS discharge (including	Spring 2017 and the application for the DCO in Spring 2017. <u>Marine environmental impact</u> Volume 'B10. Marine Environment' of the Stage Two PEI Report reports an assessment of the likely effects of the proposed Power Station on the marine environment arising from its construction, operation and decommissioning. In particular the assessment covers the following: • marine construction activities – assessment of the potential effects associated with the construction of the breakwaters, the cooling water intake and outfall, MOLF, and marine excavation; • operation of the MOLF during the construction of the Power Station; and • operational activities – assessment of the potential effects associated with abstraction and discharge of cooling and service water, control of biofouling (the accumulation of organisms on structures) and the presence of the breakwater. The Habitat Regulations Assessment (HRA) Interim Report provides a summary of the HRA work that Horizon is undertaking as part of the			

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			volume and nature of the discharge and also potential effects on possible wrecks in the vicinity). Building and Operating the Power Station - Chapter 7 Stage 1 - Enabling Works A proposed "small temporary landing facility" may be require while the MOLF is under construction and that "some dredging of Porth-y-Pistyll would be necessary". Both of these activities will require a marine licence (please see notes on dredge and disposal). NRW request further details on the proposed location of the temporary landing facility, as well as details on when its construction is planned and whether the facility will be applied for separately from the full application. Section 7.15 of the CD states that there is potential for changes to existing hydrological regimes through pollution or contamination of surface water, marine waters and groundwater. HNP must ensure that a pollution prevention plan is in place for all aspects of the works to ensure that the risk is minimised. Stage 2 - Main Construction The noticeable marine licensable activity within the main construct of the MOLF, the CWS and breakwaters. Section 7.41 of the CD states that there is a potential to disturb protected species (noise and vibration) and potential loss of marine habitat. The MLT would advise that the need for European Protected Species (EPS)	Project proposals. There are also separate HRAs being undertaken for the Associated Development applications, where appropriate. A report to inform the HRA for the detailed offshore ground investigation works was undertaken and submitted to Natural Resources Wales. This element of the Project was subsequently approved and is being undertaken in summer 2016. A robust Pollution Prevention Strategy is being developed, in line with the Environment Agency's Pollution Prevention Guidelines, would be part of the CEMP/EMP to minimise the effects related to sediment release to watercourses, accidental leaks and spills. <u>Water Framework Directive (WFD) assessment</u> A separate assessment report on WFD matters will accompany the DCO application. Water Framework Directive Water Bodies are shown on Figure B7.3 of the Stage Two PEI Report. <u>MOLF</u> A section of the MOLF may be completed early in the marine construction programme in order to allow for access to vessels, and for delivery of materials required for marine construction (e.g. pre-cast concrete elements for the MOLF,			

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			licence is considered as there is a potential to affect marine mammals. Approach to creating a landscape setting for the Power Station - Chapter 8 Habitat Creation (8.42). It is stated that within the Landscape and Biodiversity Masterplan will incorporate creation of new wildlife habitats, which could include marine aquatic habitat. A marine licence may be required for this activity. However, this will depend on the type of habitat being created and the methods of construction. Watercourses (8.43). The Water Framework Directive (WFD) is reference within this section. The development must not have a detrimental effect on classified watercourses. A WFD assessment will be required and will need to be submitted in support of any such marine licence applications. Meeting Transport and Construction Workforce Requirements - Chapter 10 Sea - Abnormal Indivisible Loads (AILs). AILs are expected to be delivered to Holyhead Port. It is advised that HNP liaise with the Port to ensure that there is sufficient infrastructure at the port to accept the AILs. MOLF Proposals (10.43). The MOLF will require a marine licence as this is will be a large deposit and land reclamation activity with the possibility of several other licensable activities. NRW request further details regarding proposed construction method	and pre-cast concrete armour units for the breakwater). The delivery of the marine infrastructure proposed for Porth-y-pistyll would require dredging and preparatory works using a combination of methods that may include blasting. These works could be undertaken either in a completely wet or partially dry construction environment and Horizon is continuing to evaluate the approach that would be taken, through engagement with construction partners and other technical stakeholders. The differences in approach are outlined here for information only – there is little scope for consultation comments to influence this aspect of decision making as the decisions will be made based on the technical needs of the Project. A Blasting Management Plan is being developed to set out good practice measures for the minimisation of air overpressure effects. These could include careful orientation of the working face in relation to local receptors, sequencing of detonation and avoiding blasting in adverse weather conditions.			

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			for the MOLF, and what materials will be used for its construction. 10.51 identifies the potential need for significant capital dredge to a depth of -10m Above Chart Datum (AOD) which could include blasting (see section on dredge and disposal). Blasting is a licensable activity alone (as referred to above - use of explosives). This will also generate a significant noise and vibrations which has the potential to impact EPS, in particular marine mammals. It is advised that the need for European Protected Species (EPS) licence is considered. NRW request further details on the blasting proposed. Road Transport Proposals. It is noted that the may be opportunities to improve the road links to Wylfa Newydd around Anglesey. The MLT advise that if any of the proposed road improvement measures involve improvements/construction/repairs to bridges over tidal waters, a marine licence will be required. Additional Points on Pre-Application Documents Section 5.27 of the CD states that "Further information on marine consents will be provided as part of the Stage Two pre-application consultation." The MLT look forward to receiving this further information. Other Considerations MLT Service Level Agreements for Determination of Applications and Timescales The MLT have Service Level Agreements (SLA) for the duration of time an application will be	Dredging would be required to create additional depth for the safe delivery of cooling water (CW) to the intakes. Preliminary estimates suggest that approximately 360,000m3 of material would be dredged to form an approach channel, along with an additional 210,000m3 excavated for the intake area itself. Deep excavations would also be needed to deliver the cooling water system (CWS) pipework to connect the CW intakes and outfalls to the relevant parts of the cruciform structures of Unit 1 and Unit 2 (the reactor buildings). The cooling water tunnels would be primarily constructed using a road header excavation methodology, with cut-and-cover methodology utilised in shallower sections. It is anticipated that blasting/chemical splitting may be used for local areas of hard rock. These works would be undertaken alongside the other deep excavations described in the previous sub-section. Shallower trenches for other services and pipes, together with other building foundations, would also be dug in a similar timeframe, to optimise the use of mechanical plant and machinery, in the interests of construction efficiency. The CWS is assumed to have a maximum abstraction rate of 252,000m3/hr. The design of the breakwaters has been further developed, resulting in a crest height of up to			

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			determined within. These are from the date of receipt of a complete application. The SLAs are: - Grab sampling applications - 6 weeks - Non-EIA application - 4 months - EIA applications - No defined SLA as can take significantly longer than 4 months to determine. Dredging applications will require sampling analysis to be undertaken to ensure that the material is fit for disposal at sea. This will increase the determination period by at least 2 months. The fees for the analysis must be paid by the applicant if this is not met by the application fee. Long term marine monitoring is likely to be required. Should grab sampling be an aspect of this the MLT are able to grant longer term licences to allow for replicas to be taken year-on- year, if required. It is noted on page 74 within the Consultation Document that the Project construction programme will be developed throughout 2015. It states (Figure 7.1 Project Activity Sequence) that Enabling Works will begin in 2014 - please see the notes on the MLT service level agreements. Habitats Regulation Assessment (HRA). As a Competent Authority under the Habitats and Species Regulations (2010) the Marine Licensing Team will be required assess the potential impact of the project on European Sites. To inform this	14m AOD for the western breakwater and 12.5m AOD for the eastern breakwater. However, the detailed design of the MOLF and associated breakwaters is yet to be finalised and will continue to be developed up to the finalisation of the DCO application. For further information regarding the construction of the MOLF please refer to Chapter 5 'Building and operating the Wylfa Newydd Power Station' of the Stage Two Main Consultation Document and in particular subsection 'Marine construction' beginning at paragraph 5.55. <u>AILs</u> An assessment of the Holyhead port's capacity was undertaken as part of the Heavy Route and MOLF Strategy Study commissioned by Horizon and prepared by Halcrow in May 2010; this was included in the Stage Two Pre-Application Consultation materials. The conclusions of this report indicate that, at the time of writing, there was some spare capacity in terms of freight that could be delivered to Holyhead Port. A further review indicated that AIL and bulk products could be delivered to the port; however, additional infrastructure may need to be provided at the port to accommodate these movements. Proposals for			

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			assessment HNP will need to complete a HRA report to be submitted with the marine licence application to inform the HRA to be completed by the MLT. European Protected Species (EPS). The MLT determine applications for EPS Licences as the Licensing Authority under The Conservation of Habitats and Species Regulations 2010. As stated above, the MLT advise that the need for an EPS licence is considered for the activities that have potential to generate disturbance to EPS. These activities include, but are not limited to, the use of explosives (blasting) and piling. Dredge and Disposal. The proposals for the Wylfa Newydd Nuclear Power Station could include a large volume of material to be dredged. Dredging is a marine licensable activity. If the dredged material is to be disposed of at a registered marine disposal site, this will require a marine licence, with analysis of the dredged material. The nearest disposal site to the Wylfa Newydd site is Holyhead Deep ISO40. Should HNP wish to dispose of the material at an alternative marine location, this will involve the designation of a new disposal site. To do this there must be a site characterisation study done. This would be at the cost of the applicant. However, please note that the new disposal site would not belong to those who funded its designation; anyone is able to dispose there should they have the correct permissions. NRW request further details with regard to the	Holyhead Port, including a masterplan for providing intermodal facilities, are at an early stage of development with limited information available. The current programme for Holyhead mean that the port proposals are unlikely to provide a significant opportunity to the Wylfa Newydd Project. In addition, a large number of deliveries will comprise loads that are not easily transferable from one mode of transport to another and cannot be containerised making transfers from Holyhead Port to Wylfa Newydd by road challenging. It is therefore considered that Holyhead Port does not meet Horizon's transport objectives and does form part of the project proposals.			

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			estimated volume of material to be dredged, any potential requirement for disposal at sea, and requirement for any maintenance dredging. Water Framework Directive (WFD). The applicant needs to carry out a WFD assessment to assess the impact of the proposed development on classified waterbodies under the WFD Marine Strategy Framework Directive (MSFD). The potential impacts under the Marine Strategy Framework Directive as transposed into UK law by "The Marine Strategy Regulations 2010" should be assessed. Harbour Revision Order. If HNP wish to apply for a Harbour Revision Order (HRO) or a Harbour Empowerment Order (HEO) as part of the proposals, this would be determined by the Marine Management Organisation (MMO). Welsh National Marine Plan. Welsh Government are in the process of public consultation on the Welsh National Marine Plan. The Marine Plan will be implemented in 2015. This should be considered by HNP. Centre for Environment, Fisheries and Aquaculture Science (Cefas) In the determination of a Marine Licence, NRW MLT may consult with Cefas for additional advice. Cefas is not a statutory consultee for the purposes of the DCO application and preapplication advice cannot be sought directly				

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			from Cefas. HNP may wish to obtain pre-application advice directly from Cefas.				
10175	Y	3	The PEI is grossly deficient in the attention given to the effects on the community hosting the project, where those effects will be felt most strongly. Importance of promoting and protecting the Welsh Language culture. The mitigation of the potential negative effect must include positive discrimination in favour of the language. other comments: Ensure no noise comes from site at all during the night Disclose any negative points and share all Information - transparency!!	The Stage Two Pre-Application Consultation Main Consultation Document, PEI Report, and WLIA Interim Report, published as part of the Stage Two Pre-application Consultation materials, provide substantial and detailed assessment of these issues that was not possible at Stage One.		✓	
10372	Y	3	APPENDIX 2 We feel that the price of properties either Business or Residential would be drastically reduced due to the works involved in the development of Wylfa Newydd. As a tourism business we believe the disruption caused by the new build will force our existing customers away and destroy our holiday accommodation business which also feeds into the local community, our only option to keep the business in a strong position would be to turn over to contractors. We believe Horizon need to widen there boundaries when talking about disruption.	In response to feedback to Horizon's Neighbourhood Support Scheme consultation, Horizon has developed and finalised the Property Support Plan (PSP) which forms one part of the Scheme. This supports residents living near to the Power Station Site who are having difficulties selling their homes. A Tourism Impact Assessment has been undertaken, informed by a visitor behaviour survey and an accommodation survey (to gauge the potential latent accommodation stock). For further information please refer to the socio-economic assessment (PEI Report, volume B1).		✓	

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				This includes analysis of the effects on tourism during the construction, operation and decommissioning of the Power Station, such as minor effects on the availability of bed spaces in the tourism stock (with supply regulated by the Accommodation Management Portal), increased revenue to tourism providers (through increased expenditure on accommodation, food and drink during construction) and the change in visitor numbers as a result of construction (around 90% of the 524 respondents to the visitor behaviour survey in summer 2015, indicated that construction would have no effect on their likelihood of returning to Anglesey).			
10372	Y	3	APPENDIX 3 INITIAL CONCERNS REF CONSULTATION The NHS surgeries at Amlwch and Cemaes are coping with existing population, what further plans have been made to cope with the expected peak demand of 4500 site workers during the 3 year expected build time? Also as construction work can be considered hazardous, what plan will be in place for major trauma as Ysbyty Gwynedd is a 35 minute journey from the site. It Is expected that there will be a shortfall of 1500 bed spaces during the 3 year build time. What plans have been made for the potential displacement of low paid and DHSS tenants	<u>Healthcare</u> The socio-economic assessment contained in volume B1 of the Stage Two Pre-Application Consultation PEI Report identifies healthcare needs arising from the Project. Although current NHS services are considered to be stretched, local people would not be disadvantaged because Horizon is committed to providing for the healthcare of the construction workforce. Further details of Horizon's commitment to additional healthcare facilities are set out in the Health Impact Assessment (HIA) Interim Report.		✓	

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			from private accommodation as pressure from highly paid contractors enter accommodation market? Some contractors will bring families with them for the build period. Will the already stretched Council education budget be able to cope and are there contingency plans in place to cope with the extra numbers. Also those children will be predominantly English speaking and will find difficulty settling into the islands predominantly Welsh speaking policy at primary level. Horizon is responding to the report which states the issues that Horizon believes are relevant for further assessment in the Wylfa Newydd Project Language Impact Assessment, and Horizon's approach to the Language Impact Assessment. We welcome the content of the Scoping Report of the Language Impact Assessment and the wide cross-section of questions intended to be asked and explored as part of the impact assessment. As the Island's Enterprise Agency and as a "Language Initiative" Horizon is keen to see a thorough and comprehensive assessment of the possible impacts of the development on the Welsh language and on the local communities in the study area as defined in the document. Menter Mon has worked for over 15 years regenerating the Island's communities. It has in-depth knowledge and understanding of the Island's needs, and due to this development and improvement works has emphasized that local	<u>Rental and housing market competition:</u> The Project's potential impact on private rental and house prices is being assessed in detail. Chapter 7 of the HIA Interim Report issued at the Stage Two Pre-Application Consultation describes the ways that changes in supply and demand for housing due to the Wylfa Newydd Project might affect population health. The chapter covers: • housing displacement (current tenants leaving due to housing competition); and • latent (or 'hidden') housing opportunity (renting-out spare rooms or empty houses). This links with the socio-economics volume B1 of the PEI Report issued at the Stage Two Pre-Application Consultation. The HIA analysis uses the construction worker distribution modelling discussed in the PEI Report. <u>Local services – education:</u> There are available places in both primary and secondary schools across the Key Socio-economic Study Area (KSA) and a potential increase in enrolment due to construction workers bringing families is not expected to result in adverse outcomes in terms of access for local pupils or the quality of the services provided. Please refer to volume B1 (Socio-economics) of the Stage Two Pre-Application Consultation PEI Report for further information.			

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			groups and organisations, businesses and individuals should be supported and encouraged to use the Welsh language. Since establishing the Language Initiative in 1997, it has also worked diligently to maintain the number of Welsh speakers on the Island by providing opportunities, activities and events to normalize the use of the Welsh language. It has ensured a better understanding and awareness of the benefits and importance of the Welsh language and has influenced significantly the attitudes of children and young people, the importance of the Welsh language socially and as a skill in the employment field. Large financial investments and investments in terms of time have and continue to be made on the Island to sustain the status of the Welsh language. Many innovative projects have succeeded in improving provisions and changing attitudes, and this assessment must recognise that, as well as ensuring strict and effective mitigation measures that will sustain these investments in the future. It is one of the cornerstones of the Welsh language in Wales, and the fact that 65.1% of the general population of the study area has one or more Welsh language skills – as stated in the report – must be considered. This means that over half of the population lives through the medium of Welsh. These residents' way of life	The Welsh Language Impact Assessment (WLIA) Interim Report states that the introduction of non-Welsh-speaking school-aged children could affect the balance of Welsh and non-Welsh-speaking pupils, which could affect the use of the Welsh language in schools. Please refer to the WLIA for further information. <u>Welsh language:</u> The WLIA Interim Report provides an interim assessment of the impact of the construction of the Project on the Welsh Language and culture and sets out a number of proposed mitigation measures, based on the work carried out to date. An independently chaired Steering Group has been set up to guide the WLIA process and to ensure that local consultees have wider input to the WLIA of the Wylfa Newydd Project. Members of this Steering Group include representatives from the Isle of Anglesey County Council) and Gwynedd Council, Menter Môn and Wylfa Newydd's Project Liaison Group. The Welsh Government and the Welsh Language Commissioner also act as observers to the work of the Steering Group, but are not members.			

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			cannot be undermined, and their natural, daily way of life must be valued and respected. We must also ensure that the Welsh language is an essential skill in applying for jobs within this project. This is a golden opportunity to give status and to influence other employers – natural Welsh language and bilingual communities are brimming with various activities and events which in turn feed into the local economy and create communities that people want to return there to live. The assessment must therefore ensure that clear and precise mitigating steps are identified in order to arm local residents – the Welsh speakers above to speak Welsh confidently and to help newcomers to integrate comfortably and successfully. Opportunities must also be identified to help newcomers – whether they're children, young people or adults – to become full members of their new communities with the Welsh language and everything associated with it being welcomed. As a local Enterprise, we have the knowledge, the connections and the understanding to act on a grass roots level with our local residents. Our role is essential in identifying, planning and taking mitigating actions to avoid a negative linguistic impact. Also, our language partners, who also work to promote and provide various opportunities to increase the use of the Welsh language, have important duties and the impact	<u>Environmental issues</u> A full EIA is being undertaken in relation to the Wylfa Newydd Project. Preliminary findings of environmental assessment are presented in the Stage Two Pre-Application Consultation PEI Report. <u>Nuclear waste</u> The Stage Two Pre-Application Consultation materials include further information on conventional and radioactive waste arising from the operation of the Project and how the waste will be managed. For further information on Horizon's proposed Integrate Waste Strategy, please refer to Chapter 5 (Building and Operating the Power Station) of the MCD, and the PEI Report volume B13 (Radiological Issues and volume B14 (Radioactive Waste).			

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			assessment recognises the important role of these bodies that offer a cross-section of important opportunities to sustain the Welsh language locally. The need to earmark a substantial budget should also be identified to help organise these activities locally in the long term. We look forward to discussing this around a table during Group meetings in the new year. …That Horizon takes a proactive approach to the Welsh language, so that the development is a means of increasing the value and use of the language. Feedback on the Initial Environmental Report: Not many details are included regarding significant environmental issues, although we must understand that the aim of the initial report is to scope the work in more detail, which will happen later on. However, I believe it would have been appropriate to note how environmental issues have been protected in existing ABWR stations, and to note how much change there is in the sea temperature, seawater flow through the turbines, etc I wonder whether there is a missed opportunity to teach people about nuclear waste in the consultation – the truth is, only a small few understand it properly and you mustn't think that				

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			understanding it better will mean that people will turn anti-nuclear – after all, Anglesey is used to living in the shade of such a station. But it's better to tackle people's misconceptions about the status and means of storing nuclear waste rather than let ignorance sway opinions.				
10372	Y	7	Feedback on skills, training and employment: …It would be a very important contribution from Horizon's point of view if they recognized the Welsh language as a vocational skill and gave workers opportunities to use and learn it. This would be a big boost to the Welsh language as an Economic tool and Horizon is in a unique situation to be able to do this, to show itself to be a keen supporter of multi-culture and to tie in global industry with local industry.	In response to feedback received on the Stage One Pre-Application Consultation, Horizon published its Supply Chain Charter in July 2015, setting out the working principles and behaviours to be adopted by different members of the supply chain in supporting the construction and operation of the Wylfa Newydd Project. The Supply Chain Charter (published in Welsh and English) in combination with the draft Jobs and Skills Strategy and the overarching Procurement Strategy, has informed the Stage Two Pre-Application Consultation materials. The Stage Two Pre-Application Consultation materials; Welsh Language Impact Assessment (WLIA) Interim Report and volume B1 (socio-economics assessment) of the PEI Report consider the potential impacts of the development on the Welsh language in both the short and long term and make suggested mitigation measures accordingly. Horizon is considering measures which could be put in place to develop the construction workforce's Welsh language skills. Horizon		✓	

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				recognises the importance of raising awareness amongst the construction and operational workforce, and their families, about the Welsh language and culture and will develop language awareness packages. Horizon is exploring measures to target recruitment materials towards local people and Welsh speakers who have previously left the area, through the review of previous projects such as 'Llwybro' and other successful marketing campaigns. Horizon will work with the WLIA Steering Group to identify opportunities to attract people to return to Anglesey to take up employment opportunities associated with the Wylfa Newydd Project, which includes Welsh speakers. Horizon is also exploring measures that could be developed to support apprentices, graduates and trainees to learn to develop their Welsh language skills. Horizon value the Welsh language as a skill and will highlight this amongst its workforce in promotional and recruitment material and in welcome packs for employees. Horizon employees will be actively encouraged and supported to use the Welsh language in the			

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				workplace. Language awareness training will be offered to staff, including construction and operational workers, upon recruitment. Employees' Welsh language skill levels and training needs will be assessed and monitored as part of an appraisal and continued professional development processes. Horizon is currently further exploring how support can be provided to workers to develop their Welsh language skills within the workplace.			
10371	Y	3	The approach to EIA is set out primarily within the PEIR…The key area of concern over the information provided within chapter 4 of the PEI, and indeed other methodological chapters, is a lack of reference to the Council's 'Approach and Methodology for Environmental and Cumulative Assessment' May 2014. This document was produced with the intention of providing guidance to developers, including Horizon on the Council's favoured approach to EIA. The Council would expect that the methodology established by Horizon follows this approach to EIA or at least recognises the guidance and explains and justifies why it has not been adopted. The Consultation Document at paragraph 4.22 references the phases of development to be scoped in, and makes no reference to decommissioning. Whilst the difficulty of assessing the effects of decommissioning is accepted by the Council (SPG paragraph 1.2.7) NPS EN-1 paragraph 4.2.3 is clear that the EIA	<u>Approach and methodology</u> Since the Stage One Pre-Application Consultation phase, a four tier engagement framework has been established within which many of these technical issues have been discussed. This process has sought to address many of the perceived deficiencies in the Stage One Pre-Application Consultation materials. The Stage Two Pre-Application Consultation documentation provides further assessment of the potential impacts and the mitigation strategy to reduce these impacts as far as is practicable. These assessments have had regard to the content of the Wylfa Newydd Supplementary Planning Guidance. All further documents mentioned in this response can be found within the Stage Two Pre-Application Consultation materials. <u>Assessment of decommissioning</u>		✓	

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			should include for consideration of construction, operation and decommissioning effects. In addition EN-6 references at 3.5.2 the need to ensure that the site is sufficient to accommodate both construction and later decommissioning. Other references are found at 3.8.5 and at 3.11.3 (socio economic). At a local policy level JLDP PS6 requires consideration of decommissioning effects. Reasons for not including for the decommissioning phase should be presented. In the list of topics to be considered within the EIA no reference is made to climate change. Horizon should provide details of where these impacts will be considered within the ES and whether it is proposed to prepare a stand-alone chapter. Chapter 13 of the PEIR considers soils and geology. Table 13.2 lists a number of activities with the first potentially requiring interim stockpiling. The Council should seek to clarify whether this is the case and if so request details including the intended stockpile location. The second activity relates to dredging and tunnelling. The Council will require information concerning the amounts to be recovered and location for disposal. It is recommended that this and other information be provided within a draft Materials Management Plan for submission at	The EIA undertaken to date includes consideration of the impacts associated with the construction, operation, and decommissioning of Wylfa Newydd. Preliminary findings of the environmental assessment are presented within the PEI Report. <u>Climate change</u> Climate change is an important consideration in the assessment of several topic areas including ecology, flood risk, and health impact. In particular, climate change is addressed in volume B16 of the PEI Report. <u>Soils and geology</u> Eight soil stockpile areas would be used for the Enabling Works, located along the southern and eastern borders of the Power Station Site. Additional storage locations would be required for soil stripped after the grant of the DCO, however, locations for these mounds have not yet been decided. Further detail is provided within volume B6 (soils and geology) of the PEI Report. Volume B15 (Conventional Waste and Materials Management) of the PEI Report presents an overview of Horizon's proposed approach to manage conventional waste (i.e.			

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			the next stage of consultation. Further information should also be sought of areas of potential contamination (Areas of Potential Concern) particularly those which have not been tested. Contamination should be addressed in line with SPG policy guidance contained within GP20.	nonradioactive waste) and materials arising from the construction, operation and decommissioning of the Wylfa Newydd Power Station. Horizons' approach is to manage waste and materials in a way that protects and reduces the potential effects on the workforce, public and environment. This would be achieved through the following: • an overarching Conventional Materials and Waste Management Strategy (CMWMS) that will provide a strategic approach to materials and waste management across the lifetime of the Project, both within the Wylfa Newydd Development Area and at third party off-site treatment facilities; • the use of project-specific Site Waste Management Plans (SWMPs), Project Waste Management Plans (PWMPs) and Material Management Plans (MMP) to increase materials reuse, recycling and energy recovery potential rather than disposal; • a Masterplan Material Management Plan (MMMP) to ensure materials such as rock, soil and stone excavated from site and crushed aggregates from demolition buildings are reused for haul roads, the landscape mounding and construction of building platforms; and • a Remediation Strategy integrated with the MMMP to incorporate the majority of made ground (including soils containing small amounts of asbestos) into the landscape			

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				mounding across the Wylfa Newydd Development Area, rather than having to consign for disposal to a third party offsite treatment facility. Further information on the Remediation Strategy is included in chapter B6. Waste and material arisings would also include dredging spoil. Investigations are ongoing into dredging spoil volumes and management, with some preliminary estimations indicating a possible additional 123,400 tonnes of soft sediment and 460,000 tonnes of rock, the majority of which would be recycled across the Wylfa Newydd Development Area, with any excess or disposed materials to be disposed at sea or treated at a third party off-site facility. The potential exists for areas of unexpected contamination to be exposed during construction, resulting in major adverse effects upon site workers. Horizon would put in place a plan to enable prompt action to be taken and reduce the potential effects of contamination. This would include measures such as cordoning off areas, segregating contaminated soils from uncontaminated soils and specifying guidelines			

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			Consideration of surface and groundwater is focused within PEIR Chapter 14. A review of this chapter has raised a number of questions and requirements for further information rather than any in-principle objections. Key information which the Council will wish to receive include the potential for impacts upon the SSSI's particularly Tre'r Gof and whether the SSSI's are water dependant, or capable of being impacted upon via surface or groundwater. Essentially the Council should seek to understand from Horizon further detail on the extent to which there is connectivity between existing surface and groundwater sources and the SSSI's and the extent to which their features	for the process required to determine remedial requirements. Areas of Potential Concern are identified in Table B6.1 of the PEI Report. <u>Surface and groundwater</u> Volume 'B7 Groundwater and surface water' of the PEI Report reports an assessment of effects on the freshwater environment which may occur during the construction, operation and decommissioning of the development of the Power Station. During construction, there could be changes to the surface and groundwater levels and flows within the Tre'r Gof catchment, including the SSSI, due to the earthworks and drainage works. Volume B8 of the PEI Report considers the effects of these works on ecology. <u>Night-time lighting</u> Please refer to Response ID 16 (3) for further information regarding the assessment of impacts related to lighting. <u>Cumulative impacts</u> The Stage One Pre-Application Consultation materials reflected the level of information available at the time of consultation. Stage Two Pre-Application Consultation materials have been able to incorporate information from the Wylfa Newydd SPG. Appendix 2 of the Stage			

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			are dependent upon existing hydrological and hydrogeological conditions. A significant amount of further information is sought from Horizon in order to understand the potential for significant environmental effects. In addition, the potential to affect existing services and facilities requires further information before any negative effects can be ruled out. In particular Horizon should confirm that surface water management would include sustainable drainage techniques to ensure that surface water runoff does not exceed baseline levels or increase pressure on existing foul sewers. In both the Consultation Document and PEIR, consideration of the potential impacts of night-time lighting required for the construction and operation of the power station and associated developments is sparse and lacking in detail. One of the main reasons for this is likely to be that the topic is not accorded a dedicated chapter within the PEI, but is instead spread across the Terrestrial & Freshwater Ecology and Landscape & Visual chapters. Whilst the potential impacts of lighting are referred to in both these chapters, these references are relatively perfunctory and there is a danger that this topic is treated as a peripheral issue and that assessments may fail to identify significant impacts. whilst accepting that a scoping opinion	Two PEI Report details the criteria used in the assessment of each topic area. Volume I of the Stage Two Pre-Application Consultation PEI Report includes an assessment of cumulative impacts across Anglesey and the North Wales region as a result of the Project. This takes account of the accumulation of the social, economic and environmental effects of the Project on human and other sensitive receptors, the cumulative effects of multiple Project components on receptors, and the effects of other projects that would be developed during the Wylfa Newydd Project, such as the National Grid connection to the Power Station. A scoping exercise for the assessment of cumulative effects was undertaken in order to understand which proposed external projects would have the potential to generate cumulative effects with the Wylfa Newydd Project. The output of this scoping exercise, including the long-list and short-list of external projects, was included in the updated EIA Scoping Report that Horizon submitted to the Planning Inspectorate in March 2016. As can be expected, design of the Wylfa Newydd Project has progressed since preparation of the Stage One Pre-Application			

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			has been issued it is recommended that lighting be treated as a separate topic in future consultation documents and as a separate topic or sub-topic within the ES. Key Issues identified within the PEIR include the following: • As the strategic level HRA (NPS EN-6) could not rule out adverse effects of lighting on the integrity of six European sites, light pollution must be included on the list of topics to be addressed by the proposed working groups; • Potential effects on the dark skies of the AONB should be identified as a key potential environmental impact, assessment should be complaint with Professional Lighting Guide PLG 04: Guidance on Undertaking Environmental Lighting Impact Studies published in 2013; • Detail is required on the policy that will inform the restriction of night-time construction and operational activities; • Mitigation of the impacts of lighting should be identified in relation to potential indirect effects on cultural heritage assets and their settings; • Lighting should be included as a separate topic for EIA relating to associated developments.	Consultation materials and the feedback received has informed the Stage Two Pre-Application Consultation materials. All of the technical chapters have now been updated to reflect the design changes to the Project, the potential environmental effects and the associated mitigation measures. In addition, the graphic material used to communicate the changes to the design have been revised in response to representation from the community, statutory consultees and other stakeholders. <u>Impact upon environmental designations</u> The Wylfa Newydd Project is likely to result in some significant effects. This is reported in detail within the Stage Two Pre-Application Consultation materials, particularly within the Stage Two PEI Report. The environmental assessment affords appropriate consideration of the impacts upon local designations, including the AONB and effects associated with the required earthworks. Landscape and visual assessment is reported in volume B11 of the PEI Report. Since the Stage One Pre-application Consultation, additional site surveys have been undertaken in order to provide information on the existing landscape and visual conditions of the Wylfa Newydd Development Area and surroundings, as a benchmark against which to assess the			

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			The approach and methodology to the consideration of cumulative impacts is set out within the PAC 1 PEIR. The document fails to mention the Council's document Approach and Methodology for Environmental and Cumulative Impact Assessment, which is referenced within the NNB SPG and which provides advice and guidance on the Council's recommended approach to assessment. Horizon sets out the types of projects that may be considered within the cumulative assessment and includes the names of some known projects, however the Council's assessment guidance recommends a more formalised screening process of projects which can be agreed with the Council. This has not been recognised in the document. The Council will need to agree the projects to be included within the cumulative assessment. In addition to projects, forthcoming site allocations contained within the JLDP may require consideration and further discussion with Horizon will need to take place. By way of general comment, the documentation is presented well in terms of its structure and readability however the actual content is somewhat superficial in that it is very vague and light on detail in a number of key areas. The approach adopted within the document in terms of its 'light touch' approach to detail poses more questions as opposed to informing the reader	likely effects of the Power Station. These surveys have included: • refinement of the selection of representative views to inform the visual impact assessment; • a local landscape and seascape character assessment to supplement published sources of information and to inform the landscape impact assessment; and • further assessment of community views. Photomontages have been prepared in accordance with Photography and Photomontage in Landscape and Visual Impact Assessment (Landscape Institute Advice Note 01/11, March 2011) to illustrate indicative views of the proposed Power Station and associated landscape mounding and woodland planting from agreed viewpoints. The viewpoints are shown on the visual appraisal figures in Appendix 3 of the PEI Report.. The Stage Two Pre-Application Consultation materials include a number of visualisations of the likely appearance of various elements of the Project, which have progressed alongside the design development process. <u>Mitigation strategy</u>			

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			and actually providing answers. The submission is also lacking in terms of its reference/cross reference to the recently adopted Supplementary Planning Guidance (New Nuclear Build at Wylfa) together with the suite of ten topic papers which were attached to this document. In terms of specific issues, these are addressed in turn and provide a brief analysis of the main issues identified as follows: It is acknowledged that there will be a significant impact upon the various environmental designations afforded the area, in particular the areas national designation as an Area of Outstanding Natural Beauty (AONB) and the special qualities which define this designation. However, despite its standing within statute,	Proposed mitigation is set out within each assessment topic within the Stage Two Pre-Application Consultation PEI Report (including the WLIA and HIA Interim Report). Volume B11 of the PEI Report describes how potential effects on landscape and visual amenity may be reduced. The approach to landscape and visual mitigation is set out in paragraphs B11.107 to B11.110. Landscape mitigation measures for the main stages of construction and at the completion and operation of the Power Station, have been incorporated in the Landscape and Environmental Masterplan (LEMP) included in chapter 7 of the Main Consultation Document. <u>Coastal path</u> The effects on public access and recreation along with the current proposals are considered in volume B2 of the PEI Report. This demonstrates that consideration is being given to mitigate the significant effects on public access, recreation and amenity. This includes the option of re-routing the Wales Coast Path along the seaward side of the Power Station, improving accessibility for visitors with reduced mobility, construction of a new shelter to observe birdlife and marine wildlife, provision of an off-road cycle route, improved access to Porth Wylfa and the potential to improve public access to Cestyll Garden.			

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			which is equal in status to the National Parks, the level of detail whether it be in relation to the direct or indirect impacts of the development on the AONB's special qualities either as stand alone or in-combination is wholly insufficient. In addition, the very close inter-relationship between landscape and seascape in light of its coastal location also fails to be adequately addressed within the documentation as does the movement and displacement of 9 million m3 of material on site. The use of advanced visual techniques amongst other options to better inform the consultees should have been a basic requirement given the sensitivity of the landscape which it will potentially re-shape. The documents contain very little referencing to site lighting and the impact which this is likely to cause at the various stages of development through to the operational stage. This particular issue has potentially serious ramifications upon the amenities of the area and its residents and as a consequence should be addressed within its own chapter and closely aligned to the chapters on air quality, noise and vibration. The level of detail afforded to the matter of cumulative effects is also insufficient. The complexities of cumulative impacts in terms of additive and combined effects on the Wylfa peninsula with the decommissioning of the ageing Magnox site at Wylfa A and the commencement of construction work at Wylfa	The LEMP included in chapter 7 of the Main Consultation Document, also details ongoing considerations relating to footpaths. After further engagement with the public and key stakeholders, the Wylfa Gateway Complex is no longer a preferred proposal. The proposed visitor and media reception centre would be utilised to educate visitors through a permanent interactive exhibition and also as a hosting venue for educational activities and special events. It would also provide a safe viewing area for visitors to watch the construction activities at the Power Station Site and a permanent visitor centre on completion of construction. <u>Noise impacts</u> Acoustic fish deterrent: An acoustic fish deterrent will generate a field of disturbance to deter fish from the abstraction area. Sub-station: Initial noise assessments published in volume B4 of the PEI Report have identified that noise from the main transformers has potential to			

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			Newydd is in itself (notwithstanding other major projects proposed for the area) a matter of significant concern which should have been addressed within Horizon's PAC 1 documentation. The photomontages which were attached within Volume 2 of Horizon's PEIR, although beneficial to the assessment process, could however have been presented to make full use of the A3 landscape format on which they were presented. The photomontages would also have been of significantly greater benefit had they been developed to a sharper resolution and less pixilated, illustrating various climatic conditions/seasonal changes. A baseline which illustrated the actual view without the proposed development for context might also have been advisable as would a realistic worst case scenario which illustrated the cumulative impact of the project which included both the existing pylons and National Grids proposed route corridors. The majority of the Wylfa Newydd development falls within the Anglesey Special Landscape Area, with elements within the Anglesey Area of Outstanding Natural Beauty, Heritage Coast and Anglesey Seascape. All of these designations will be adversely affected by the proposals to varying degrees. It is also clear that the scale, magnitude and duration of the works are also	affect some receptors. Design measures (selection of quieter equipment, screening or enclosure) have now been included as part of the design. The target levels of transformer noise will be discussed with the Isle of Anglesey County Council prior to the submission of the DCO application and incorporated into the design specification. Therefore, transformer noise is not likely to give rise to significant noise effects at local receptors. Earth movement: Noise associated with formation/re-profiling of earth mounds is considered within volume B4 of the PEI Report, as part of the Stage Two Pre-Application Consultation. These works fall within 'scenario B: bulk earthworks'. The approximate numbers of residential properties that would experience effects during scenario B in each residential receptor group are presented in Table B4.2. Compound near Tregele: The actual provision and location of temporary construction compounds would be developed in conjunction with the appointed contractors closer to the beginning of Main Construction. See response to Response ID 105 (14) for further details of the Local Noise Mitigation Plan.			

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			likely to impact upon this area for a considerable length of time. Although it is unclear at this stage, (given the lack of detail presented to date) to accurately ascertain the degree of these impacts and their full extent, it is however abundantly clear that timely and appropriate mitigation measures will be required to reduce and address these adverse impacts. It will be imperative that further works are carried out prior to the submission of the second stage of the pre-application consultation process in order that these impacts can be better understood and quantified through appropriate assessments using best practice guidelines and approved methodologies to help drive and steer appropriate and timely mitigation. It is disappointing that PAC 1 does not appear to consider or propose the need for an overall and comprehensive Mitigation Strategy to address the various potential impacts over the duration of the whole works from site clearance to operation stage. PAC 1 should have made reference to a programme of mitigation measures over the various stages of the development. The new landscape setting for the Wylfa Newydd development could take up to 25 years before it is finalised and established so it is vital that landscape and seascape mitigation	Noise nuisance & monitoring: As detailed within the Stage Two Pre-Application Consultation PEI Report, construction is likely to result in significant adverse noise effects. Adverse noise effects during operation are not considered likely. Horizon will set out noise or vibration control and monitoring requirements in the Environmental Statement to support the DCO application. Noise and vibration management would also be the focus of the following documents, which Horizon would develop in consultation with the Isle of Anglesey County Council. Construction Noise and Vibration Management Plan, which would form part of the overall Code of Construction Practice. As well as setting out all of the good practice measures that are relevant to the proposed construction works, this document would provide detailed information on the following: - noise and vibration monitoring procedures, including equipment requirements, locations, duration and reporting; - contact details (24 hours, 7 days a week) for on-site staff responsible for noise and vibration management; and			

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			considers the short and medium term as well as long term proposals. From a health and wellbeing perspective the loss of the coastal path is almost irreversible in the lifetime of most residents of Anglesey as the operational life of the power station is 60 years. Horizon has to consider mitigation for this and would suggest that they examine other potential stretches of coast where there are no footpaths and creating equivalent footpath lengths. The Authority is aware from its work with the Anglesey Race Circuit that there is a suitable stretch of coast near the circuit which has no path which Horizon might wish to explore as part of its mitigation in this respect. As the coastal footpath is being diverted inland and is required to follow the main road it is suggested that the visitor centre at the Gateway Complex could form part of the mitigation measures. This in turn might allow for the possibility of incorporating an interpretation centre for the geology, archaeology, fauna and flora of the area using valuable resources such as a video cam display of the barn owls and samples from the rock drilling on site to explain the underlying geology of the area. The possibility should also be explored of providing a viewing area for the construction site on a similar theme to that which was erected during the construction of the original Power Station at Wylfa A.	- procedures to follow in the event of complaints from the public. Dust nuisance & monitoring: Volume 'B5 Air quality' of the Stage Two Pre-Application Consultation PEI Report reports the assessment of the effects of the Power Station on air quality, including air pollution that could potentially affect health, such as the emission of air pollutants from car exhausts, and dust, which could affect health or give rise to annoyance by being deposited on surfaces such as car bodies or window sills. An Air Quality Management Plan (AQMP) will be developed and agreed with the IACC and NRW, and form part of the Code of Construction Practice (CoCP). This plan would include dust and air quality monitoring procedures for monitoring at human and ecological receptors and action plans to be implemented in the event that monitoring is above the trigger values.			

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			Artificial light is identified by the NPS in table 4.1 of the PEIR Volume 1 as a significant issue and greater weight should have been given to it in this PAC1 consultation such as that which has been afforded to noise, with which it forms a cumulative impact in terms of causing sleep disturbance which is alluded to within section 22.12 of their PEIR. Horizon's PEIR Volume 1 recognises that noise is a fundamental issue at this site. However, the document focusses attention on possible noise sources which are yet to feature in the noise section, such as: • Acoustic fish deterrent on the CW intake which could potentially emit a noise which can be as loud as 160dB @ 1µPa primarily at low frequencies <250Hz:- • There is also the possibility of a sub-station within the Wylfa Newydd site boundary. Mains transformer hum is a common phenomenon and the existing transformer building has been the cause of repeated complaint in the past. The Local Authority would not wish to see an additional source of complaint and mitigation will be required.				

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			• There is no acknowledgement that the process of forming and re-profiling the earth mounds over the ten year construction period will in itself cause noise and possible complaints. • A construction compound within close proximity to Tregele is considered by Horizon to “represent a good fit with the key considerations”. It fails however to address the matter of noise nuisance given its proximity to residential properties and businesses. • It is the Authority’s considered opinion that avoiding severe noise nuisance is likely to be a difficult challenge at this site and Horizon are expected to employ the latest noise monitoring technology and management systems to ensure that this is achieved. • As with noise, the Authority believes that avoiding severe dust nuisance is likely to be a difficult challenge at this site and it is expected that Horizon will employ the latest dust monitoring technology and management systems to ensure that this is achieved.				

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A6 Summary of Feedback from Stage One Pre-Application Consultation

Landscape proposals

A6.1 Table A6.1 includes comments received in response to Stage One Pre-Application Consultation Question 5 as well as those responses related to landscaping and Horizon's landscape proposals received to other Questions.

A6.2 Stage One Pre-Application Consultation Question 5 read 'Do you have any comments on Horizon's indicative landscape proposal?'

A6.3 All of the responses have been reproduced in this document as they were submitted, with spelling and grammatical errors intact.

Table A6.1 Responses to Landscape Proposals at the Stage One Pre-Application Consultation

ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
8	N	5	I like what I see on your proposals	Thank you for your response. Your comment is noted.			✓
11	N	5	I would hope that you wouldn't adversely impact existing natural features at the perimeters of the site due to landscaping.	A Landscape and Environmental Management Plan (LEMP) has been prepared to inform the Stage Two Pre-Application Consultation materials, with further details found in chapter 7 of the Main Consultation Document (MCD). The LEMP provides information regarding landscaping, ecological and recreation proposals during the different Wylfa Newydd Project stages. The proposals are designed to reduce impacts on the existing natural features at the Project Site whilst enabling construction works to take place. These include the retention and enhancement of existing woodland hedgerows and grassland habitats where possible, for example on the perimeter boundary and part of the wooded mounding designed by Dame Sylvia Crowe for the existing			✓

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
				Magnox Power Station and areas surrounding Wylfa Head. The final LEMP, submitted with the application for Development Consent Order (DCO), will illustrate the way in which the relevant mitigation and enhancement proposals identified through the Environmental Impact Assessment process will be implemented.			
15	N	5	You have a lot of land, if you planted hundreds of big trees like sycamore, ash, chestnut, oak, you would help the planet and create a maintenance free area for wildlife.	See response to Response ID 11 (5). The LEMP details proposed landscape planting and ecological enhancement areas. The planting of trees and hedgerows characteristic of the area will be undertaken wherever possible. Woodland planting would be designed to supplement screening provided by landscape mounds to address consultation requests, whilst at the same time balancing the extent of tree planting with the relatively open character of the surrounding landscape. The planting palette will comprise a range of native species of local provenance. Sycamore and chestnut are unlikely to be used as they are not native to the area and ash is unlikely to be used due to the risk of ash dieback disease. Further information on planting can be found in chapter 7 of the MCD and the Draft Masterplan for the Power Station Site published as part of the Stage Two Pre-Application Consultation.		✓	

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
16	N	5	I strongly object to the diversion of the coastal path in any form from its existing route. The diversions considerably reduce the coastal nature of the path, and serve to satisfy the needs of business, rather than the public. I intend to join the others, such as there may be, to oppose the diversions.	Horizon has received a large number of comments regarding the location of the diversion of the Wales Coast Path. As a result, Horizon has introduced an alternative alignment that will bring users closer to the coast. This is being considered as a potential option in the temporary and permanent alignments and is shown in the LEMP in chapter 7 of the MCD of the Stage Two Pre-Application consultation materials. Further work will be undertaken to ascertain whether the option for a Wales Coast Path diversion on the seaward side of the existing Magnox Power Station and proposed Power Stations is feasible. Horizon has prepared a Public Rights of Way (PRoW) Strategy which sets out Horizon's approach to the management of PRoW throughout site preparation and clearance, the construction and operation of the Power Station and the approach to diverting or extinguishing the rights of way that would be affected by the Project.	✓		
24	N	4	Again it is important that the environment is not greatly disturbed, views of and along the coast are at a premium and should not be spoiled at any cost.	The PEI Report available at the Stage Two Pre-Application Consultation provides additional information on the potential effects to views of and along the coastline. The PEI Report identifies that there will be "a potentially major adverse effect on the landscape		✓	

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
				character of most of the Wylfa Newydd Development Area during construction of the Power Station. There will be a significant, but localised, moderate adverse effect on the landscape character of the Area of Outstanding Natural Beauty, Special Landscape Area and Heritage Coast. Once construction has been completed, during the operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape restoration. Please refer to volume 11 of the PEI Report for further information. Horizon will continue to develop the design of the PRoW network in order to reduce adverse impacts and enhance coastal views where possible. This will include further development of the LEMP and progressive landscape restoration, further consultation with stakeholders, further work to develop architectural treatments, and more detailed landscape and visual assessment as part of the Environmental Statement.			
24	N	5	It would be good if consideration is given to minimise the visual impact. I understand that many of the current Public Rights of Way will be affected so it is important to divert these to ensure the walking public has at least as many miles of paths as at present times. It would be even better if it was possible to route the Isle of Anglesey Coastal	See response to Response ID 16 (5) regarding Wales Coast Path diversions. There are two possible routes for the permanent diversion of the Wales Coast Path, as shown on figure B2.4 of the Stage Two Pre-Application Consultation PEI Report. The coastal option would aim to keep the route on the seaward side of the Power Station during operation, and Horizon is looking at the ways that this could be done, whilst taking safety and security into consideration. The alternative	✓		

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			Path around the coast. We are currently in consultation with Anglesey County Council to try to fill in the gaps there are at present, these affect the 4 largest landowners on the island who currently refuse to have the path along their coastlines. An example set by Horizon would be good and would send an important message to these landowners. Obviously safety is important but if these concerns can be overcome, walkers would appreciate to be able to walk along another stretch of the coastline particularly in the north of the island where the coast line is more spectacular.	route would divert inland, around the Power Station, so some of the coastal views would be lost. For further information on likely impacts to PRoW, please refer to volume B2 of the PEI Report which reports preliminary assessment of the potential effects of the construction, operation and decommissioning activities of the Power Station on public access and recreation. This topic includes the effect of the Proposed Activities on PRoW (footpaths, bridleways, cycle routes and byways) and other footpaths, including permissive paths. The effects considered take into account physical access as well as the recreational amenity of routes. Options for route diversions are in some cases limited by the location of the security fence. In other cases diversions that result in adverse effects cannot be avoided or mitigated due to health and safety and security considerations. The PEI Report available at the Stage Two Pre-Application Consultation provides additional information on the potential effects to views and the coastline. Further information is provided in response to ID 24 (4). Horizon will continue to develop the design of the PRoW network in order to reduce adverse			

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				impacts and enhance coastal views where possible.			
24	N	14	Crucial to ensure the island benefits from the development and is not just a conduit for the benefit of others. Above all it is so important not to spoil the looks of this lovely island, to reduce the number of tourists would be criminal however much the island should benefit from future secure energy and employment.	Volume B11 of the PEI Report available at the Stage Two Pre-Application Consultation provides additional information on the potential effects to the landscape, views and the coastline. Please also see response to ID 24 (4). An assessment of the potential effects to tourism has been undertaken as part of the socio-economic assessment included in volume B1 of the PEI Report issued for the Stage Two Pre-Application Consultation. This includes an assessment of the effects on the demand for tourist accommodation and the potential benefit to the industry from construction workers occupying tourist accommodation which would otherwise go unoccupied. It is however recognised that there is the potential for a reduction in the number of tourists to Anglesey during construction and possibly during operation, which could off-set some of the benefits realised through accommodation revenues. Volume B1 assesses how visitor behaviour may change as a result of construction. Visitor behaviours may change in response to the construction of the Power Station. These changes may include visitors choosing to undertake different activities while on Anglesey, staying for			✓

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				shorter periods of time, reducing the likelihood of repeat visits, or choosing not to visit at all. A visitor behaviour survey was carried out in the summer of 2015. Around 90% of the 524 respondents indicated that construction would have no effect on their likelihood of returning to Anglesey, whilst 1% of respondents indicated they would be more likely to return and 8% reported they would be less likely to return during construction. The results of the visitor behaviour survey suggest that the actual number of tourism visits that may be lost during construction is likely to be small; however, there is recognition that there could be a potentially significant loss in tourism revenue as a result of a small reduction in visitor numbers. Horizon will be looking at the responses to the visitor survey in more detail over the coming months. These potential changes in visitor numbers could off-set some of the benefits that could be realised by the sector, although it will not be feasible to accurately assess the potential scale of this. Horizon proposes to develop a Tourism Strategy to mitigate potential adverse impacts and enhance the benefits.			

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				Horizon proposes to develop a Tourism Strategy to assess the collective effect on the island's overall brand and set out clear mitigation measures to avoid risks relating to the brand materialising. This will form part of the work that is ongoing to support the DCO application. Volume B1 of the PEI Report also assesses the potential impact to local business and changes to employment as a result of the Project. Local businesses could significantly benefit from the Wylfa Newydd Project through supply chain engagement and increased local expenditure. In addition, approximately 2,700 of the peak workforce are expected to come from the Daily Construction Commuting Zone (DCCZ). The DCCZ represents an area based on approximately a 90 minute commute-time from the Wylfa Newydd Development Area. The area represents the one-way travel time limit assumed for workers to commute on a daily basis from their permanent residence.			
32	N	5	My only concern is where I live, from the plans provided, it appears my lovely house that we are very happy in, may possible be knocked down to build a hill. I realise you need to dispose of the waste from the plant site that you are flattening, but I would prefer it to be considered being placed further along from where I am [location	The LEMP (MCD chapter 7) includes the current proposals for mounding and landscaping across the Wylfa Newydd Development Area, including the location of such mounding. Among other things, these proposals have been designed to mitigate effects of the Project on the environment such as landscape and visual, noise and traffic. A main principle of the LEMP is the efficient use of natural resources, for example by retention of			✓

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			removed]. I think the neighbouring houses along the top on the main road won't be very pleased either to lose their sea views, which I am sure will de-value their property values and are most likely partly why they bought their houses situated where they are in the first place. I have spoken to several of those neighbours whom have particularly stated their views on the matter. As a Horizon tenant, I understand my home may only be a temporary arrangement, but I have read in the documents provided, that workers may be offered to buy their provisional accommodations, which gave me a sense of hope that we may be considered in this option.	excavated materials on site to provide mitigation through landscape mounding design. This approach avoids the effects that might otherwise be experienced from transporting excavated material off-site and the consequential effects on the road network. Horizon plans to develop a phased construction sequence to provide early landscape mitigation which will help to screen views and reduce noise effects. It is recognised however that these proposals may result in impacts of their own, including loss of property and changes to the landscape and sea views. The details of the mounding and landscape proposals have been refined following responses to the Stage One Pre-Application consultation and engagement with stakeholders. Revision and refinement will continue as a result of responses to the Stage Two Pre-Application consultation and continued engagement with consultees. The effects of the proposed Power Station Development on landscape, seascape, and visual amenity during construction, operation and decommissioning are assessed within volume B11 of the PEI Report issued at Stage Two Pre-Application Consultation. This includes assessment of the loss of sea views. Please refer to the PEI Report for further information.			

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				A Neighbourhood Support Scheme was consulted upon as part of the Stage One Pre-Application Consultation which included the proposals for support for residents living nearest to the Power Station Site whose property values are impacted by the Project. In response to the comments received to the Stage One Pre-Application Consultation on the Neighbourhood Support Scheme, preparation of the Neighbourhood Support Scheme was brought forward and was launched in April 2015. It should be noted that this scheme is not applicable in circumstances where a resident's property is owned by Horizon. Residents of such property will be given appropriate notice prior to Horizon's exercise of its option over land when works in the vicinity of such property are required.			
35	N	5	The 'macro' level is being appropriately addressed but there are no indications about the intermediate or other levels of mitigation other than 'land will be returned to agricultural and recreational use'. For example will the replanted mounds also use the traditional dry stone wall/banking or clodagh which create essential wildlife roosts and routeways.	A LEMP has been prepared and is included in chapter 7 of the MCD issued as part of the Stage Two Pre-Application Consultation. The LEMP provides proposals for mounding and landscaping across the Wylfa Newydd Development Area, including the recovery of stone from existing field boundaries into stockpiles for future re-use in later phases of landscape restoration. However, the detailed proposals are still being drafted. Following Stage Two Pre-Application Consultation feedback, the LEMP will be further refined, if			✓

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				necessary. In particular, further work will be undertaken to: • develop the landscape design including selection of plant species, design of field boundaries and the detailed design of the mounds; • develop the design of the MOLF and breakwaters, where possible having regard to seascape character and views from Cestyll Garden, whilst satisfying engineering requirements; • ascertain whether the option for a Wales Coast Path diversion on the seaward side of the Existing Power Station and the proposed Power Station is feasible; • develop the range and location of wildlife habitats to be provided and how these interconnect across the Wylfa Newydd Development Area, including provision for specific species; • develop proposals for the potential return of land to agricultural use in conjunction with habitat creation measures; and • develop the landscape design around the Visitor and Media Reception Centre.			
36	N	5	Leave it unspoilt & uncontaminated by NOT GOING THERE.	The principal of low carbon nuclear generation has been established by Government policy. The			✓

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				Government has also produced strategic site assessment guidance to evaluate sites proposed for new generation. The Wylfa Newydd Power Station Site complies with the Government guidance and Horizon is not consulting on the principle of nuclear power or the suitability of the Wylfa Newydd site for a new nuclear power station as the acceptability of both matters has already been established by the Government. Please refer to chapter 21 of the Stage Two Pre-Application Consultation MCD which provides information on proposed mitigation of effects and enhancement of benefits associated with the Project. Preliminary environmental impact assessment and mitigation recommendations can also be found in the Stage Two PEI Report.			
37	N	5	I would prefer the landscape is used to merge the power station into the local landscape as much as possible so it is complimentary to the area of outstanding natural beauty.	A LEMP has been prepared and is included as chapter 7 of the MCD issued at Stage Two Pre-Application Consultation. The LEMP provides the current proposals for mounding and landscaping across the Wylfa Newydd Development Area. The proposals are designed to reduce impacts on the existing natural features within the Wylfa Newydd Development Area, blending the development into the existing drumlin landscape whilst enabling construction and operation of the Power Station to take place. Proposals include the retention and enhancement of existing woodland hedgerows and grassland habitats where possible, for example on the perimeter boundary and part of the wooded mounding designed by Dame Sylvia			✓

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				Crowe for the existing Magnox power station and areas surrounding Wylfa Head. Please refer to volume B11 of the Stage Two Pre-Application Consultation PEI Report for further information regarding the assessment of effects, including those on the AONB, and proposals for mitigation.			
40	N	5	We would applaud the using of the excavated material, to form landscaping around the new build. It would present a unique opportunity to work with interested parties to form areas that would attract wildlife back into the area as well as making the area aesthetically pleasing. The more material that can be re-used around the site would lessen the need to export it away from the site, easing the road congestion and helping in achieving any sustainability targets in vehicle emissions.	A LEMP has been prepared and is included as chapter 7 of the MCD issued at Stage Two Pre-Application Consultation. The LEMP includes the current proposals for mounding and landscaping across the Wylfa Newydd Development Area, the main principles of which includes the efficient use of natural resources, for example by retention of excavated materials on site to provide mitigation through landscape mounding design. This approach avoids the effects that might otherwise be experienced from transporting excavated material off-site and the consequential effects on the road network. Horizon plans to develop a phased construction sequence to provide early landscape mitigation which will help to screen views and reduce noise effects. Furthermore, volume B15 of the PEI Report available at Stage Two Pre-Application Consultation explains that Horizon has developed a Materials Management Plan for the Project to ensure materials such as rock, soil and stone excavated from site are reused for the landscape			✓

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				mounding and construction of building platforms. A Soil Management Plan will also be produced ahead of the excavations to ensure that topsoil and other soils are suitable and have a certainty of use.			
42	N	1	Our main concern in the disruption during building Perimeter fence Mountains of soil being placed in front of our home	A summary of the ways in which local communities will be affected is included in chapter 20 of the MCD issued at Stage Two Pre-Application Consultation. Our approach to avoiding or reducing effects in each community specifically for employment, Welsh language, and traffic and transport effects are also summarised in chapter 20. Chapter 21 of this document presents the approach to mitigation and the ways that Horizon would avoid or reduce effects which would apply across all communities. The Wylfa Newydd Security Strategy has been developed with standards and requirements for fencing. Although this document is not publically available it has been shared with the relevant nuclear regulators and statutory stakeholders. Further details on the construction fencing and the main perimeter fence can be found in chapters 4 and 7 of the MCD. Embedded mitigation measure have already been proposed to mitigate significant effects. The LEMP (MCD chapter 7) includes the current proposals for mounding and landscaping across the Wylfa Newydd Development Area, including			✓

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				the location of such mounding. Among other things, these proposals have been designed to mitigate effects of the Project on the environment such as landscape and visual, noise and traffic. A main principle of the LEMP is the efficient use of natural resources, for example by retention of excavated materials on site to provide mitigation through landscape mounding design. This approach avoids the effects that might otherwise be experienced from transporting excavated material off-site and the consequential effects on the road network. Horizon plans to develop a phased construction sequence to provide early landscape mitigation which will help to screen views and reduce noise effects. It is recognised however that these proposals may result in impacts of their own, including loss of property and changes to the landscape and sea views. The details of the mounding and landscape proposals have been refined following responses to the Stage One Pre-Application consultation and engagement with stakeholders. Revision and refinement will continue as a result of responses to the Stage Two Pre-Application consultation and continued engagement with stakeholders.			

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				The effects of the proposed Power Station Development on landscape, seascape, and visual amenity during construction, operation and decommissioning are assessed within volume B11 of the PEI Report. This includes assessment of the loss of sea views. Please refer to the PEI Report for further information. A Neighbourhood Support Scheme was consulted upon as part of the Stage One Pre-Application Consultation which included the proposals for support for residents living nearest to the Power Station Site whose property values are impacted by the Project. In response to the comments received to the Stage One Pre-Application Consultation on the Neighbourhood Support Scheme, preparation of the Neighbourhood Support Scheme was brought forward and was launched in April 2015. It should be noted that this scheme is not applicable in circumstances where a resident's property is owned by Horizon. Residents of such property will be given appropriate notice prior to Horizon's exercise of its option over land when works in the vicinity of such property is required.			
42	N	5	Yes, the plans show that the landscape in front of our home for the last 30 years will be changed dramatically. At the present time	For further Information regarding landscaping and views please see response to Response ID 42 (1).		✓	

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			when we look out of our window we see the sea, however you plan to place mountains of soil which will obviously destroy our view.	Horizon appreciates that the landscape is changing as a result of the Wylfa Newydd Project and has undertaken an assessment on the effects of the Project on views and visual amenity in volume B11 (Landscape and Visual) of the PEI Report. Further details are provided in response to ID 24 (4).			
49	N	1	It is obvious that Tregele will be most effected during the construction phase and eventually ongoing Wylfa Newydd operation, yet, it is given inadequate consideration under the project's scope and initial intentions – a) Along with locating the Power Station closer to Tregele the impact is magnified during the construction period by locating a construction compound to the South East bringing activity to within 100 yards of Tregele. Why choose an area near to the most adjacent population. Why not use land closer to the MOLF or that vacated by the relocation of the Visitor and Training Centre to the South-East of the current power station?...	A LEMP has been prepared and is included in the MCD as part of the Stage Two Pre-Application Consultation materials. This series of drawings includes the current proposals for mounding and landscaping associated with the Wylfa Newydd Project. These proposals have been designed to mitigate the landscape and visual impacts which will result from the project. It also includes the indicative locations for construction compounds, which are spread across the Wylfa Newydd Development Area. Tregele will be shielded form proposed temporary construction buildings and facilities by mounding. The proposed mounds will be provided early within the construction process as part of a phased construction sequence to provide early landscape mitigation which will help to screen views and reduce noise effects. While the LEMP provides the current proposals for possible locations of construction compounds			✓

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			…c) Mention is made of an engineered noise bund, which appears to be more significant in terms of mitigation than mounds and tree planting, yet it does not appear as a key feature in Figure 13 under Landscape and Appearance.	and temporary buildings, the final locations will be developed as a result of detailed design, and in conjunction with the appointed contractors. This is likely to change through the main construction stage, to suit the works, and to address feedback from consultation and continued engagement with stakeholders. Temporary facilities need to be located close to the active work areas and therefore areas such as the MOLF have been studied but not considered further. The area of the existing Magnox power station visitor centre will continue to be used by Horizon (the adjacent Wylfa Site Office) and other construction laydown areas; further, this area will be disrupted during Site Preparation and Clearance, as part of the enabling works. One of the key functions of the LEMP is to describe the provision of some visual and noise screening of the Power Station Site for neighbouring communities, during both the construction and operation stages. Mounds would be formed and landscaped, helping to create an appropriate setting for the Power Station. Landscape mounding would provide important visual and noise screening. Noise bund and landscape mounding are synonymous. Please refer to chapter 7 of the MCD for more information on the LEMP and to Chapters 20 and 21 of the MCD for summary of the ways in which local communities could be affected by the Wylfa Newydd Project and proposed mitigation.			

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				The PEI Report provides an assessment of the visual and noise impacts of the Project, including construction of temporary buildings and infrastructure.			
49	N	5	Landscaping needed pre-construction. Reference is only made to how Landscaping might look once the new Power station is operational (Figure 13). The residents most adjacent to the site, particularly in Tregele, will need landscaping to screen and shield them from the severe noise, light and visual impact during the construction period. For example the Engineered Noise Bund (plus unmentioned visual and light screening) need to be in place prior to commencement of construction. For maximum efficiency this landscaping infrastructure should be sited on land between a bye-pass built to the North of the A5025, stretching between the current and proposed new entrances to the Wylfa site, and its present route. Proposals for indicative landscaping built prior to	A LEMP has been prepared and is included in the MCD as part of the Stage Two Pre-Application Consultation materials. This series of drawings includes the current proposals for mounding and landscaping associated with the Wylfa Newydd Project. These proposals have been designed to mitigate the landscape and visual impacts which will result from the project. The extensive nature of the earthworks required to facilitate construction of the Power Station and scale of the Wylfa Newydd Development Area mean that implementation of the LEMP would need to be delivered in stages. In order to reduce environmental effects during construction, a preliminary sequence of earthworks and landscape mounding has been developed in response to stakeholder feedback. A key function of the sequencing of landscape mounding works would be to provide mitigation as soon as practicable, for example, by early creation and planting of mounding on the perimeter of Main Construction works, in order to provide noise and visual mitigation for works taking place behind and to provide buffers to other sensitive	✓		✓

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			construction commencing are required as a PRIORITY.	environmental receptors. The main proposed reference points of the LEMP implementation are: • Reference Point one: existing baseline • Reference point two: progression of SPC to DCO grant • Reference point three: earthworks and completion of deep excavations for Unit 1 • Reference point four: start of construction of Unit 2 • Reference point five: completion of construction for both Units This should assist in understanding what landscaping will be in place prior to construction and the current proposals for the phasing of landscaping. The LEMP drawings show that the construction of the mounds to provide screening from the visual, noise and vibration impacts. Specifically, a mound has been designed directly across the A5025 from Tregele to provide this mitigation for the village, located in the location identified by the respondent. This mounding will be in place by phase three of the LEMP, before the beginning of Main Construction.			
55	N	5	The use of mounds to provide mitigation of the visual impact and noise is of interest – the plans shown indicate good coverage, but this is dependent upon when and	Please refer to response ID 49 (5) and 11 (5) which address these issues.			✓

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			how they are produced (given that they are from excavated spoil, they can only be put up gradually, potentially leaving the later mound areas exposed to significant amounts of construction work before the mounds are up). Provided the mounds are of suitable size to actually mitigate the noise/visual impact, and not dependent upon the presence of fully grown trees etc, this seems like a reasonable plan otherwise.				
57	N	5	Considerate.	Thank you for your response. Your comment is noted.			✓
62	N	5	Fully support.	Thank you for your response. Your comment is noted.			✓
71	N	5	Its never going to look pretty is it?	Horizon appreciates that the landscape is changing as a result of the Wylfa Newydd Project and has undertaken an assessment on the effects of the Project on views and visual amenity in volume B11 (Landscape and Visual) of the PEI Report. A LEMP has been prepared and is included in chapter 7 of the MCD as part of Stage Two Pre-Application Consultation materials. The LEMP provides information regarding landscaping, ecological and recreation proposals during the different Wylfa Newydd Project stages.			✓

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				The proposals are designed to reduce impacts on the existing natural features within the Wylfa Newydd Development Area, blending the development into the existing drumlin landscape whilst enabling construction and operation of the Power Station to take place. Proposals include the retention and enhancement of existing woodland hedgerows and grassland habitats where possible, for example on the perimeter boundary and part of the wooded mounding designed by Dame Sylvia Crowe for the Existing Power Station and areas surrounding Wylfa Head. Please refer to the MCD for further information regarding proposed architecture, particularly chapter 6, subsection 'Appearance of the Wylfa Newydd Project permanent Buildings'.			
72	N	5	We feel that the indicative landscape proposal is good but the proposed landscape mounds, which indeed will provide visual screening for the people of Cemaes, will completely wipe out our sea views thus devaluing our property considerably.	A LEMP has been prepared and is included in the MCD as part of the Stage Two Pre-Application Consultation materials. This series of drawings includes the current proposals for mounding and landscaping associated with the Wylfa Newydd Project. These proposals have been designed to mitigate the landscape and visual impacts which will result from the project. . During the main construction activities on the Power Station Site, there would be landscaped mounding in place to screen the construction site from Cemaes and the wider area. The proposed landscape mounding starts within about 10m of		✓	

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				the rear of properties to the western edge of Cemaes, where it is +15m above ordnance datum (AOD) in height and rises to a height of about +35m AOD at about 275m from the rear of the same properties. At this point, Cemaes is at a similar height AOD and therefore, the slope has been designed to rise gradually, reflective of the character of the surrounding drumlins. It is proposed that the mounding be used for agriculture, including grassland for grazing, which would help to soften the effect of the mounding, however, it is recognised that there would be a significant change in the nature of the landscape and views from properties, particularly to the west of Cemaes. On completion of construction, the landscaped mounding nearest to Cemaes would remain as agricultural land, including species rich grassland, and would be divided into fields. It would then provide visual screening of the completed Power Station. Please refer to the responses to response IDs 24 (4) and 42 (1) regarding landscape and visual impact. Cemaes residents who live on the western edge of the settlement would be within approximately 300m of the topsoil mounds, during enabling			

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				works. Besides affecting views towards the site, noise and dust from these operations is a possibility. However, this would be controlled through a Construction Environmental Management Plan (CEMP), which would enforce tried and tested measures including the use of dust control and monitoring, low noise and vibration machinery, and limiting of construction working hours. A Neighbourhood Support Scheme was consulted upon as part of the Stage One Pre-Application Consultation which included the proposals for support for residents living nearest to the Power Station Site whose property values may be impacted by the Wylfa Newydd Project. In response to feedback from the Neighbourhood Support Scheme consultation Horizon has developed and finalised the Property Price Support Plan which forms one part of the Scheme. The Property Price Support Plan was brought forward and was launched in April 2015, a year earlier than originally planned. This Scheme is an entirely voluntary imitative which provides support over and above statutory mitigation measures.			
77	N	5	I wish to register my concern that any inadequate drainage surrounding the proposed earthworks/noise bund would cause significant problems at my property by raising the water table/hydraulic pressure beneath the house. I	Volume B7 of the PEI Report issued as part of Stage Two Pre-Application Consultation includes an assessment of the impact to groundwater and surface waters. The assessments are underpinned by data collected as part of a regular groundwater and surface water monitoring programme. Several modelling studies have also			✓

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			would like to discuss this with your surveyors please.	been undertaken including a flood modelling study and a model design to help understand how surface water and shallow groundwater flows will be affected by the earthworks and catchment changes proposed. The assessment shows that soil strip, construction of soil mounds, haul roads and the rock winning areas could change groundwater recharge rates and areas due to the interception of shallow groundwater by perimeter drains. This could result in minor changes to groundwater levels and flow directions. In addition the changes in topography due to formation of construction platforms, soil mounding and installation of construction drainage will alter the steepness of land surfaces, catchment boundaries and the areas draining to surface water catchments. This could change water availability, alter the rainfall runoff response and provide preferential flow pathways and could be a major significance. Baseline monitoring, modelling and assessment work is ongoing and more detailed outputs will be made available to inform the detailed design of the Power Station Site and associated mounding, preparation of a drainage plan, groundwater control measures and other mitigation measures.			

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				Further to this, Horizon will develop best practice construction methods and engage with Natural Resources Wales (NRW). It is expected that Horizon staff have contacted or will contact the consultee to discuss matters further.			
82	Y	5	The [name removed] welcomes proposals put forward for landscaping and bunding on the site in order to reduce the visual and landscape impacts of the new power station.	Thank you for your response. Your comment is noted.			✓
85	Y	5	The [name removed] examined the drawings available at this stage and felt that it is difficult to ascertain the final product from the documents supplied. Strong feeling was voiced that all seeds and plants should be native and that the landscaping should blend most definitely blend into the environment.	A LEMP has been prepared and is included in chapter 7 of the MCD as part of Stage Two Pre-Application Consultation materials. This series of drawings includes the current proposals for mounding and landscaping associated with the Wylfa Newydd Project. A key principle of the LEMP is that native species will be used in the design of landscape mitigation proposals. Following Stage Two Pre-Application Consultation feedback, the LEMP will be further refined and the landscape design will be developed including the selection of plant species.			✓
93	N	5	It is difficult to comment on this aspect as there is very little information available to indicate what the finished job will look like. It	Material published at Stage Two Pre-Application Consultation provide further details of the proposed layout and appearance of the Power Station Site and Associated Developments.			✓

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			will be interesting to see the updated computer simulation of the views around the proposed power station, especially the views from our home. I am also concerned about the level of noise which we will be subjected to both during the construction phase and also when the new station is operational. It would appear that we are going to lose some sea views from our property which will also have a negative effect on its value. Also the increased volume of heavy traffic will undoubtedly cause damage to our roadside dry-stone walls.	Please refer in particular to the Stage Two Pre-Application Consultation MCD, the Main Site Masterplan, the Off-Site Power Station Facilities Masterplan, the Park and Ride Facility and Logistics Centre Masterplan and Temporary Workers Accommodation Masterplan. In addition, photo montages are included in Appendix 6 of the Stage Two Pre-Application Consultation PEI Report. Noise effects that may arise as a result of the Projects construction and operation are considered in detail within volume B4 of the Stage Two PEI Report. One aspect of proposed noise mitigation is the construction of landscaping mounds which will act as visual and acoustic screening. Details of mounding are set out within the LEMP which is detailed within chapter 7 of the MCD as part of Stage Two Pre-Application Consultation materials. Mitigation proposals have been designed to reduce the landscape and visual impacts which will result from the Project. Horizon recognises that the proposals will result in impacts of their own including loss of property and changes to outlook. Horizon appreciates that the landscape is changing as a result of the Wylfa Newydd Project and has undertaken an assessment on the effects of the Project on views and visual amenity in volume B11 (Landscape and Visual) of the PEI			

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				Report issued at Stage Two Pre-Application Consultation. For information regarding sea views please see response to Response ID 32 (5). The potential for damage to roadside dry stone walls will be addressed caused by heavy vehicular traffic will be addressed in the EIA. Regarding the change to property values, see response to Response ID 72 (5).			
94	N	5	Only that I would like the final land fill to blend with the environment.	Please refer to the response to ID 11 (5) which addresses this issue.			✓
96	N	5	It is better to keep the environment as unspoilt as possible and for the building to suit the environment.	Please refer to the response to ID 71 (5) which addresses this issue.			✓
99	N	5	Our main concerns regard the development area between Cemaes and Wylfa Head. On a personal level, we live [location removed]. We are concerned about how long the works will be, and what changes are going to be made to the area that will create noise, dust, debris, affect our living conditions including our house, our outside living, cars on driveway, and garden etc. We can see the station from our windows, and it does not bother us – in fact this	For further details of the Project proposals please refer to the Stage Two Pre-Application Consultation MCD, particularly chapter 6 which details proposals for the Main Power Station Site, and to chapter 20 which details how local communities are likely to be affected, including at Cemaes. Regarding the potential changes to noise, dust and debris, a PEI Report is available as part of the Stage Two Pre-Application Consultation materials which provides additional information on the potential effects to these issues, among others, as		✓	

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			building we quite like, and I think it is reasonably well blended into the background We understand there are proposals to build this area up with land removed from the actual build site for the new plant. We would prefer this not to be the case, and for the area to remain as is as far as possible.	well as the current proposals for mitigation of effects. Please see response to 93 (5) for further information on noise assessment. An initial air quality assessment has been carried out and included in volume B5 of the PEI Report. This indicates that there are potentially significant adverse effects on human receptors from emissions from plant, machinery and marine vessels and road traffic during construction. However, it is likely that these effects could be reduced once the assessment is complete using the final design information, for which appropriate mitigation can be designed. The LEMP (MCD chapter 7) includes the current proposals for mounding and landscaping across the Wylfa Newydd Development Area, including the location of such mounding. Among other things, these proposals have been designed to mitigate effects of the Project on the environment such as landscape and visual, noise and traffic. A main principle of the LEMP is the efficient use of natural resources, for example by retention of excavated materials on site to provide mitigation through landscape mounding design. This approach avoids the effects that might otherwise be experienced from transporting excavated material off-site and the consequential effects on the road network. Horizon plans to develop a			

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				phased construction sequence to provide early landscape mitigation which will help to screen views and reduce noise effects. In addition, proposed mitigation is set out in in chapter 21 of the Stage Two Pre-Application Consultation MCD. Mitigation proposals have been designed to reduce the landscape and visual impacts which will result from the Project, however Horizon recognises that the proposals will result in impacts of their own including loss of property and changes to outlook. This is considered within volume B11 of the Stage Two PEI Report.			
100	N	5	I'm against all proposals.	National Policy Statements establish that there is an urgent need for new electricity generating capacity, including nuclear. National Policy Statement for Nuclear Power Generation EN-6 makes clear that DCO application for a new nuclear Power Station should be assessed on the basis that "the need for such infrastructure has been demonstrated" and goes on to identify a site at Wylfa Newydd as potentially suitable for a new nuclear power station. As such, Horizon is not consulting on the principle of nuclear power or the suitability of the Wylfa Newydd site for a new nuclear power station as the acceptability of both matters has already been established by the Government.			✓

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101	N	5	If it goes ahead I hope the mounds will hide the building from the roads.	The LEMP included in chapter 7 of the MCD includes the current proposals for mounding and landscaping across the Wylfa Newydd Development Area. This series of drawings includes the current proposals for mounding, landscaping and visual screening associated with the Wylfa Newydd Project. Photomontages of certain viewpoints are also included in Appendix 6 of the PEI Report. The landscape mounding mitigation proposals seek to reduce the potential landscape and visual impacts associated with the Project. The construction of landscape mounding is likely to cause adverse visual effects, however, once complete, landscape mounding west of Afon Cafnan and bordering Cemaes would help to soften views of construction activities from the east and west. Landscape mounding alongside the A5025 would, to some extent, mitigate views of construction activities from Tregele, but would be unlikely to screen views of taller construction elements and cranes. Please refer to volume B11 of the PEI Report for further information.			✓
103	N	5	There should be a restriction on the size of the power station and it should take as little land as possible, and not affect important historical features that exist on the land.	Horizon will be seeking consent for a power station of a scale which is compatible with the environmental context and the Government's objectives for electricity generation. The acceptability of that proposal will ultimately be determined by the Secretary of State for Energy		✓	

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				and Climate Change and the Office for Nuclear Regulation as part of the review of the proposed Wylfa Newydd Project. Further, the current design of the Power Station is based on regulations set forth by the Office for Nuclear Regulation and Horizon will endeavour to reduce the footprint of the development to the minimum size required, returning as much land unneeded for operation of the Power Station to agricultural purposes. Volume B12 of the PEI Report prepared for the Stage Two Pre-Application Consultation materials provides information on the potential effects of the Wylfa Newydd Project as currently designed, including those to historical resources in the area, as well as the current proposals for mitigation of these effects. Significant effects have been identified on archaeology and cultural heritage as a result of construction, operation and decommissioning of the Power Station Site. For archaeological remains, significant effects resulting from the removal of two possible circular enclosures, a feature near an enclosure, a ring ditch, three burnt mounds, a possible settlement site and a medieval field system have been identified. Significant effects resulting from visual and noise intrusion into the setting of historic buildings and Dame Sylvia Crowe's landscaping of the Existing Power Station have been identified. A significant effect on Cestyll Garden has also been identified resulting from the removal of elements of the garden and part of its Essential Setting, and visual and noise intrusion into its			

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				Essential Setting and Significant Views from this heritage asset. Some measures to avoid, reduce or mitigate these effects have already been incorporated into the design of the Project including the input into the design of the structures and mounding in order to avoid the physical effects on setting, the use of appropriate materials and design finishes and landscape planting, screening and retention of planting where possible. Further mitigation measures could include such measures as preservation in situ where possible, undertaking archaeological recording in advance of construction, recording historic buildings and their settings and translocation of samples of significant flora from the kitchen garden in Cestyll Garden.			
104	N	5	We are very concerned about the proposed extensive landscape mounds as shown in fig 13. One of these mounds is shown on your map seems at the back of our property. We have been unable to find out at one of your consultations exactly how near to us this is, and how high it will be and what effect it will have on us. We have asked	It is possible that at the time the information was requested, it may not have been available at the level of detail desired. However, the LEMP included in chapter 7 of the MCD of the Stage Two Pre-Application consultation materials includes the current proposals for landscaping across the Wylfa Newydd Development Area, including the details of the mounding. Since the consultation on the Project Update in January 2016, further design development has been carried out which has resulted in a revision	✓		

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			several people about this but have been unable to find an answer.	to the volume of excavated material and the heights of the new landforms. They are likely to range from 30m AOD to 50m AOD which is within the range of previous options and in scale with the height of existing surrounding drumlins. General mound gradient will be likely to range from 1:6 to 1:10, with the exception of some specific areas of landscape mounds such as those adjacent to Tregele which will be constructed at 1:2 and planted with native trees and shrubs to soften their appearance. A series of drawings is included in chapter 7 of the MCD which shows the phases of the landscape design. In addition, in order to assist in the understanding of the LEMP and its relationship to existing properties, indicative cross sections of the proposed mounding have been prepared. This is also included in chapter 7 of the MCD. The mounding proposed is designed to integrate the Power Station into the landscape whilst reducing potential impacts in terms of landscape and visual amenity.			
105	N	3	Could we suggest that within the plans for landscaping and erecting drumlins in the village of Tregele that an area be made available for use as a nature trail which could include facilities such as picnic tables and wildlife ponds along with	The LEMP included in chapter 7 of the MCD includes the current proposals for landscaping across the Wylfa Newydd Development Area. This includes details of the proposed PRoW. Development of mitigation measures is ongoing however, it is expected that the final landscape proposals will include new features to enhance		✓	

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			the installation of owl boxes and nesting boxes (similar to that already in use at the existing station). Please could we be kept in the loop on developments that affect the height of drumlins and the planting of trees and shrubs.	visitor experience such as picnic tables, benches and interpretation boards. There are also proposals to convert and enhance a selection of sedimentation ponds and drainage channels to provide ecological habitats. There are no proposals at present for the installation of nesting boxes (other than bat boxes) but the LEMP will be designed to enhance the potential biodiversity that the Wylfa Newydd Development Area could support. Your comments are vital to helping us refine and finalise our proposals for the Wylfa Newydd Project, including understanding its effects and identifying appropriate measures to mitigate potentially adverse environmental effects. chapter 20 of the MCD provides details of how you can provide your feedback and become involved in the ongoing engagement activities leading up to the preparation of the application for the DCO and Town and Country Planning Act 1990 (TCPA) applications for Associated Development. As part of this commitment to the communities of Anglesey, Horizon has developed a series of communication routes to share information and provide people with the opportunity to ask questions and share their views and concerns relating to the Wylfa Newydd Project. These			

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				activities form part of the commitment to consultation that is integral to Horizon's engagement with Anglesey communities, which will continue throughout construction and extend into the operational and decommissioning stages: they are set out in table 1.1 of the MCD.			
106	N	6	I think that it is imperative that consideration should be given to maintain the beauty of our countryside and how making drastic changes effects the day to day life of local residents.	Please see response to ID 24 (4) on the landscape and visual effects and ID 42 (1) for information on disruption to local residents.			✓
109	N	5	Hopefully there will be no need to use Cestyll Garden during the excavations.	Cestyll Garden (listed on the Cadw/ICOMOS Register of Parks and Gardens of Special Historic Interest in Wales) lies adjacent to the Power Station Site to the west, with the associated kitchen garden lying within the Wylfa Newydd Development Area. The impact to the garden has been assessed in the PEI Report issued as part of Stage Two Pre-Application Consultation. The Power Station design seeks to minimise land take and avoid impact to Cestyll Garden. Volume B12 of the PEI Report shows that a significant effect on Cestyll Garden (a Grade II Registered Park and Garden) has been identified resulting from the removal of elements of the garden and part of its Essential Setting, and visual and noise intrusion into its Essential Setting and Significant Views from this heritage asset.		✓	

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				Mitigation measures are proposed including the translocation of samples of significant flora from Cestyll Garden kitchen garden, the preparation of a Conservation Statement as a tool to aid the preservation and management of the significance of Cestyll Garden and exploring opportunities for interpretation of Cestyll Garden Registered Historic Park and Garden.			
10000	N	5	Landscaping essential using native materials and tree's etc	The LEMP included in chapter 7 of the MCD issued at the Stage Two Pre-Application Consultation includes the current proposals for landscaping across the Wylfa Newydd Development Area. A key principle of the LEMP is that native species will be used in the design of landscape mitigation proposals. Following Stage Two Pre-Application Consultation feedback, the LEMP will be further refined and the landscape design will be developed including the selection of plant species.		✓	
10001	N	5	Again it seems that all possible steps will be taken to protect local properties from noise etc.	The PEI Report provided as part of the Stage Two Pre-Application Consultation materials includes an assessment of the Project's likely noise and vibration effects on the environment and quality of life enjoyed by individuals and communities (volume B4). Various mitigation measures are recommended within this report. Chapter 21 of the Stage Two Pre-Application Consultation MCD provides a summary of proposed mitigation for the Project.			✓

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10008	N	5	Perhaps the key issue for me as a Cemaes resident. I have grown used to the existing Magnox building but am aware that its dominant appearance on approach to the village from Amlwch is a great deterrent to a lot of visitors. I would not like to see 2 new series of structures appearing in this vista. It would kill the charm of the village entirely. Masking/lowering of levels etc would therefore be my preference but, as I said before, the devil is in the detail.	Material published at Stage Two Pre-Application Consultation provide further details on the proposed layout and appearance of the Power Station Site. Please refer to the MCD for further information, and in particular to Chapters 6 and 7 regarding proposed architecture, appearance, and landscaping (including landscape mounding mitigation, intended to reduce visual impact). Volume B11 of the PEI Report issued at Stage Two Pre-Application Consultation includes an assessment of the landscape and visual effects. This shows that there will be major effects on the local residents at Cemaes from changes to views from construction and a moderate impact during operation. Please also refer to photomontages 2 and 12 in Appendix 6 of the PEI Report. Some measures to address the potential effects on landscape and visual amenity have already been incorporated into the design. These include phased implementation of landscape mounding and woodland planting to soften views, including the early creation of the outer slopes and top of the linear landscape mound on the edge of Cemaes. Additional mitigation measures include architectural treatment of the proposed buildings and structures designed to mitigate adverse visual effects. In addition further consideration will be given to the selection of appropriate materials to		✓	

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				help integrate the new structures into the seascape.			
10015	N	5	Why change something which has been fine for a numorous ammount of decades?	The existing Magnox power station is no longer generating electricity and will ultimately be decommissioned. The UK Government has already consulted on the principle of nuclear power generation in the UK and issued a National Policy Statement for Nuclear Power Generation (NPS EN-6) identifying a site at Wylfa as one of a small number of sites in the UK that the Government considers to be potentially suitable for the deployment of a new nuclear Power Station.		✓	
10017	N	5	I think the landscaping proposals do not give me the choice to refuse the New Nuclear Build in the first place.	The UK Government has already consulted on the principle of nuclear power generation in the UK and issued a National Policy Statement for Nuclear Power Generation (NPS EN-6) identifying a site at Wylfa as one of a small number of sites in the UK that the Government considers to be potentially suitable for the deployment of a new nuclear Power Station. The mitigation measures proposed in the LEMP are designed to reduce potential impacts on landscape and visual amenity.		✓	
10024	N	5	God help the properties between Wylfa and the top of Bethesda Hill.	A LEMP has been prepared to inform the Stage Two Pre-Application Consultation materials. This series of drawings includes the current proposals			✓

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				for mounding, landscaping and visual screening associated with the Wylfa Newydd Project. Furthermore, the PEI Report available at the Stage Two Pre-Application Consultation provides information regarding the likely effects on landscape and visual amenity as a result of the Wylfa Newydd Project and suggested mitigation proposals.			
10025	N	5	We feel that it will be impossible to 'soften the blow' of this massive project. No amount of landscaping will go anywhere near to stopping the noise, dust and the general inconvenience that this project will generate. This is going to have a great impact on 'your nearest neighbours' for many, many years.	Horizon appreciates that the impacts are going to be felt by its nearest neighbours. Please see response to ID 42 (1) for information on the disruption during construction and ID 24 (4) for information on the landscape and visual impact. Please see response to Response ID 10001 (5) regarding the estimated disruption/noise caused by increases in traffic related to the Project.			✓
10035	N	5	The proposal seems in its infancy and when were first shown the 3D visual interpretation the person guiding us through the plans basically said that we would not be able to see the station from our property, he was very wrong. We will and no 3D visual aid will convince me that this will not affect my vision.	The Wylfa Newydd Project has evolved since the Stage One Pre-Application Consultation. The 3D model that was available at the Stage One Pre-Application Consultation events has been updated with the most current plans for development including landscaping, road proposals, etc. The LEMP, including the mounding, will continue to be updated in response to the Stage Two Pre-Application Consultation as well as continued engagement with consultees and the 3D model will be updated accordingly. This model will be available at all future consultation events or Horizon can be contacted to provide an individual viewing.			✓

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10037	N	5	Tree shelter belt on the SW of Cestyll would benefit the garden.	The PEI Report included with the Stage Two Pre-Application Consultation assesses the effect on Cestyll Garden. Volume B11 considers the potential changes in views from the garden and volume B12 considers the physical changes to the archaeology and cultural heritage receptors. Please see response to ID 103 (5) for information on the proposed mitigation at Cestyll Garden. Tree planting is not currently part of the proposed mitigation, however, the translocation of samples of significant flora from Cestyll Garden kitchen garden is proposed.		✓	
10038	N	5	Huge worries about this as we are so close to the site we have a wonderful view of the sea from our house (Wylfa being on the left of us) You have proposed extensive landscape mounds to provide visual screening etc. this is our view from our house mounds of soil? It is far to close to use we will not have any view! This is a huge worry to us this is a view we've had all our lifes!	Horizon understands the concerns which have been raised, particularly by near neighbours. Please see response to ID 24 (4) and 32 (5) regarding the effects to views and response ID 104 (5) regarding the landscape mounds. Please also refer to photomontages in Appendix 6 of the PEI Report. Project proposals currently include the completion of landscape mounding as soon as possible in order to mitigate the extent of the working area at any point in time and to reduce visual effects to nearby properties. Wherever possible, landscaping will be undertaken in the next available planting season to allow for maturity of vegetation as quickly as possible. Temporary		✓	

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				seeding of longer term stockpiles and temporary landscape mounding areas will be undertaken to reduce adverse visual impacts. The mitigation proposals contained within the PEI Report are designed to reduce potential adverse impacts during both construction and operation of the Project.			
10038	N	14	As we are so close to Wylfa we are horrified of the idea of security fencing around us mounds of soil in front of our home as we have a fabulous view also scared what could happen in the area in front of us e.g. development? Also we have walked the headlands from our house for years 20+ will be hard not being able to!	See the response to ID 42 (1) and 32 (5) regarding views and landscaping. The visual impact assessment contained within volume B11 of the PEI Report recognises that security fencing may give rise to adverse visual effects. Measures proposed to address the potential effects on landscape and visual amenity have been incorporated into the design of the Power Station where possible, including retention of existing boundary hedgerows outside the perimeter site fence and Landscape enhancement of existing boundary features to be retained outside the perimeter construction fence around the, including hedgerows, cloddiau, dry stone walls, scrub and trees. For further information on likely impacts to PRoW, please refer to volume B2 of the PEI Report which reports preliminary assessment of the potential effects of the construction, operation and decommissioning activities of the Power Station on public access and recreation. This topic		✓	

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				includes the effect of the Proposed Activities on PRoW (footpaths, bridleways, cycle routes and byways) and other footpaths, including permissive paths. The effects considered take into account physical access as well as the recreational amenity of routes. Horizon has prepared a PRoW Strategy which sets out Horizon's approach to the management of PRoW throughout site preparation and clearance, the construction and operation of the Power Station and the approach to diverting or extinguishing the rights of way that would be affected by the Project. Options for route diversions are in some cases limited by the location of the security fence. In some cases diversions that result in adverse effects cannot be avoided or mitigated due to health and safety and security considerations. Some measures to address the potential effects on public access have already been incorporated into the design of the Project and associated landscape proposals. For construction, these include a diversion of the Wales Coast Path around the construction fence, maintaining access to Wylfa Head throughout construction by retaining the PRoW along the north coast			

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				between Cemaes and Wylfa Head, maintaining access to Porth Wylfa and Porth yr Ogof throughout construction, For operation these include the creation of new PRoW on re-profiled land outside the Power Station Site and consideration of mitigation through landscape mounding. Once the Power Station is operational the Wales Coast Path will be re-routed to a new alignment (consideration of two options ongoing), including a route seaward of the existing Magnox power station and the Wylfa Newydd Power Station. Further details on the PRoW proposals are included in the sequence of LEMP figures in chapter 7 of the MCD.			
10039	N	5	The proposed landscape mounds alone will change the whole outlook of the area especially coming so close to settlements areas e.g. Cemaes / Tregele and surrounding properties.	Horizon understands the concerns which have been raised, particularly by near neighbours. Please see response to ID 24 (4) regarding the effects to views and response ID 104 (5) regarding the landscape mounds. Please also refer to photomontages in Appendix 6 of the PEI Report. A LEMP has been produced in chapter 7 of the MCD issued at Stage Two Pre-Application Consultation. The LEMP includes the current proposals for mounding and landscaping across the Wylfa Newydd Development Area, including the location of such mounding. Among other things, these proposals have been designed to		✓	

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				mitigate effects of the Project on the environment such as landscape and visual, noise and traffic. A main principle of the LEMP is the efficient use of natural resources, for example by retention of excavated materials on site to provide mitigation through landscape mounding design. This approach avoids the effects that might otherwise be experienced from transporting excavated material off-site and the consequential effects on the road network. Horizon plans to develop a phased construction sequence to provide early landscape mitigation which will help to screen views and reduce noise effects. Mitigation proposals have been designed to reduce the landscape and visual impacts which will result from the Project, however Horizon recognises that the proposals will result in impacts of their own including loss of property and changes to outlook. This is considered within volume B11 of the Stage Two Pre-Application Consultation PEI Report.			
10040	N	5	Not enough details.	The Stage One Pre-Application Consultation materials reflected the level of information available at the time of consultation. The design of the Wylfa Newydd Project has progressed since then and the updated design was used to inform the Stage Two Pre-Application Consultation. As design of the Project continues to progress,			✓

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				Horizon will update documents accordingly and share with the public and relevant consultees.			
10041	N	5	The new power station should be screened all round, to fit in with the landscape.	Please refer to the Stage Two Pre-Application Consultation MCD for further information on proposed screening and landscaping, and to Chapters 6 and 7 in particular.			✓
10042	N	5	Disappointing to see the Wales Coast Path proposed route. At the moment it goes past Cestyll Gardens and is a beautiful route. It would be a shame to see it come out to the road at Tregele and avoid the small piece of headland leading to Cestyll and Cestyll itself.	Please see response to Response ID 16 (5) regarding the changes to the Wales Coastal Path. Both proposed options for the permanent diversion to the Wales Coast Path pass Cestyll Garden, however the inland option does also include a direct route, bypassing the Garden. For further information on Cestyll Garden please see response to Response ID 109 (5).			✓
10050	N	5	As we currently have lovely open views from the house and garden across the fields we are concerned that the proposed mounds and trees will destroy this.	Horizon understands the concerns which have been raised, particularly by near neighbours. Please see response to ID 24 (4) regarding the effects to views and response ID 104 (5) regarding the landscape mounds.		✓	
10051	N	5	Terrible, another scar across our island. Go and scar somewhere else. Shameful.	The UK Government has already consulted on the principle of nuclear power generation in the UK and issued a National Policy Statement for Nuclear Power Generation (NPS EN-6) identifying a site at Wylfa as one of a small number of sites in the UK that the UK Government considers to be potentially suitable for the deployment of a new nuclear Power Station.			✓

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				The mitigation measures proposed in the LEMP are designed to reduce potential impacts on landscape and visual amenity.			
10054	N	5	The landscaping proposals look good and effective in screening the main site, yet blending in with the surrounding area.	Thank you for your response. Your comment is noted.			✓
10057	N	5	Unfortunate to lose Cemlyn Road as this is a favoured cycling route. The plans for the landscape are welcome, although it is doubtful whether the whole complex can be hidden from view.	Volume 11 of the PEI Report (Landscape and Visual) acknowledges that, even with the mitigation in place there will be residual visual impacts. However the mitigation measures will assist in reducing the impacts as far as possible. The LEMP which was updated to inform the Stage Two Pre-Application Consultation materials includes a series of drawings illustrating the current proposals for mounding, landscaping and planting as well as the diversion of the Copper Trail. The LEMP includes the current proposals for mounding and landscaping across the Wylfa Newydd Development Area, including the location of such mounding. Among other things, these proposals have been designed to mitigate effects of the Project on the environment such as landscape and visual, noise and traffic. The Copper Trail, part of the National Cycle Network (Route 566), passes through the Wylfa Newydd Development Area along Cemlyn Road. The Project proposes to divert the route along Nanner Road to make sure that a continuous			✓

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				cycle route remains upon completion of the Project, while avoiding the A5025 as much as possible. Highway improvements to Nanner Road will be undertaken prior to the closure of Cemlyn Road.			
10058	N	5	This will have a huge effect on us personally. Behind our house it appears we are going to have large mounds of spoil (drumlins) which will ruin the view that we have now and one of the reasons we moved here. We are also very concerned about the noise, dust and pollution that their construction may produce.	Thank you for your comment. Please see the response to ID 42 (1). Besides affecting views, construction of landscape mounds also has the potential to give rise to noise and dust. However, this would be controlled through a CEMP, which would enforce tried and tested measures including the use of dust control and monitoring, low noise and vibration machinery, and limiting of construction working hours.			✓
10069	Y	5	It is anticipated that construction works will continue for nine years. The indicative landscape proposal will fundamentally and permanently change the setting and context of land in Trust ownership. Neither height details nor planting proposal details are available at this stage. The scheme will have implications for the setting of a number of listed buildings in Trust ownership including Felin Gafnan and Cafnan Mill. The structural integrity of the listed mill and listed buildings at Felin Gafnan would need baseline surveys which have not been	The PEI Report issued at Stage Two Pre-Application Consultation includes and assessment of the effect to National Trust land, as well as to Cestyll Garden. This assessment indicates that there will be some loss of amenity of the National Trust land during construction, related to an increase in noise and dust from construction activities. In addition, construction of the MOLF and breakwaters will be visible from areas of the National Trust Land which will reduce the visual amenity of this area. Measures to mitigate these effects have been included in the design of the Project, where possible. During construction, effects on amenity will be mitigated through		✓	

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			undertaken. Works in this area would also impact on Cestyll Gardens a registered park garden landscape, but not in Trust ownership. The landscaping scheme may have implications for chough foraging areas due to the changes in land use. No detailed information is available at this stage and thus no comment on the issue can be made. It is noted that discussions have been ongoing in relation to an overarching Landscape and Biodiversity Masterplan. Support is given for the implementation of an overarching Masterplan to incorporate mitigation and compensation measures. Support is also given for an overarching Environmental Management Plan for the development which should include site monitoring. We suggest that both documents are brought together as a single Mitigation & Monitoring Agreement (MMA). No details on specifics are available at the current time.	measures to reduce noise, air pollution and landscape and visual amenity. The LEMP included in chapter 7 of the MCD issued at Stage Two Pre-Application Consultation includes the current proposals for landscaping across the Wylfa Newydd Development Area. Since consultation on the Project Update in January 2016, further design development has been carried out for technical and environmental reasons and has resulted in a refinement to levels needed for the platform of the UK ABWRs which has resulted in a revision to the volume to excavated material and the heights of the new landform. Mounds across the Wylfa Newydd Development Area are likely to range from 30m AOD to 50m AOD which is within the range of previous options and in scale with the height of existing surrounding drumlins. General mound gradient will be likely to range from 1:6 to 1:10, with the exception of some specific areas of landscape mounds such as those adjacent to Tregele which will be constructed at 1:2 and planted with native trees and shrubs to soften their appearance. Following Stage Two Pre-Application Consultation feedback, the LEMP will be further refined. The landscape design will be developed including selection of plant species, design of field			

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				boundaries and the detailed design of the mounds. Horizon will also develop proposals for the potential return of land to agricultural use in conjunction with habitat creation measures. Volume B12 of the PEI Report assesses the effect on archaeology and cultural heritage. This shows that there are significant effects anticipated resulting from visual and noise intrusion into the setting of historic buildings including Felin Gafnan Corn Mill and Cafnan House. As a result of the position of these buildings within the landscape it is not possible to mitigate these effects. Please see response to ID 103 (5) for information on the proposed mitigation at Cestyll Garden. Volume B8 of the PEI Report includes an assessment on terrestrial and freshwater ecology. This indicates that breeding birds including chough may be at risk of mortality or injury during vegetation clearance, topsoil clearance, and building demolition. The assessment also considers the impact of habitat loss and disturbance during construction on chough. The Landscape and Biodiversity Masterplan was renamed the Landscape and Environmental Masterplan (LEMP) which was considered to better reflect the wider environmental issues it covered. Adherence to ecological mitigation would be monitored via Ecological Compliance Audits,			

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				which would be managed through the Environmental Management Plan (EMP), throughout the construction, operation and decommissioning phases. Please refer to volume B8 of the Stage Two PEI Report for further information.			
10089	N	5	The proposals to redistribute excavated material resulting from levelling the power station site by creating artificial drumlins will reduce the need to export materials and create a visual barrier between the power station and Tregele and Cemaes Bay. Sensitive planting with trees and hedges and replication of the previous landscape is welcomed. It would be helpful if there could be reassurance on the effectiveness of this landscaping in mitigating noise. We are concerned that the creation of mounds will change the landscape and as proposed adversely affect some viewpoints permanently. We question whether this mounding concept requires to be established east of the Trer Gof SSSI. There are current concerns regarding drainage especially near to and within the cemetery and	See response to ID 40 (5) regarding the landscape mound proposals and ID 10001 (5) regarding noise assessment and mitigation. Proposed mounding is intended to reduce visual and acoustic impact and the need for offsite transport of waste material. Please refer to the Stage Two Pre-Application Consultation MCD (particularly chapter 7) and to the PEI Report for further information on the proposed LEMP, the assessment of effects, and proposed mitigation Response ID 24 (4) provides information regarding visual impacts. Mounding is planned to the east of the Tre'r Gof SSSI to mitigate the visual impacts from the Power Station on the village of Cemaes. There will be no physical encroachment on the Tre'r Gof SSSI and associated vegetation. Please refer to volume B11 of the PEI Report for further information. Please see response to ID 77 (5) on drainage.			✓

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			whether this will be exacerbated by landscaping.				
10090	N	5	From the “fly by’s” shown at your exhibitions, it appears that your proposed landscaping should help hide and blend the new station into the landscape. Looks good!	Thank you for your response. Your comment is noted.			✓
10091	N	5	The whole perimeter should be planted with indigenous species. Perimeter walls should use local design and materials.	Horizon has undertaken a large amount of work to progress the proposals in an effort to provide sufficient detail to key consultees and the public. The updated LEMP proposals, which included the proposals for mounding and landscaping across the Wylfa Newydd Development Area, were included in chapter 7 of the MCD as part of Stage Two Pre-Application Consultation. A guiding principle of the LEMP is to create the permanent landscape setting for the Power Station, with mounding created to blend the development into the existing drumlin landscape. The LEMP indicates current landscaping proposals and replanting. These include the use of native species wherever appropriate. Please refer to the MCD for further information regarding proposed architecture, particularly chapter 6, subsection ‘Appearance of the Wylfa Newydd Project permanent Buildings’.			✓
10094	N	5	Why cannot re-alignment of the Anglesey Coastal Path, also part of	Please see response to Response ID 16 (5) which addresses this issue.			✓

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			the Wales Coastal Path, take in an approach to Cestyll Garden?	Both options under consideration for the permanent diversion to the Wales Coast Path pass Cestyll Garden, however the inland option does also include a direct route, bypassing Cestyll Garden.			
10099	N	5	It seems that despite the vastness of the proposed project (question 4 answer) the landscape proposal seems well thought out and fair.	Thank you for your response. Your comment is noted.			✓
10111	N	5	Why change something which has been fine for a numorous ammount of decades?	Please see response to Response ID 10015 (5) which addresses this issue.			✓
10112	N	5	This massive construction will have a huge impact on the residents of Tregele, no amount of landscaping will stop dust and noise and the inconvenience of many years. Myself and my two children are asthmatic and sensitive to dust and pollution, I dread to think what this is going to do to our health. The offer of double glazing will be of no use, when windows are open through the summer. We are used to fresh air!	Horizon understands the concerns which have been raised, particularly by near neighbours. Chapter 20 of the MCD issued at Stage Two Pre-Application Consultation includes a summary of effects during construction and operation on residents of Tregele. Air quality and noise levels for residents close to the A5025 could be affected by the increase in traffic along this road. Measures to alleviate traffic problems include the use of the MOLF to allow freight to be imported by sea directly to the Power Station Site, a logistics centre to consolidate lorry loads and reduce traffic, a park and ride facility and additional bus services to transport workers			✓

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				as well as improvements to the A5025. A Traffic Management Plan will be produced which will help reduce the possible adverse effects, In addition, the Power Station Access Road, which joins the A5025 south of Tregele, will be constructed as soon as practicable within the Main Construction stage to reduce construction traffic passing through Tregele. There is also potential for noise and dust impacts on properties on the western edge of Tregele. Construction noise and dust will be controlled through a Construction Environmental Management Plan which will enforce tried and tested measures including the use of dust control and monitoring, low noise and vibration machinery and limiting construction working hours. Residents to the western edge of Tregele will benefit from the proposed landscape mound which will provide important visual screening for properties from the Power Station Site. The Health Impact Assessment Interim Report issued as part of the Stage Two Pre-Application Consultation further assessed the effects of the Project, including air quality and noise, on health. The initial assessment has shown that there is a predicted exceedance of a statutory air quality objective for nitrogen dioxide at one property in Tregele for one of the assessed scenarios during the construction stage. Although not yet assessed as part of the HIA, additional mitigation has been			

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				proposed to avoid the effects of exceeding air quality limits or reducing them to non-significant levels. Horizon is assessing this issue in the next stage of the HIA. Levels of fine dust particles are expected to be within UK statutory thresholds when appropriate mitigation is in place. Occasional weather conditions may coincide with construction activates to generate high levels of dust. This will cause annoyance and for people with existing poor health, higher levels of dust in the air could worsen some conditions Volume B5 of the PEI Report contains further information on the mitigation which will be included in the Air Quality Management Plan and Code of Construction Practice. Additional mitigation includes re-vegetating stock piles or exposed areas to prevent wind whipping or using alternative methods; use of hard surfaces for haul roads and damp down and clean regularly; reduce the height that material is dropped from, regular cleaning of spillages and wheels and sheeting of lorries. There will also be dust and air quality monitoring procedures in place and surveys and inspections of the site and works. This will include action plans that can be implemented in the event that monitoring is above the trigger values and			

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				contingency plans for weather conditions. There will also be methods for liaising with the local community, the Isle of Anglesey County Council (IACC) and NRW.			
10113	N	5	You seem to need a lot more land in order to hide the power station than you do to build it.	Wylfa Newydd Development Area is the indicative areas of land and sea, including the Power Station Site, the Wylfa NPS Site and the surrounding areas that would be used for the construction and operation of the Power Station. This area is representative of the maximum area extending around the Power Station Site that would be directly affected by Power Station Main Construction activities and used to form the setting and features (including landscape setting) of the operational Power Station. See response to Response ID 49 (5). The extent of land required is driven by the phasing of the Project as well as the final configuration.			✓
10117	N	5	Tourism is important to Llanbadrig – it was noted that Anglesey is the most dependent county in the UK (on the income from tourism). As such it was felt that there was not sufficient detail in the information given to date as to how the landscaping would mitigate the disturbances caused by the construction work, and also how the industry would be protected for future generations.	Please see response to ID 24 (14) for information on the effect on tourism. Please see response to ID 49 (5) for details of the landscaping proposals and response to ID 24 (4) for information on the effect on the landscape and visual receptors. Focused technical work has resulted in the development of a common approach and understanding between Horizon and IACC. Officers regarding the appropriate definition of community benefits in respect of the Wylfa Newydd Project. These include both Statutory			✓

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			Members were concerned as to how, and where 10 million tonnes of soil would be landscaped, and the effect it will have on the area e.g. rivers, sea, emphasis drainage issues already experienced in parts of the village such as the cemetery etc. Members were also concerned about the effect that the moving of this soil will have on the tourism industry both short and long term. It is understood that there is a government subsidy/tax in relation to the soil that is to be moved. If so, will Llanbadrig be seeing any of it in terms of community benefit and improvements? After all it is the residents of Tregele and Cemaes who will be most affected by its moving? (noise, lights, dust, working 24/7, traffic). More information is required on Horizon's plans to mitigate the effects of the new build on the immediate surroundings.	Community Benefits and Voluntary Community Benefits. Statutory Community Benefits are those that will be required to make any development proposed as part of the Wylfa Newydd Project acceptable in planning terms and secured through agreements under section 106 of the Town and Country Planning Act 1990, or related provisions under the Planning Act 2008 in respect of the DCO application. These are likely to relate to the additional mitigation of adverse effects predicted as likely to arise from the Wylfa Newydd Project that cannot be mitigated through design. These must be necessary to make the development acceptable in planning terns, directly related to the development and fairly and reasonably related in scale and kind to the development. Changes in the law and/or to government policy in the future may also increase or change the extent of Inherent Community Benefits. For example, enabling the redirection of business rates from central government to local authorities and communities hosting new nuclear power stations, which has been discussed as part of the Government's business rates review, and could provide significant community benefit.			

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				Horizon has been doing a lot of work to identify the likely environmental effects of the Power Station and Associated Development. These effects are detailed in the PEI Report issued at Stage Two Pre-Application Consultation. This also includes details of the embedded mitigation which already forms part of the Project design as well as additional mitigation that is proposed to reduce effects.			
10118	N	5	Yes, I'm not happy with the outcome of putting all the soil, close to my building. Plus I bought the property for the view's, and when people come to stay in my bed and breakfast, all they will see is mounds of soil.	Horizon appreciates that the landscape would change as a result of the development and has undertaken an assessment on the effects on views and visual amenity in volume B11 of the PEI Report. Current proposals for mounding and landscaping associated with the Wylfa Newydd Project have been designed to mitigate the landscape and visual impacts which will result from the Project. The proposed landscaping will also allow the reuse of spoil material resulting from construction within the Power Station Site, reducing environmental effects elsewhere, particularly those associated with the transport of material. The landscape and visual assessment to date has identified that there will be a significant adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction. Once construction has been completed, during operation of the Power Station, an adverse effect on landscape character is expected to remain, although it will be mitigated to some extent by landscape restoration of those			✓

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				parts of the Wylfa Newydd Development Area not required for operational purposes. Work is continuing to reduce and mitigate the landscape and visual effects and the LEMP continues to be refined. Please refer to chapter 7 of the MCD for further information.			
10121	N	5	I like the sound of landscaping to reduce the visual impact of the station. However a large bank opposite our property would probably be worse as this will block our views. I would like to have seen the possible views of these banks using the 3D modeling during this consultation before I can really comment on it. This is such a massive part to the project and will effect us greatly.	Please see response to ID 10118 (5). 3D views of the revised landscape proposals will be available during the Stage Two Pre-Application Consultation and afterwards as the design continues to develop.			✓
10126	N	5	Awesome!	Thank you for your response. Your comment is noted.			✓
10127	N	5	Current site allows continual access to coastal path, which needs to be maintained after the build and during the development/building work. The coastal path is a major draw for tourism, particularly out of season	See response to Response ID 16 (5). The Wales Coast Path will be diverted and will remain open at all times through construction and operation. Two options for the diversion are being considered by Horizon and relevant stakeholders.			✓

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			and is used for nationally publicised events such as the 'Ring of Fire' race and many charity walks etc.				
10129	N	5	I think it is a pity that the proposed development site extends to the East of the A5025 near Tregele. The impact of this environmentally, together with the traffic lights it will no doubt require, will alter this rural area more than you might recognise. An embankment with trees is desirable feature for screening, but trees grow very slowly in this windy place.	It is no longer proposed that the Project should extend to the east of the A5025. The Wylfa Gateway Complex is no longer proposed. The visitor centre that this complex would have held has been moved. Please refer to chapter 8 of the Stage Two Pre-Application Consultation MCD for further information on the proposed visitor centre. There is a single exception regarding development to the east of the A5025, namely the Replacement Alternative Emergency Control Centre and District Survey Laboratory (AECC/DSL) for the Existing Power Station (on behalf of Magnox Limited), which This site was granted planning permission in June 2016 under the Town and Country Planning Act (TCPA). This application included an environmental report supported by appendices with detailed impact assessments.	✓		
10131	N	5	Excellent.	Thank you for your response. Your comment is noted.			✓
10133	N	5	Difficult to assess as was presented recently and is not finalised. Surprised at the scale of the earthworks. Close encroachment to Cemaes is of concern – not clear why	Horizon has undertaken a large amount of work to progress the proposals in an effort to provide sufficient detail to key stakeholders and the public. The updated LEMP proposals, which included the proposals for mounding and landscaping across the Wylfa Newydd Development Area, were			✓

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			necessary (was not so extensive for original power station), not clear whether for safety or cosmetics. Will be a barrier to west boundary of Cemaes unless received assurance that public access will be restored. Routeing the coastal path along the coast instead of inland would be good if associated security issues could be overcome.	included in chapter 7 of the MCD as part of Stage Two Pre-Application Consultation. A guiding principle of the LEMP is to create the permanent landscape setting for the Power Station, with mounding created to blend the development into the existing drumlin landscape. Additionally, the mounding is meant to provide mitigation for potential noise and visual effects to the neighbouring communities of Cemaes and Tregele. This is the rationale behind the mounding near to Cemaes. It is intended that this mounding will be planted as early as possible in the programme to allow for the greatest amount of time for it to mature before construction of the Power Station. Another of the guiding principles of the LEMP is for the provision of a network of footpaths to replace existing routes that need to be closed or diverted to facilitate construction of the Power Station. The proposed PRoW are shown on the LEMP drawings in chapter 7 of the MCD published as part of the Stage Two Pre-Application Consultation. Please see response ID 16 (5) for further information on the Wales Coast Path diversion.			
10134	N	5	The proposals to redistribute excavated material resulting from	Proposed mounding is intended to reduce visual impact and the need for offsite transport of waste			✓

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			levelling the power station site by creating artificial drumlins will reduce the need to export materials and should go some way to reduce the visual impact of the large buildings.	material. Please refer to the MCD (chapter 7) and to the PEI Report for further information on the proposed LEMP, the assessment of effects, and proposed mitigation. Both reports are available as part of the Stage Two Pre-Application Consultation materials.			
10135	N	5	Due to Cestyll Garden's historical importance i.e. with [name removed] also local interest and fundraising opening potential i.e. [named removed] annual opening in May. It would be appreciated to have tree screening around the boundary of Wylfa Newydd site with Cestyll Garden (MDA site) planted as soon as practical to allow growth during the site preparation period, this would allow a degree of privacy to the gardens.	The PEI Report issued as part of Stage Two Pre-Application Consultation includes an assessment of the archaeology and cultural heritage in volume B12. This indicates that during construction, views within the registered Cestyll Garden are well enclosed by the small scale valley landform and mature planting. However, there will be a major adverse visual effect for visitors to Cestyll Garden, caused by construction of the temporary causeway and the southern end of the permanent breakwater obstructing the designated Significant View from the garden outwards over Porth-y-pistyll bay. Significant Views contribute to the significance of heritage assets by being an integral part of the experience of that asset. The area to the east of Cestyll Gardens is proposed as a laydown or construction area. During operation, views within the registered Cestyll Garden will remain substantially enclosed, excluding views of new buildings and structures. The major adverse effect on the designated Significant View from the garden toward Porth-y-pistyll bay during construction will be reduced		✓	

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				upon removal of the temporary causeway and restoration of the shoreline. However, the proposed permanent off-shore breakwater will continue to obscure the view from the garden and the visual effect will remain moderate adverse. Please also see responses to ID 49 (5) regarding the LEMP and the sequential approach to landscaping. This shows that landscaping around Cestyll Gardens will not be provided until the final stage.			
10158	Y	5	The extensive landscaping proposals will destroy chough feeding areas. This is through the direct loss of existing chough foraging areas (e.g. grazed coastal fields) within the footprint of the Wylfa Newydd Development Area, and indirect loss through tree planting/woodland creation which would not be suitable for chough as they require open grazed areas to forage.	Volume B8 of the PEI Report issued at Stage Two Pre-Application Consultation includes an assessment on terrestrial and freshwater ecology. This indicates that loss of habitat and disturbance during construction may have a moderate adverse effect to bird receptors, including chough. Mitigation measures to address the potential effects on terrestrial and freshwater ecology have been incorporated into the design of the Power Station. These include the LEMP which has been designed to enhance the potential biodiversity that the Wylfa Newydd Development could support. Areas of habitat will be recreated as soon as practically possible to reduce the areas of habitat loss.			✓

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10171	N	5	It is absolutely essential that these key considerations are observed. It is the “local landscape” and “traditional character of Anglesey” which make the north coast of this island so cherished by holiday makers and the leisure industry generally, and of course residents. It is important to use typical vegetation and hedgerows, flora and fauna in re-landscaping the area, and to ensure that the planting and placing of the drumlins is environmentally sympathetic. I am concerned that the landscaping necessary to provide visual and noise screening would also obscure some of the panoramic sea views enjoyed along the A5025 and in particular by close residents to the site. I hope that this challenge can be recognised and overcome.	Please see response to ID 11 (5) for information on adverse impacts to existing natural features. Please see response to Response ID 24 (14) regarding the effects on tourism. On completion of construction, a natural landscape appearance to the much of the Wylfa Newydd Development Area will be restored, helping to integrate the Power Station into the formal landscape setting. A key principle of the LEMP is that native species will be used in the design of landscape mitigation proposals. Following Stage Two Pre-Application Consultation feedback, the LEMP will be further refined and the landscape design will be developed including the selection of plant species. In order to respect the character of the existing landscape, planting trees and hedgerows characteristic of the area will be undertaken wherever possible. Woodland planting would be designed to supplement screening provided by landscape mounds to address consultation requests, whilst at the same time balancing the extent of tree planting with the relatively open character of the surrounding landscape. The planting palette will comprise a range of native species of local provenance. Sycamore and chestnut are unlikely to be used as they are not native to the area and ash is unlikely to be used due to the risk of ash dieback disease.			✓

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				Further information on planting can be found in chapter 7 of the MCD and the Draft Masterplan for the Power Station Site published as part of the Stage Two Pre-Application Consultation. Please see response to ID 10118 (5) for information on landscape and visual impacts and Response ID 32 (5) regarding sea views.			
10172	N	5	It is good that this matter appears to receive serious thought and careful attention.	Thank you for your response. Your comment is noted.			✓
10174	N	3	Hope the promises regarding 'screening' are adhered to and that no damage will be caused to the natural environment.	The PEI Report available as part of the Stage Two Pre-Application Consultation materials provides information regarding the likely effects to the environment and suggested mitigation proposals. For further information regarding the proposed screening please see responses to Response IDs 10175 (5) and 10180 (5).			✓
10174	N	5	Seems suitable if it is adhered to.	Thank you for your response. Your comment is noted.			✓
10175	Y	5	The landscaping philosophy used for the first power station should be applied, i.e. soften the visual Impact, and shield adjacent residential areas.	Thank you for your response. Please see response to ID 24 (4) for information on visual impacts and landscape and response to ID 49 (5) for further information on the LEMP. In addition, photomontages are included in Appendix 6 of the PEI Report issued at Stage Two Pre-Application			✓

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			The drawings supplied on the documentation make it difficult to evaluate / visualise the final build.	Consultation which provide further visualisation of the proposed development and landforms.			
10176	Y	5	It would seem from the interactive computer display seen at the Amlwch Memorial Hall, that the landscape proposals are very good and that Wylfa Newydd will be less intrusive on the landscape than the existing Wylfa.	Thank you for your response. Your comment is noted.			✓
10177	Y	5	The Wylfa NNB aspires to create a "world-renowned centre of excellence" – the Landscape and Biodiversity Master Plan should have similar aspirations. This aspiration is supported by Guiding Principle 26 of the SPG with its references to green infrastructure and habitat creation. The Project presents a unique opportunity for habitat creation and developing green infrastructure. We strongly recommend that these opportunities are pursued and that any landscape proposals acknowledge the wider benefits and ecosystem services that could be provided by a biodiverse landscape (see also comments on question 13). Such a landscape would look different to the predominantly agricultural landscape of the current	The LEMP principles are presented in chapter 7 of the MCD that was published as part of the Stage Two Pre-Application Consultation. One of these principles is the retention and enhancement of existing woodland, scrub, hedgerows and grassland habitats where possible. In response to previous consultation comments Horizon is proposing a diverse mix of habitats within the overall context of the existing environment in order to encourage wildlife and plant species. Further work will be to develop the landscape design including selection of plant species as well as development of the range and location of wildlife habitats to be provided and how these interconnect across the Wylfa Newydd Development Area. Upon completion of the construction of the Power Station, Horizon intends to return as much land as possible to agricultural uses.			✓

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			situation. We would therefore also disagree with the draft principles of paragraph 19.37 (and paragraph 8.7 of the Consultation Document) i.e. that landscape proposals reflect the existing landscape character. The Main Construction Stage may also provide opportunities linked to landscaping work for the provision of albeit temporary habitat to benefit some key biodiversity species e.g. Skylark, Lapwing, Hare.	Volume B8 of the PEI Report includes assesses the potential effects of the Power Station Development on terrestrial and freshwater ecology and to identify ways of reducing effects where possible. This includes the replacement of areas of habitats as soon as practically possible thereby reducing the periods of habitat loss.			
10177	Y	13	One of our key concerns is to secure the long term future of Cemlyn as an internationally important nature reserve. As described elsewhere, a full range of mitigation, compensation and enhancement measures should be employed to ensure this. The lack of detail on a wide variety of the Project proposals at the current time prevents the development of these measures. We would like to emphasise the inter-related nature of the wildlife features at Cemlyn - the lagoon depends on the shingle ridge; the	Further details of Project proposals were provided with materials published as part of the Stage Two consultation process. For details of proposals in the vicinity to Cemlyn, please refer in particular to chapter 20 of the MCD, sub section 'Cemlyn Bay'. The Stage Two PEI Report provides preliminary assessment of environmental effects and recommends mitigation where appropriate. For information on proposed ecological mitigation, please refer in particular to volume B8. The effect of the Project on tourism is also assessed within the PEI Report. Please refer to volume B1 in particular.			

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			success of the tern colony depends to a large extent upon both and a secure food supply from the local marine environment. The wildlife of Cemlyn underpins its success as a key destination for visitors. We are concerned that in the long term we could see a decline in visitors as a result of a perceived negative impact of the Wylfa NNB on landscape and wildlife but also access. In addition to the above, another key long term legacy benefit is to ensure that Cemlyn remains one of Anglesey's tourism gems. Any perceived negative impact may be partly offset by an improvement in the facilities available at Cemlyn. This could include the car parks (and additionally link to increasing the resilience of the shingle ridge in the light of climate change; the Wildlife Trust and other agencies have been involved in discussions on this matter). Such work should be considered as part of the improvements to the Nanner Road and as mitigation for the loss of the Cemlyn Road access route. In addition there is currently a unique opportunity to provide an	A comprehensive LEMP has been prepared for the Wylfa Newydd Development Area. Seascape context is also considered, and for the purposes of this LEMP, landscape should be taken to include seascape. The key objectives of the LEMP are to: • mitigate the likely adverse environmental effects of the Power Station; • integrate the Power Station into the existing landscape context; • deliver coordinated and multi-purpose environmental enhancements; and • provide a high quality green infrastructure setting for operation of the Power Station. Please refer to chapter 7 of the MCD for more information. A Visitor and Media Reception Centre is proposed as one of a number of development associated with the Project. This facility will be used to inform the public about Horizon, nuclear energy and the Wylfa Newydd Power Station and to provide information about how it is operated and managed. The Centre will host exhibitions, conferences and educational events. Please refer to chapter 8 of the Stage Two Pre-Application Consultation MCD for further information. Since the Stage One Pre-Application Consultation process, Horizon has held a number of meetings with the following organisations: the IACC, NRW, Cadw (Welsh Heritage), Welsh Government,			

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			additional facility at Cemlyn that would truly enhance the visitor experience. We have already discussed with Horizon's representatives an outline idea for the use of either the Bryn Aber property or the associated buildings known as the "coalsheds". This could link in with the provision of information on energy, environmental education and awareness raising, facilities for our Tern Colony wardens and other opportunities. We would welcome the opportunity to discuss these ideas further and are keen to play a lead role in their development. Any proposal for Cemlyn could link with the proposed new Wylfa Visitor Centre and we are keen to continue discussions around environmental education provision. As described above the development of the Landscape and Biodiversity Master Plan provides an opportunity to create a landscape-scale setting for the Wylfa NNB that truly enhances the wildlife of the whole area, and follows the Living Landscape and	Office for Nuclear Regulation, Gwynedd Archaeological Planning Service, Gwynedd Council, Joint Planning Policy Unit, National Trust, North Wales Wildlife Trust and Royal Society for the Protection of Birds. Through these meetings, Horizon has been able to discuss the potential effects of the Power Station Development on terrestrial and freshwater ecology and the possible ways of mitigating the adverse effects. Please refer to volume B8 of the PEI Report for further information.			

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			Living Sea principles of The Wildlife Trusts. Such an aspiration is supported by the Wylfa SPG developed by Anglesey Council. We have outlined some possibilities above but we would welcome the opportunity to discuss these ideas further and are keen to play a lead role in their development. Link to future landscape proposals, we have started discussions with Horizon to create a local tree nursery to supply a wide variety of native species (as referred to in paragraph 11.7 of the Consultation Document). This plan was borne of a mutually identified need. This approach should be extended beyond the Development Area to supporting the enhancement and long term management of a range of wildlife sites (both statutory and non-statutory) across the island. We have already discussed with Horizon's representatives ideas on how this could work on the ground and this has led to the provision of financial support for the [name removed]. We would welcome the opportunity to discuss these ideas further.				

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			This approach should also be applied to all Associated Developments and Enabling Works. We have outlined some potential ideas above.				
10180	Y	5	Some concern in relation to the 10 million tonnes of soil would be landscaped, disruption of moving this soil?	Proposed mounding is intended to reduce visual impact and the need for offsite transport of waste material. Please refer to the MCD (particularly chapter 7) and to the Stage Two PEI Report for further information on the proposed LEMP, the assessment of effects, and proposed mitigation. Both reports are available as part of the Stage Two Pre-Application Consultation materials. Besides affecting views, construction of landscape mounds also has the potential to give rise to noise and dust. These impacts are assessed and mitigation recommended within the PEI Report published as part of the Stage Two Pre-Application Consultation. Such effects would be controlled through a CEMP, which would enforce tried and tested measures including the use of dust control and monitoring, low noise and vibration machinery, and limiting of construction working hours.		✓	
10186	N	5	The Dame Sylvia Crowe mounds are generally seen as successful mitigation factors of the visual effect of the existing plant. Using a similar approach towards landscaping is a	See response to Response ID 42 (5), ID 49 (5) and ID 10035 (5). For more information concerning mounds looming over residential areas, please refer to the MCD			✓

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			welcome move. I would suggest looking at the original proposals of Dame Sylvia Crowe (e.g. tree planting, etc.) in developing the Landscape and Biodiversity Masterplan. Some local residents, especially in Tregele and on the western side of Cemaes, are worried about the new mounds looming over their homes. I would suggest providing more information, including visual images, specifically with regards to the neighbouring residential areas of the site. The 'Landscape and Visual Wireline Photomontages' (PEI Report Volume 2., 19.1-19.6) are pictured with a broad perspective. Similarly, aerial images give a good impression about the overall development, but do not necessarily provide the perspective locals and residents will experience. I would suggest providing more 'zoomed in', indicative pictures in the future, to give a more realistic impression about the scale of the development and the change in the landscape. The draft principles for the Landscape and Biodiversity	(chapter 7) of the Stage Two Pre-Application Consultation which presents the LEMP. Included in this chapter are figures showing indicative cross sections of proposed mounding at Tregele. Please refer to volume B12 of the Stage Two PEI Report, which presents an assessment of the potential effects on archaeology and cultural heritage, both land-based (terrestrial) and underwater (marine), resulting from the construction, operation and decommissioning of the Power Station Development. This topic covers: • archaeological remains – these are the material remains of human activity from the earliest periods of human evolution to the present, which may be buried traces of human activities, or moveable artefacts and includes marine archaeological remains; • historic buildings – these are architectural or designed or other structures with a significant historic value, which may include structures that have no aesthetic appeal or structures not usually thought of as ‘buildings’ such as milestones or bridges; and • historic landscape – the current landscape, the character of which is the result of the action and interaction of natural and human factors. It includes evidence of past human activities which are a significant part of the historic landscape and may derive from both archaeological remains and historic buildings within it. For the purposes of			

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			Masterplan sound sensible. I would add to the section on cultural heritage to enhance and mitigate the effects upon not only listed, or otherwise statutorily protected, features, but also features important to the local cultural landscape.	assessment, the historic landscape is divided into a number of Historic Landscape Types (HLT). Archaeological remains, historic buildings, marine archaeological remains and HLT are referred to as 'heritage assets'. Heritage assets are defined by the Overarching National Policy Statement for Energy (NPS EN-1) as "Those elements of the historic environment that hold value to this and future generations because of their historic, archaeological, architectural or artistic interest".			
10188	N	5	The company's plans for landscaping are a complete waste of good agricultural land that would be much more useful for producing food rather than for planting trees. I have concerns regarding the possible option for the new alignment of the Wales Coastal Path. This is a very popular route with tourists. The company shows a total lack of consideration towards its neighbours, with the scheme. Why is the 'possible option' on land in the ownership of Horizon themselves not suggested?	Comment noted regarding the removal of agricultural land for use as landscaping areas. It is expected that agricultural land will be needed during the construction phase of the Wylfa Newydd Project. However, upon completion of construction, it is Horizon's intention to return as much land to agricultural uses as possible. Agricultural Land Classification (ALC) surveys were undertaken in 2015 and 2016. They identified that most of the soils within the Wylfa Newydd Development Area are ALC Subgrade 3b (moderate quality), with large areas of Grade 5 (very poor quality), smaller areas of Subgrade 3a (good quality) and Grade 2 (very good quality), and one very small area of Grade 4 (poor quality) land. ALC Grades 1, 2 and 3a are classified as Best and Most Versatile (BMV) land which is the most flexible and productive land for crops.			✓

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				Please refer to PEI Report for further information, particularly to volume B1. There are up to 17 farm businesses that may be affected by the construction of the Power Station. The majority of the land currently used for agricultural purposes is owned by Horizon and leased with notice periods ranging from a minimum of seven days up to three months. Based on the footprint of the Power Station Site, the Power Station Development will require large areas of permanent agricultural land take. It is assumed that between 10 and 20 hectares of BMV land will be lost permanently. Up to 10 hectares of permanent BMV land is equivalent to 0.05% of the total BMV land in the KSA (33,960 hectares). The significance of the effects is assessed as not significant. Table B6.2 of the Stage Two Pre-Application Consultation PEI Report summarises the likely significant effects on soils and geology during construction, and proposed mitigation where such is required. Regarding the Wales Coast Path, see responses to Response ID 16 (5). Horizon understands the concerns which have been raised, particularly by near neighbours. Please see response to Response ID 10038 (5) for further information. Regarding an option on Horizon-owned land, the area identified as the Wylfa Newydd Development			

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				Area in all consultation documents (which includes all of the areas necessary for the permanent landscaping setting) is land within the ownership of Horizon or on which Horizon has an option.			
10194	N	5	As the proposed Wylfa Newydd power station will have the village of Tregele as its nearest neighbour, it is imperative to obscure the new building from sight as best as possible with barriers in place (e.g. man-made mountains) to prevent all forms of pollution from despoiling the villages inhabitants.	Mounds that will screen Tregele from the Main Power Station Site are proposed. The form of these mounds will be modified as construction of the Project continues. Please refer to the Stage Two Pre-Application Consultation LEMP for further details. Horizon understands the concerns which have been raised, particularly by near neighbours. Please see response to Response ID 10038 (5) for further information. Please see response to ID 49 (1) for information regarding the LEMP and mounds. Please see response to ID 24 (14) for information regarding Horizons commitment to assessing the environmental impacts of the Project.		✓	
10225	N	5	Any development should blend in with the landscape. Traws, despite its age, still looks like a carbuncle on the toe of the Rhinogydd mountains. People come to Anglesey in droves due to its natural beauty and the intervention	See response to Response ID 42 (5). Please see response to ID 24 (14) regarding the effects on tourism. Please see response to ID 24 (14) for information regarding Horizons commitment to assessing the environmental impacts of the Project.			✓

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			of man can either beautify or destroy the environment.	Please see response to ID 101 (5) regarding Horizons approach to mitigation of effects including mounds.			
10229	N	5	Why doesn't Horizon work with Holyhead Port to take residual geological material from Wylfa to use in the port. Why do we need a 75m tower? I note that there is a similar device in Wylfa now which is the same height as the reactor building and much less than 75m. Why doesn't Horizon consider landscaping issues in a composite manner with the National Grid? Lots can be done to mitigate the impacts of a 'landscape of wires' in the nearby villages e.g. underground cables and not suing pylons. These things should be considered now.	It is proposed to utilise all excavated material within the Wylfa Newydd Development Area for landscaping and visual and acoustic screening. In the event that this approach changes, it may be possible for Horizon to work with Holyhead Port to use excess excavated material there. As noted in the Stage One Pre-Application Consultation materials, the main reactor building will generally be 45m in height, with just the stack rising to a potential 80m in height. This is a result of the necessary design of the reactor building/technology, which is different than the technology associated with the existing Magnox power station. If, as approval of the reactor design progresses through the Office for Nuclear Regulation (and Generic Design Assessment), this height can be reduced, Horizon will assess the potential for doing so. Regarding coordination with National Grid, this is outside the control of Horizon. National Grid is responsible for obtaining the relevant regulatory approvals and consent for the works necessary to connect the Power Station to the National Grid electricity transmission network. These works are being consulted on separately by National Grid. In the future, upon approval of both the Wylfa Newydd Project and National Grid projects it may			✓

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				be possible to address landscaping design on a composite basis. For Horizon's part to the landscaping, see response to Response ID 42 (5) and ID 24 (4).			
10231	N	Letter submitted	Landscaping Cemaes and the surrounding area are remarkably pretty. In fact, it wouldn't be far off to say that it is one of the prettiest villages on Anglesey if not North Wales. It has everything to make it a perfect place for tourism; a stunning coastline, an old fashioned high street, walking trails with striking views and unique wildlife. The Channel 4 series, Penelope Keith's Hidden Villages, ventured to Wales' most northerly village recently. Penelope was stunned by the beauty of the village. Standing on the outskirts of the beach she mentioned how lovely it was and then the camera moved to reveal the monster hiding in the background, the existing Wylfa. The intention to build Wylfa Newydd was mentioned before a visit to Cestyll Gardens. I wonder what her thoughts were as she ventured on	Horizon continues to engage and consult with key stakeholders, local neighbours and the wider public. Through this work, Horizon hopes to demonstrate that the design of the Wylfa Newydd Project is not being undertaken with indifference. The Project seeks to protect Cestyll Garden and has been designed to reduce effects on this receptor. The PEI Report included with the Stage Two Pre-Application Consultation assesses the effect on Cestyll Garden. Volume B11 considers the potential changes in views from the garden and volume B12 considers the physical changes to the archaeology and cultural heritage receptors. Recommendations for mitigation of impacts upon this receptor are also provided within the PEI Report. Comments received during the Stage One Pre-Application Consultation and the subsequent January Update have been taken into account and have influenced the Project's design evolution, including proposed mitigation, where appropriate.			✓

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			the road from Cemaes to see the gardens at Cemlyn? What went through her mind seeing all those demolished houses and buildings and what was once fertile agricultural land grazed by animals now desert land full of deep craters? We weren't told. However, before leaving she made her feelings clear about threat to the future of the gardens. In her opinion, it would be a crime to destroy them. That's the opinion of an outside. Let me now give you my opinion. Let me agree with Penelope Keith's feeling that the work you've already done and what you still have in the pipeline is criminal. You've ruined our fertile land, you've demolished our buildings and you've closed some of our public footpaths without a second thought. Is this a taste of things to come? Will you treat everything with the same indifference?	For further information, please refer to the responses to Response ID 42 (5) and ID 24 (4).			
10232	N	5	a) I believe that feedback is very important issue and is an issue where there is a risk that Horizon will miss an opportunity. Visual things can sway the public opinion – this is an excellent opportunity for	See response to Response ID 42 (5) and ID 24 (4) Volume B11 of the PEI Report, available as part of the Stage Two Pre-Application Consultation provides information on the likely effects on the			✓

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			Horizon to be more creative to possibly hide the stack within the building, place underground wiring close to the Station and create tree plantations around the perimeter designed to be ecosystems where children can study nature. b) The concept of creating nature ecosystems within and on the site perimeter is a strong one that the company should consider – it's not expensive and could create large benefits in terms of biodiversity.	visual appearance of the area, as well as biodiversity, and mitigation proposals. Please refer to the MCD for further information regarding proposed architecture, particularly chapter 6, subsection 'Appearance of the Wylfa Newydd Project permanent Buildings', and to chapter 7 regarding proposed landscaping, including tree planting. The strategy for the export of electricity is the responsibility of National Grid, who are carrying out consultation on that infrastructure. The provision of a new nature trail has been suggested by a number of consultees. Horizon considers this a suitable mitigation measure for the loss of the existing Wylfa Nature Trail that runs through the wooded mound adjacent to the existing Magnox power station. The route and content of this nature trail requires further consideration and could link to mitigation proposed for ecological features, with interpretation in dual language. Please refer to volume B8 of the Stage Two PEI Report where various forms of ecological mitigation are recommended.			
10237	N	5	Can money be spent on improving the landscape and the environment in areas outside the development area, especially in the AONB? E.g.	The PEI Report published as part of the Stage Two Pre-Application Consultation provides an assessment of the likely effects of the Project on the environment, including the AONB, historic			✓

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			restoring scheduled buildings, churches, chapels; Demolishing derelict structures e.g. barns, unoccupied buildings (garages, chapels, shops); Converting unoccupied buildings into local homes; Strengthening native copses; So tourism and community redress will be offset against the Wylfa Newydd community and environmental cost.	structures and ecology/landscaping in the area, as well as proposals for mitigation of identified likely effects. Some measures to address the potential effects on landscape and visual amenity have been incorporated into the design. These include the retention of existing boundary hedges outside the perimeter fence, retention of wooded mounds forming part of the landscape design for the existing Magnox power station, new tree and scrub planting to restore characteristic field pattern with traditional boundary types including hedgerows, cloddiau and dry stone walls for landscape integration of the Power Station. Horizon has continued to work with IACC and recognises there is an opportunity for the Wylfa Newydd Project to facilitate bringing empty properties back into use. The IACC has an officer working in this area and has established the Empty Property Initiative to provide support to owners seeking to renovate empty properties. Horizon is working closely with this officer to explore a range of options to facilitate this which may include grants or loans for property owners who are committed to renting accommodation to Horizon's construction workforce. Please see response to ID 24 (14) for the assessment and mitigation relation to tourism.			

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10339	N	5	Can more be done?	Feedback on Horizon's Stage One Pre-Application Consultation in 2014 and the January Project Update has influenced the evolving proposals for the LEMP, as summarised in table 7.1 of the Stage Two Pre-Application Consultation MCD. Following Stage Two Pre-Application Consultation feedback, the LEMP will be further refined and be subject to further safety, technical and security reviews to ensure the compatibility and deliverability of environmental proposals. The LEMP will also be developed in conjunction with and in response to further work on the architectural strategy for the Power Station Site. In particular, further work will be undertaken to: • develop the landscape design including selection of plant species, design of field boundaries and the detailed design of the mounds; • develop the design of the MOLF and breakwaters, where possible having regard to seascape character and views from Cestyll Garden, whilst satisfying engineering requirements; • ascertain whether the option for a Wales Coast Path diversion on the seaward side of the Existing Power Station and the proposed Power Station is feasible;			✓

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				• develop the range and location of wildlife habitats to be provided and how these interconnect across the Wylfa Newydd Development Area, including provision for specific species; • develop proposals for the potential return of land to agricultural use in conjunction with habitat creation measures; and • develop the landscape design around the Visitor and Media Reception Centre. Your comments are vital to helping Horizon to refine and finalise proposals for the Wylfa Newydd Project, including understanding its effects and identifying appropriate measures to mitigate potentially adverse environmental effects. Please refer to chapter 22 of the Stage Two Pre-Application Consultation MCD for further information.			
10359	N	5	I would like to see the bund that's between the east boundary and Tregele a little higher than the six meters that was stated at the meeting and extended a bit further North towards the main road to Wylfa…When do you plan on doing the bunds before or after the main building work. Can you tell us where you plan to put the cement work.	See response to Response ID 49 (5) and 104 (5). The bund on the east side of the Wylfa Newydd Development Area, adjacent to Tregele has been amended such that it is higher and longer, providing for more significant mitigation (both visual and noise) for the village of Tregele. Bunds will be constructed early in the construction process, prior to the Main Construction phase. These bunds will be planted as early as possible in the programme to allow for maturity of the planting before significant works take place.	✓		

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				Figure 7.3 Reference Point 3 LEMP as shown in the MCD of the Stage Two Pre-Application Consultation materials shows the proposed location for a concrete batching plant.			
10368	Y	5	We have no comment at this time on the landscape proposal but would refer to our comment regarding transport (Q11) given the logistical work that would be involved in any landscaping work.	See response to Response ID 40 (5).	✓		
10369	Y	5	In Chapter 8 of the Consultation Document (paragraphs 8.28 - 8.31), we note that there will be a requirement to re-route a number of public rights of way. In determining the new routes, the access to areas of higher dose due to direct radiation shine should be taken into consideration, particularly if this could encourage individuals to repeatedly spend a significant period of time in these areas. Evidence from current assessments shows that this is often the most significant pathway to doses around nuclear sites.	Horizon has received a large number of comments regarding the re-routing of PRoW, and have therefore introduced a potential option that could revise the temporary and permanent alignments to bring the users closer to the coast. These options are shown in the LEMP in chapter 7 of the MCD. This is subject to the final Power Station design but forms part of the draft PRoW Strategy which sets out Horizon's approach to the management of PRoW throughout the site preparation and clearance, the construction and operation of the Power Station. An assessment of likely radiological effects is presented in volume B13 of the PEI Report. This chapter covers the following:	✓		

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				• a summary of the baseline radiological condition both local to the site and further afield, describing baseline conditions of both natural and man-made sources of radiation; • the method to be used in the assessment of radiological effects; • how radiological effects are reduced, controlled and mitigated during design, operation and decommissioning of the Power Station; and • the assessment of potential releases of radioactive material in the event of an accident, which will be presented within the Environmental Statement accompanying the application for DCO. Potential health effects from radiological discharges and the perception of radioactivity are also assessed in the Health Impact Assessment (HIA) Interim Report supporting the Stage Two Pre-Application Consultation.			
10371	Y	5	The very close inter-relationship between landscape and seascape in light of its coastal location also fails to be adequately addressed within the documentation. The use of advanced visual techniques amongst other options to better inform the consultees should have been a basic requirement given the sensitivity of the landscape which it will potentially re-shape.	Volume B11 of the Stage Two PEI Report reports the preliminary findings of assessment of the effects of the proposed Power Station Development on landscape and visual amenity during construction, operation and decommissioning. Since Stage One Pre-Application Consultation, additional site surveys have been undertaken in order to provide further information on the existing landscape and visual conditions of the Wylfa Newydd Development Area and surroundings, as a benchmark against which to assess the likely effects of the Power Station, including a local			✓

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			The new landscape setting for the Wylfa Newydd development could take up to 25 years before it is finalised and established so it is vital that landscape and seascape mitigation considers the short and medium term as well as long term proposals. The majority of the Wylfa Newydd development falls within the Anglesey Special Landscape Area, with elements within the Anglesey Area of Outstanding Natural Beauty, Heritage Coast and Anglesey Seascape. All of these designations will be adversely affected by the proposals to varying degrees. It is also clear that the scale, magnitude and duration of the works are also likely to impact upon this area for a considerable length of time. Although it is unclear at this stage, (given the lack of detail presented to date) to accurately ascertain the degree of these impacts and their full extent, it is however abundantly clear that timely and appropriate mitigation measures will be required to reduce	landscape and seascape character assessment to supplement published sources of information and to inform the landscape impact assessment. Consultation has been held with the IACC and NRW on the selection of representative views to include in the Environmental Impact Assessment (EIA) and on the methodology for the LVIA, including the local landscape and seascape character assessment. Please refer to the PEI Report for further information regarding assessment of likely effects and proposed mitigation measures, including mitigation associated for the Special Landscape Area, Area of Outstanding Natural Beauty and Heritage Coast receptors. A comprehensive LEMP is being developed for the Wylfa Newydd Development Area. The LEMP sets out our proposals for mitigating the effects of the Power Station on sensitive environmental receptors and integrating the development into the existing landscape setting. Seascape context is also considered, and for the purposes of this chapter, landscape should be taken to include seascape. The key objectives of the LEMP are to: • mitigate the likely adverse environmental effects of the Power Station;			

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			and address these adverse impacts. It will be imperative that further works are carried out prior to the submission of the second stage of the pre-application consultation process in order that these impacts can be better understood and quantified through appropriate assessments using best practice guidelines and approved methodologies to help drive and steer appropriate and timely mitigation. Wylfa Newydd will be seen in part from many areas and will dominate its surroundings for many years irrespective of the material finish and landscape setting that it lies in. It is also clear that not all of the impacts can be suitably mitigated and that other measures may need to be considered in an effort to offset these impacts elsewhere within the Special Landscape Area, Area of Outstanding Natural Beauty and Heritage Coast.	• integrate the Power Station into the existing landscape context; • deliver coordinated and multi-purpose environmental enhancements; and • provide a high quality green infrastructure setting for operation of the Power Station. The emerging LEMP has been informed by the current understanding of the likely environmental effects at each stage of construction. The final version will illustrate the way in which the relevant mitigation and enhancement proposals identified through the Environmental Impact Assessment (EIA) process will be implemented. The LEMP considers the potential effects of proposals on the following key human, environmental and cultural heritage receptors: • European Designated Sites: Cemlyn Bay Special Area of Conservation (SAC) and Ynys Feurig, Cemlyn Bay and The Skerries Special Protection Area (SPA), a possible SAC for harbour porpoise (North Anglesey Marine pSAC) and a proposed extension to the Ynys Feurig, Cemlyn Bay and The Skerries SPA for terns; • Sites of Special Scientific Interest SSSIs within and adjacent to the Wylfa Newydd Development Area: Tre'r Gof SSSI; Cae Gwyn SSSI; and Cemlyn Bay SSSI; • Regionally Important Geographical Site (RIGS) east of Wylfa Head at Cemaes Bay; • Isle of Anglesey Area of Outstanding Natural Beauty (AONB);			

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
				• North Anglesey Heritage Coast; • Anglesey Special Landscape Area (SLA); • Cestyll Garden, a garden of special historic interest (Grade II listed); • Dame Sylvia Crowe's landscape design for the Existing Power Station, including the wooded mounds that soften views; • Afon Cafnan watercourse and its tributary joining from the east; • Drumlin landform, with classic 'basket of eggs' topography; • Local communities, particularly at Tregele and Cemaes; and • PRoW including the Wales Coast Path and access to Fisherman's Car Park. Further information regarding the LEMP is available in chapter 7 of the MCD published as part of the Stage Two Pre-Application Consultation. Further information on the interaction between the LEMP and the receptors identified above, including the mitigations it provides, is set out in the PEI Report. Volume B11 of PEI Report identifies that there will be a potentially major adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction of the Power Station. There will be a significant, but localised moderate adverse effect on landscape character of the Area of Outstanding Natural			

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
				Beauty, Special Landscape Area and Heritage Coast. Once construction has been completed, during the operation of the Power Station, an adverse effect on landscape character is expected to remain, although it will be mitigated to some extent by landscape restoration.			

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A7 Summary of Feedback from Stage One Pre-Application Consultation

Architecture

A7.1 Table A7.1includes comments received in response to Stage One Pre-Application Consultation Question 6 as well as those responses related to architecture and the appearance of the Power Station Site received to other Questions.

A7.2 Stage One Pre-Application Consultation Question 6 read 'Do you have any comments or preferences on whether the Power Station buildings should be designed to blend in or make a striking architectural feature in the landscape?'

A7.3 All of the responses have been reproduced in this document as they were submitted, with spelling and grammatical errors intact.

Table 07.1 Responses to Architecture at the Stage One Pre-Application Consultation

ID No	Statutory Consultee? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
8	N	6	I believe that the new power station should be blended in as much as possible in an attempt to maintain Anglesey's beautiful coastline. Where buildings are on show, try to use local natural materials for cladding.	A broad range of responses were received in response to the Stage One Pre-Application Consultation regarding the design of the Power Station. Feedback arising from the Wylfa Newydd Project update consultation events in January and February 2016 with regard to the appearance of other Wylfa Newydd Project buildings, including the administration buildings, visitor centre and Temporary Workers' Accommodation (TWA) strongly supported a 'blend' approach. In addition, feedback to both consultations demonstrated a general alignment around the use of local materials.	✓		

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				To address these responses, Horizon has set out their Draft Masterplan for the Wylfa Newydd Main Site which was prepared alongside the Stage Two Pre-Application Consultation materials. Draft Masterplans were also prepared for the park and ride facility, logistics centre, TWA and the Off-Site Power Station Facilities. The Draft Masterplan for the Wylfa Newydd Power Station Site provides an overarching site vision Masterplan for the Wylfa Newydd Power Station Site. It provides an integrated explanation of the proposed Power Station buildings and plant, together with the site infrastructure, landscape and ancillary buildings. The Masterplan sets out the aesthetic principles of the architectural design and materials that will be used in the construction of the Project buildings. Details are set out in chapter 6 of the Main Consultation Document, as part of the Stage Two Pre-Application Consultation materials. This document has taken account of responses received to date, as well as engagement with the Design Commission for Wales, Natural Resources Wales, Isle of Anglesey County Council (IACC) and other consultees. It is intended to establish principles for architects appointed to the Wylfa Newydd Project to consider in developing detailed proposals for the appearance of the Wylfa Newydd Project buildings. It is based on			

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				the use of good practice and design consistency in the appearance of the buildings. The materials to be used across the suite of Wylfa Newydd Project buildings are detailed as follows: The main Reactor Building and Turbine Building complex would be constructed from concrete, as required for their technical function. The use of materials with natural colours that blend into the natural landscape is the proposed approach. Particular attention would be taken with the detailing of the Power Station and its structures. Finish and colour options for concrete structures are being investigated. A wider range of materials would be used in the ancillary buildings and the associated support facilities, which will be constructed from both concrete and steel with a range of cladding materials. The Landscape and Visual assessment set out in volume B11 of the Preliminary Environmental Information Report (PEI Report),prepared part of the Stage Two Pre-Application Consultation, identified that there would be a potentially major adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction of the Power Station. There would also be a significant, but localised moderate adverse effect on the landscape character of the Area of			

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				Outstanding Natural Beauty (AONB), Special Landscape Area (SLA) and Heritage Coast. During operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape restoration of those parts of the Wylfa Newydd Development Area not required for operational purposes. There was a further opportunity to provide feedback on architectural preference at the Stage Two Pre-Application Consultation and the responses will further refine the architectural direction going forward. In addition, consultation responses are likely to inform the development of detailed design briefs for specific Wylfa Newydd Project buildings.			
11	N	6	It is quite challenging to blend large structures into the landscape so I believe bold, contemporary design using locally sourced materials where possible is the most desirable approach.	See response to Response ID 8 (6).			✓
15	N	6	I prefer blend in.	See response to Response ID 8 (6).			✓
16	N	6	In general, the site should blend in. However, this should not be viewed as a ‘shroud’, behind which activity may carry on without consideration for the surroundings.	See response to Response ID 8 (6).			✓
19	N	6	They should be designed if possible to blend in.	See response to Response ID 8 (6).			✓

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24	N	6	I understand that all new buildings in any part of the AONB have to be sympathetic with the area, so design blending in with the landscape would be more acceptable. Rows of power pylons stretching across the island and the Straits are totally unacceptable. I accept that this is a decision by National Grid who are ignoring peoples' wishes at the present time but without your development, additional pylons would probably not be required especially as the Celtic Array development has been put on hold. You will have tremendous influence in the decision on distribution of power produced, persuading them to use the underground option will leave you forever in our debt and will certainly go a long way to get acceptance of your proposals.	Regarding the architecture of the Wylfa Newydd Project buildings, see response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. Further assessment of potential impacts will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application. Horizon has been in liaison with National Grid and IACC over electricity transmission lines and pylons proposals, however as noted by the respondent, this is outside the control of Horizon. National Grid is responsible for obtaining the relevant regulatory approvals and consent for the works necessary to connect the Power Station to the National Grid electricity transmission network. These works have been consulted on separately by National Grid.			✓
31	N	6	In my opinion there is a fine line between an architectural feature and a 'blot on the landscape'. If you asked a hundred people to describe their own designs – there would be a 100 different options. Attempting to blend into the landscape –	Thank you for your response. Your comment is noted. See response to Response ID 8 (6).			✓

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			with shapes and colours is the best way forward. Although keeping it simple is always a sensible route to take to keep construction costs down!				
32	N	6	I like architecture personally, it may not be a popular view though, but I think buildings are interesting. Even though the existing Wylfa plant may be old fashioned, I love seeing it appear as I then realise I am nearly home. Possibly because I work there, I find it comforting to see it, because everything looks fine and working properly. In fact I don't like planes or suspicious vehicles or people passing by, I feel quite protective of the building. But that's probably just me. The building provides me with a sense of security, and I am proud to think, "I work there", so I will opt for the striking architectural feature.	Thank you for your response. Your comment is noted. See response to Response ID 8 (6).			✓
33	N	6	Buildings at current Wylfa site not aesthetically pleasing nor do they blend in, reality is that the purpose and needs of the site should take priority over the building design. No real preference.	Thank you for your response. Your comment is noted. See response to Response ID 8 (6).			✓
35	N	6	The existing Magnox site was constructed 50 years ago considering its size and situation it has done well. However, surely designs and camouflage techniques have moved on in the interim? A 'bold' statement would be appropriate in an urban setting but in a rural idyll 'blending' must surely be the most appropriate design. How much is it possible to make large parts of the plant	Horizon has engaged with the Design Commission for Wales and IACC in developing the architectural principles set out in the Main Consultation Document of the Stage Two Pre-Application Consultation materials. Horizon will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.	✓		

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			subterranean? The nearby 'Electric Mountain' must be able to offer some pointers here.	Many of the Main Plant buildings on the Power Station Site are designed to be embedded in the ground and constructed on hard rock. Deep excavations for the installation of building foundations are therefore required, particularly for the distinctive structures. As shown in the Stage Two Pre-Application Consultation documents and as detailed in the Draft Masterplan a significant amount of the Power Station building will be below ground where possible. Further design development considerations will be incorporated in a similar manner following the Stage Two Pre-Application Consultation which closed on 25 October 2016. In addition, the concept landscape design for the setting of the Power Station, which forms part of the Landscape and Environmental Masterplan (LEMP), would reduce the level of adverse visual effects, particularly after allowing for establishment of proposed woodland and hedgerow planting. See response to Response ID 8 (6).			
36	N	6	It will be an ugly monster.	Thank you for your response. Your comment is noted.			✓
37	N	6	I would prefer the buildings to make a striking architectural feature, somehow representing welsh history, but that they are blended in with the surrounding landscape.	See response to Response ID 8 (6). The Existing Power Station, built in 1963-71 attempts to balance the requirements for	✓		

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				large industrial structures and the desire to make these facilities blend in to the surrounding landscape. Horizon's proposal is to create a setting for the Power Station that is also in keeping with the existing landscape. To help Horizon achieve this, the Landscape and Environmental Masterplan (LEMP) has been prepared, which sets out the proposals for the creation of the permanent landscape setting for the Power Station and how this will change over time.			
40	N	6	We believe that the Power Station should blend in with local surroundings as much as possible. Full use of the excavated materials and careful consideration in the choice of building materials and colours would 'hide' the station as much as possible. This area of the island is an 'Area of Outstanding Natural Beauty' as well as a 'Site of Special Scientific Interest' and the impact of Wylfa Newydd must be as minimal as can be achieved in an effort to maintain these sites.	See response to Response ID 8 (6). The development of the Power Station Site will entail substantial landscape change on the Wylfa Newydd Development Area, including extensive excavation of the hilly drumlin landforms to form the large level platforms required to accommodate buildings and construction laydown areas. Extensive earthworks would also be required to construct landscape mounding from excavated material in order to soften views of the Power Station. The Landscape and Visual assessment set out in volume B1 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 –		✓	

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				B11.148 of the PEI Report. Further assessment of potential impacts will be undertaken as part of the EIA and appropriate mitigation identified and agreed, to inform the proposals for submission as part of the DCO application.			
42	N	6	Should blend in as much as possible.	See response to Response ID 8 (6).			✓
44	N	6	Ideally blend in.	See response to Response ID 8 (6).			✓
47	N	6	It is impossible to give feedback with such pathetic photographs. You do not show mock ups of the proposed structures in your proposed forms…blend or bold. Without seeing a proposed design how can one comment? We can see the value in each type of design but without proper proposals it is impossible to say…POOR SHOW!! All we would say is that as much natural material as possible should be used.	See response to Response ID 8 (6). In response to the Stage One Pre-Application Consultation comments, additional architectural information, plans and renderings have been included within the Main Site Draft Masterplan to help set out the aesthetic principles of the architectural design. These were available alongside the Stage Two Pre-Application Consultation materials. In addition, the Main Consultation Document, prepared as part of the Stage Two Pre-Application Consultation, sets out architectural principles for the Power Station buildings, as well as additional Wylfa Newydd Project buildings including the Off-Site Power Station facilities, park and ride, logistics centre and TWA. This document provides artist's impressions of the Wylfa Newydd Project buildings to represent how they could be designed using different architectural styles. Comments received in response to the	✓		

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				Draft Masterplan will assist in deciding on the architectural style that appeals most.			
49	N	6	Two bold statements one too many. It is understood that many of the buildings of the present Power Station will remain for some time, if not longer, alongside the new station. As such a further bold statement on top of the hybrid that already exists would compromise the intention to maintain some semblance of natural beauty in the area. Therefore, the maximum use of indigenous local materials and natural colours should be employed to blend the new power station into the surrounding environment.	See response to Response ID 8 (6).			✓
52	N	6	The current station although not being designed to blend in with it's environment has become a very strong and important feature on the landscape and could be viewed as a monument to the engineering excellence of the uk when it was built.	Thank you for your response. Your comment is noted.			✓
55	N	6	Any facility the size of the power station is not really going to blend in completely. However, some attempt is reasonable – blend in the parts that are easy to blend in, and make the parts you can't hide look good!	See response to Response ID 8 (6).			✓
57	N	6	Functional and energy efficient, with no glare should be acceptable.	See response to Response ID 8 (6). The Archaeology and Cultural Heritage assessment set out in volume B12 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that site policies would be implemented to		✓	

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				reduce lighting outside core working hours and reduce light spillage and glare through the selection of appropriate light fittings and directional lighting.			
62	N	6	Blend in.	See response to Response ID 8 (6).		✓	✓
63	N	6	They should be architecturally designed to blend in as with time these build will age.	See response to Response ID 8 (6). The Existing Power Station has been a familiar feature in the community since its construction in 1963-71. The new Power Station will build on this legacy, integrating as far as reasonably practical into the existing landscape of North Anglesey.		✓	
68	N	6	Given the outstanding beauty of the landscape I would prefer it to 'blend in'.	See response to Response ID 8 (6).			✓
71	N	6	They should be made to blend in as best as possible, a striking architectural feature is not going to work in an AONB. This is not the city Liverpool or Manachester!	See response to Response ID 8 (6). With regards to the potential visual impact of the Power Station within the AONB, this formed part of the Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation. The assessment identified there would be a significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. During operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape			✓

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				restoration of those parts of the Wylfa Newydd Development Area not required for operational purposes.			
72	N	6	We feel that the Power Station buildings should be designed to blend in with the surrounding landscape.	See response to Response ID 8 (6).			✓
77	N	6	Definite preference for blend-in, even use of camouflage patterns and tones where possible. Striking features on this scale have no place here so close to an AONB. Needs to blend in even better than the Magnox site.	See response to Response ID 8 (6).			✓
79	N	6	Blending in would be preferable.	See response to Response ID 8 (6).			✓
82	Y	6	Given its proximity to the coast and Area of Outstanding Natural Beauty it would be preferable if the buildings were designed to blend into the landscape – particularly in long views from elevated viewpoints in Snowdonia e.g. the summit of Snowdon.	See response to Response ID 8 (6).			✓
83	N	6	Would prefer a design to blend in the landscape.	See response to Response ID 8 (6).			✓
85	Y	6	The ATA Board examined the drawings available at this stage and felt that it is difficult to ascertain the final product from the documents supplied. Strong feeling was voiced that all seeds and plants should be native and that the landscaping should blend most definitely blend into the environment.	A Draft Masterplan was prepared as part of the Stage Two Pre-Application Consultation. This sets out architectural principles for all Wylfa Newydd Project buildings and includes artist's impressions to represent how the buildings could be designed using different architectural styles. Comments received in response to the Draft Masterplan will assist in deciding on the architectural style that appeals most.	✓		

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				The landscape design has been developed to reinforce the existing vegetation pattern and species, proposing to plant dense native trees and shrubs on the south-western boundary in front of the wooded slopes to provide a foil between the slopes and the accommodation facilities. Within the Power Station Site, planting would be restricted to a minimal palette of native shrubs diminishing as the buildings open onto areas of grassland, seeded with species appropriate to the location and context of the site, helping to further place the facilities within the surrounding landform and landscape character. Following the construction works, reinstatement of landscape features would include the following: • new boundary hedgerow planting, native woodland and shrub planting, reinstatement of stone walls and cloddiau; and • amenity and species rich grass seeding and shrub planting to soft landscape areas within the site.			
86	N	6	Both could be achieved by making the building look like a rocky outcrop with clever sculpture and colourings. One thing is for sure, it should not look like the present one, it does not “blend in” in any	See response to Response ID 8 (6). The area largely comprises coastal grassland and agricultural land, characterised by rocky headlands with			

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			way, it looks unwelcoming and frightening.	small bays. Away from the coast, the land generally comprises rough grazing with exposed rock and gorse thickets. The landscape is characterised by several small, rounded hills, known as 'drumlins', which rise up to about 40m AOD in the southern parts of the Wylfa Newydd Development Area. The development of the Power Station would entail substantial landscape change within the Wylfa Newydd Development Area, including extensive excavation of the hilly drumlin landforms to form the large level platforms required to accommodate buildings and construction laydown areas. Extensive earthworks would be required to construct landscape mounding from excavated material in order to soften views of the Power Station.			
86	N	6	I feel that an 'ecofriendly' training centre would be a great start.	Horizon is committed to sustainability and recognises the important role nuclear power has in the generation of low carbon emission energy. Horizon is committed to developing a green and sustainable approach in the development and management of the building stock and operational activities.		✓	
87	N	6	The buildings should blend into the environment as much as possible.	See response to Response ID 8 (6).			✓
89	N	5	I would say that the station should definitely blend in on the landscape, we live in a beautiful area and to maintain this should be of high importance, in my	See response to Response ID 8 (6).		✓	

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			opinion it is much more professional for the site to 'blend' rather than 'strike'.				
91	N	6	Suit the landscape.	See response to Response ID 8 (6).			✓
93	N	6	I think that it should be designed to blend in as much as possible.	See response to Response ID 8 (6).			✓
94	N	5	Only that I would like the final land fill to blend with the environment.	See response to Response ID 8 (6).			✓
94	N	6	I would like them to blend in with the local features.	See response to Response ID 8 (6).			
96	N	6	Suit the environment.	See response to Response ID 8 (6).			✓
97	N	6	The Power Station in my mind should be designed to blend in.	See response to Response ID 8 (6).			✓
98	N	6	If we must have Wylfa Newydd. Then it should be well hidden.	See response to Response ID 8 (6). Although it will not be possible to fully blend the Power Station buildings into the landscape, a visual impact assessment has been undertaken which identifies appropriate mitigation, which will include appropriate earth mounding and landscaping to reduce visual impact. The assessment is set out in volume B12 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation materials.		✓	
99	N	6	Not really. The current station blends in well, and isn't considered an eyesore by us. It's a power station, a lot of people will work there. I don't think some visibility will	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report,			✓

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			be a problem. If it could be similar colour perhaps to current plant then it'll probably blend in anyway. As above, our concern is the impact on the landscape changes near us, how much it be, and for how long, and how it will be recovered (if it needs to happen at all).	prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			
100	N	6	I don't think they should be built at all.	Thank you for your response. Your comment is noted.			✓
101	N	6	A bit of both.	See response to Response ID 8 (6). The architecture proposals for the Wylfa Newydd Project have been progressed. In the January 2016 Project Update Consultation we consulted on the appearance of other Wylfa Newydd Project buildings, including the administration building, visitor centre and TWA. The feedback from this consultation showed strong support for a 'blend' approach to these buildings. The site masterplan has developed three options for the overall colour and materials to create a coherent architectural language for the site:	✓		

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				• Option A: Reflection of the colours of the surroundings environment with the use of natural colours, mirroring the Existing Power Station colour scheme. • Option B: Use of greys and light colours in a scale to reflect the mass of the buildings. • Option C: Graduating scale of colour and pattern to blend the buildings in the landscape. Illustrations are provided in the Draft Masterplan, prepared as part of the Stage Two Pre-Application Consultation materials, for each of the three options. The architectural design of the proposed buildings on the Power Station Site is yet to be decided. Horizon has engaged with the Design Commission for Wales and IACC in developing the architectural principles set out in the Main Consultation Document, prepared as part of the Stage Two Pre-Application Consultation materials. Horizon will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.			
102	N	6	On a project of this size and importance, I would expect the Power Station to achieve both.	See response to Response ID 8 (6) and 101 (6).			✓

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103	N	6	It should certainly suit the surrounding landscape.	The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			✓
105	N	6	It would be preferable to blend in the Power Station rather than it being a striking architectural feature on the landscape.	See response to Response ID 8 (6).			✓
106	N	6	I think that it is imperative that consideration should be given to maintain the beauty of our countryside and how making drastic changes effects the day to day life of local residents.	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 –			✓

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				B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			
109	N	6	We would strongly favour buildings designed to blend in. A combination of blend and both would be a big compromise and really not preferable.	See response to Response ID 8 (6).			✓
10001	N	6	This should be a high priority in this area to blend the colour of buildings etc into the landscape. The existing station fails a little on this.	See response to Response ID 8 (6).			✓
10008	N	6	I would like to see the same alternatives (in more detail than currently available) developed for consideration by residents.	See response to ID 101 (6).			✓
10010	N	6	I think it should make an architectural feature that would be accepted in time.	See response to Response ID 8 (6).			✓
10011	N	6	Blend in where possible.	See response to Response ID 8 (6).			✓
10015	N	6	They should blend in with the existing Anglesey coastal beauty.	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report,			✓

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				prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			
10016	N	6	I think that it should be everonmental friendly.	Thank you for your response. Your comment is noted.			✓
10025	N	6	The design should blend in sympathetically with rural and coastal location.	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting.			✓

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				Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			
10035	N	6	As I do not wish to see a power station built in this location, I don't think I am in a position to decide how it looks. I would prefer it not to be built at all. Furthermore I look forward to the existing building being demolished.	Thank you for your response. Your comment is noted.			✓
10036	N	6	Blend.	See response to Response ID 8 (6).			✓
10037	N	6	Make a striking architectural feature would be preferred.	See response to Response ID 8 (6) and 101 (6).			✓
10038	N	6	This is definitely a preference for the building to blend in and not a bold statement! We have lived with Wylfa and it doesn't blend in you just get used to it being there. A bold building would be just that! Bold.	See response to Response ID 8.			✓
10039	N	6	The new power station should blend in as much as possible to the surrounding area and use natural materials.	See response to Response ID 8 (6).			✓
10040	N	6	Should blend in.	See response to Response ID 8 (6).			✓

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10041	N	6	The new power station should be screened all round, to fit in with the landscape. Blend them in, in shape and colour. The landscape is beautiful – nothing should be obstrusive.	See response to Response ID 8 (6) and 85 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			✓
10042	N	6	Designed to blend in.	See response to Response ID 8 (6).			✓
10050	N	6	Blend in!	See response to Response ID 8 (6).			✓
10051	N	6	Should be put on Mars!	Thank you for your response. Your comment is noted.			✓
10054	N	6	The power station should blend in with landscape in colour and structure and the area be screened and planted with trees.	See response to Response ID 8 (6), 85 (6) and 101 (6).	✓		
10057	N	6	Difficult to make a judgement. A bold concept could go either way, a building which could end up as a local attraction	See response to Response ID 8 (6) and 101 (6)			✓

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			or on the other hand, a disaster. You're not going to please everyone whatever you decide. Use the expertise of your architects.				
10058	N	6	We are concerned about the building design because it is the only thing that we will see to the west of the house.	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			✓
10069	Y	6	The proposed reactor buildings bring built development closer to land in Trust ownership. It is noted no strategy has been decided for architectural form with a natural or modern form being considered in principle. The ZTV proposes a flue height of 73m and reactor building height	See response to Response ID 8 (6). The architectural design of the proposed buildings on the site is yet to be decided. Horizon has engaged with the Design Commission for Wales and IACC in developing the architectural principles set out in the Main Consultation Document,			✓

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			of 43m. It is suggested that the scheme should be considered by the Design Commission for Wales.	prepared as part of the Stage Two Pre-Application Consultation materials. Horizon will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.			
10083	N	6	Would like it to blend in.	See response to Response ID 8 (6).			✓
10089	N	6	A conventional, conservative approach would be to minimise the visual impact of the new building and as far as possible try to blend it in with the surroundings. This seems to have been the objective in the past at Wylfa A and Trawsfynydd with the work of Dame Sylvia Crowe but in our view with limited success. Perhaps the concept of a striking architectural feature could have merit if the design was sufficiently bold to compare favourably with for example winners of the Outstanding Structures Award such as the London Velodrome (2013) the Copenhagen Opera House (2008) and the Millau Viaduct in France (2006). As far as is possible we recommend utilising local Welsh materials. This could be particularly effective for ancillary buildings adjacent to the reactor buildings and at Wylfa Gateway.	See response to Response ID 8 (6), 85 (6) and 101 (6). In addition to architectural design, the visual impact of the Power Station will be undertaken as part of the EIA , with appropriate mitigation identified. The architectural design of the proposed buildings on the site is yet to be decided. Horizon has engaged with the Design Commission for Wales and IACC in developing the architectural principles set out in the Main Consultation Document, prepared as part of the Stage Two Pre-Application Consultation materials. Horizon will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.			✓
10090	N	6	You should try and blend in where at all possible. Any building that would stand out, try and use local / appropriate materials to clad them. Could be made to stand out as striking features.	See response to Response ID 8 (6), 85 (6) and 101 (6).			✓

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10091	N	5	Perimeter walls should use local design and materials.	See response to Response ID 8 (6), 85 (6).			✓
10091	N	6	If the boundary is planted and bunds built the structure itself could be a innuvitive as possible. Whether that might be appropriate is another consideration.	Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application. Horizon is committed to developing a green and sustainable approach in the development and management of the building stock and operational activities. The architectural design of the proposed buildings on the site is yet to be decided. Horizon has engaged with the Design Commission for Wales and IACC in developing the architectural principles set out in the Main Consultation Document, prepared as part of the Stage Two Pre-Application Consultation materials. Horizon will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.		✓	
10094	N	6	Both should be achievable, depending on which direction your view is taking you. No industrial or other development can be completely hidden in a rural environment.	See response to Response ID 8 (6). Due to the proximity to the Existing Power Station and location on the overall construction site, the proposed Power		✓	

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			What security fencing will be required around the Nuclear Licensed Site?	Station would be secured according to Horizon's requirements and the Critical Infrastructure Protection set by the UK Government. Consideration will be given to meet the aims of security whilst minimising visual impact when selecting a perimeter boundary system. It is proposed that a 3m mesh panel / Paladin fencing would be erected around the site perimeter with controlled access barriers and systems. This would be supplemented with closed circuit television and lighting.			
10099	N	6	A bit of both. The existing station does "stick out like a sore thumb" a bit if viewed e.g. from Llanfairynchornwy! Blending in would be a good idea.	See response to Response ID 8 (6).			✓
10111	N	6	They should blend in with the existing Anglesey coastal beauty.	See response to Response ID 8 (6).			✓
10112	N	6	Should be blended in with the environment Wylfa A has been enough on an "architectural" blot on the landscape.	See response to Response ID 8 (6).			✓
10113	N	6	Blend in? Are you serious?	Thank you for your response. Your comment is noted.			✓
10117	N	6	It was agreed that the new build should be built in a sympathetic manner, and blend in to its surrounding landscape as best possible. It was felt that a 'striking architectural feature' would be an eyesore as contemporary design soon becomes dated.	See response to Response ID 8 (6).			✓

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10121	N	6	I would like the project to blend into the landscape. A bold design could become an eyesore and age very quickly.	See response to Response ID 8 (6).			✓
10126	N	6	Striking feature.	See response to Response ID 8 (6) and 101 (6).			✓
10127	N	6	Unlikely that architecture could be designed within cost to be striking enough to be a worthy feature. Preferred option would be to blend in with the landscape, and to consider hidden transmission rather than overland pylons.	See response to Response ID 8 (6) and 24 (6).			✓
10129	N	6	There is no way this complex of buildings will 'blend in' but I believe all attempts should be made for it to do so as far as possible (as with Wylfa A).	See response to Response ID 8 (6).			✓
10131	N	6	I differ from my Community Council view, by preferring a striking architectural feature. Let's have a look at the options.	See response to Response IDs 8 (6), 47 (6) and 101 (6).			✓
10133	N	6	Blend in – or at least lowest feasible profile. The appearance of old Wylfa is better than a conventional power station, but any industrial development needs to be discreet in an AONB.	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes			✓

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				landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			
10134	N	6	A conventional, conservative approach would be to minimise the visual impact of the new building and as far as possible try to blend it in with the surroundings. This was the objective at Wylfa A. As such an approach cannot possibly conceal such large industrial buildings there is merit in making the appearance of the buildings themselves as pleasing as possible. It should be borne in mind that the existing station is clearly visible from several points around Amlwch and the larger new buildings will doubtless be visible from even further away. I strongly recommend utilising local Welsh materials. This could be particularly effective for ancillary buildings adjacent to the reactor buildings and at Wylfa Gateway.	See response to Response ID 8 (6).			✓
10135	N	6	Please, please blend them in.	See response to Response ID 8 (6).			✓
10170	N	6	Blend in.	See response to Response ID 8 (6).			✓
10171	N	6	I would favour a “blend in” concept with some scope for selective use of bold architecture as suggested on p. 105. The	See response to Response ID 8 (6) and 101 (6).			✓

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			colours used on the existing power station have been successful. The use of green roof and vegetation cladding could be considered.				
10172	N	6	I was surprised and pleased to learn that the buildings will not be as high as the existing power station. No matter what colours and materials are employed a large construction will be obvious and its visual impact will be (I think) unavoidable. Bold or Blend is a challenge either way and I expect experts will be unable to agree. My gut feeling is to go for Blend – but Bold architecture could be attractive – assuming it does not become outmoded in a couple of years.	See response to Response ID 8 (6). The architectural design of the proposed buildings on the site is yet to be decided. Horizon has engaged with the Design Commission for Wales and IACC in developing the architectural principles set out in the Main Consultation Document, prepared as part of the Stage Two Pre-Application Consultation materials. Horizon will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.			✓
10174	N	6	Any buildings should suit the landscape, and they should certainly not stick out like a ‘sore thumb’!	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting.			✓

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				Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			
10175	Y	6	Use sympathetic colours to merge with existing landscape, make use of local materials. Blend in the structure to make it less obtrusive.	See response to Response ID 8 (6).			✓
10176	Y	6	Go striking!! By nature of their purpose, the buildings aren't going to be 'pretty' so make an interesting feature from them but ideally not looking too 'industrial'! Be bold, use local materials where possible.	See response to Response ID 8 (6) and 101 (6).			✓
10177	Y	6	Our only comment in relation to architecture are that efforts are made to remove/reduce the likelihood of tern predator species using the buildings for roosting/nesting eg peregrines or larger gulls.	The breeding bird surveys undertaken between 2010 and 2014 identified peregrine falcon in the study area. Peregrine falcon was recorded in the 2012 breeding season in the study area but only flying high and no breeding evidence was recorded. In the 2013 and 2014 breeding seasons, the species was considered to be possibly breeding within the study area. The species has also been recorded during all wintering surveys and has been frequently recorded as an incidental sighting during other surveys. These incidental sightings have included seeing the species perched on high buildings on the Existing Power Station and on the pylons bisecting the study area. The	✓		

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				species has also been seen successfully hunting terns around Cemlyn Lagoon. Peregrine is therefore, considered to be resident all year round within the study area, but breeding has not been confirmed.			
10180	Y	6	The new build should be built in a sympathetic manner, and blend in to its surrounding landscape as best possible. We strongly recommend utilizing local Welsh materials.	See response to Response ID 8 (6).			✓
10186	N	6	Personally, I appreciate the architectural design of the existing plant using bold colourings, but at the same time blending in with the surrounding coastal landscape. Locals generally seem to favour blending the new power plant to the existing landscape; I personally would prefer more of a mixture with bold architectural elements. I would suggest providing some broad options for the architectural design of the proposed plant site in PAC2. A real or computer model, or an overall visual image of the site, as well as various buildings from various angles, and some highlighted features, would be a great help from a respondent's point of view.	See response to Response IDs 8 (6), 47 (6) and 101 (6).			✓
10188	N	6	A development of this kind is not going to suit the landscape at all. The existing station is visible from many directions.	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report,			✓

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			Wylfa Newydd would be even more visible due to its size.	prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application.			
10192	N	6	The building should affect this area of natural beauty as little as possible.	See response to Response ID 8 (6).			✓
10193	N	6	Re: main Wylfa site, concerned that the building blends into the environment, landscape, and doesn't stand out.	See response to Response ID 8 (6) and 101 (6).			✓
10194	N	6	As low impact as possible. I'm sure that openings have already been given to architectural designers, but it ought to be obligatory that the power station blends into the countryside, local opinions count for the most in this respect, as other people will not be living here viewing the power station on a daily basis.	See response to Response ID 8 (6) and 101 (6). The architectural design of the proposed buildings on the site is yet to be decided. Horizon has engaged with the Design Commission for Wales and IACC in developing the architectural principles set out in the Main Consultation Document, prepared as part of the Stage Two Pre-Application Consultation materials. Horizon			✓

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				will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.			
10225	N	6	Any development should blend in with the landscape. Traws, despite its age, still looks like a carbuncle on the toe of the Rhinogydd mountains. People come to Anglesey in droves due to its natural beauty and the intervention of man can either beautify or destroy the environment.	See response to Response ID 8 (6). The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting. Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application. In addition, an assessment of potential impacts on the tourist industry is currently being undertaken including a visitor survey, a tourism impact assessment, a draft tourism strategy and stakeholder meetings with the tourist association.			✓

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10232	N	6	The station should blend into its landscape where possible. Where this isn't possible, convex lines should be used rather than angular lines in order to blend with the landscape and seascape of the local environment. I don't' think trying to make a modern architectural statement would suit the North of Anglesey. We must remember that the Station will be close to the Coastal Path and rural areas.	See response to Response ID 8 (6) and 101 (6).			✓
10237	N	6	Such a large development cannot be hidden. So the buildings should be seen as a work of art and should be celebrated – as the Angel of the North.	See response to Response ID 8 (6).			✓
10339	N	6	Blend in. landscaping very important.	See response to Response ID 8 (6) and 85 (6).			✓
10340	N	6	The design of the power station should blend in with the landscape. The power station needs to blend into the landscape. Where this isn't possible, buildings etc should be planned to use the latest efficiency technologies as an example for other places (e.g. using BREAM). Technologies that have been developed by CORUS should also be used to heat buildings and building should be used as a source of electricity themselves (e.g. SPECIFIC and SBEC work by CORUS in Shotton).	See response to Response ID 8 (6). Horizon is committed to sustainability and recognises the important role nuclear power has in the generation of low carbon emission energy. Horizon is committed to developing a green and sustainable approach in the development and management of the building stock and operational activities.			✓

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10359	N	6	I would like to see the buildings the same colour as the old Wylfa and surrounding area.	See response to Response ID 8 (6) and 101 (6).			✓
10367	N	6	The [redacted] has been working over the last month or so to consult with many hard to reach communities across Conwy to get their views on the Wylfa Newydd plans. I have attached my report on this work, which includes the consultation response from these 73 people. We used some interactive consultation techniques to simplify some aspects of the consultation documents for the audiences we were working with. I hope the information is of use to the consultation process. For the benefit of the 'hard to reach' people who took part in these activities, if you could send us a letter to confirm you have received our input that would be wonderful. As part of the [redacted] project the team have been working with hard to reach communities all over Conwy to 'have their say' about the Horizon Wylfa Newydd Project. The team have done this through a variety of methods which have been explained below along with the overall results from the consultation sessions. The participants of all sessions were given a simple 10 minute presentation to summarise the plans for the Wylfa Newydd project. They were then given copies of the consultation overview	See response to Response ID 8 (6), 35 (6), 85 (6), 86 (6) and 101 (6). Comments regarding the amount of effort in responding to the Stage One Pre-Application Consultation documents are noted. The feedback provided has been taken on board and has informed the architectural principles contained in the Main Consultation Document, prepared for the Stage Two Pre-Application Consultation materials. With regards to feedback related to impact on landscape and keeping the Power Station hidden from view, although it will not be possible to fully blend the Power Station buildings into the landscape, a Landscape and Visual assessment has been carried out (see volume B11 of the PEI Report, prepared as part of the Stage Two Pre-Application Consultation). The assessment has identified that there would be a potentially significant, but localised moderate adverse effect on landscape character. The approach to mitigation is described in paragraphs B11.144 – B11.148 of the PEI Report, which includes landscape mounds to help reduce the visual impact for local receptors, as well as landscaping and planting.			✓

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			document and feedback form to complete at their own leisure if they so wished. However during all sessions the team chose to focus on one question from the feedback form. This question was 'Do you have any comments or preferences on whether the power station buildings should be designed to blend in or make a striking architectural feature in the landscape?' The team felt that this question was one that all groups could relate to and would like to have a say on, so we went about using interactive activities to broach this question with each group individually. These have been detailed below. [redacted]: At this monthly forum meeting the 12 tenants listened to the presentation about the proposed plans for Wylfa Newydd and spent quite some time discussing the pros and cons of nuclear power, renewables and coal/gas fired power stations. The group then went on to discuss the benefits of potential employment for locals and the history around other local power plants such as Trawsfynydd. The group were then asked to decide whether they would want the new power station to blend in or be an architectural feature, discuss this in their groups and then build their preferred power station from play dough. The group's comments on this question mainly focussed around the power station being blended in to fit in with the natural	Further assessment of the visual impact of the proposed Power Station on the surrounding landscape will be undertaken as part of the EIA, with appropriate mitigation identified and agreed, to inform the proposals for submission with the DCO application. In addition, the LEMP has been developed that co-ordinates the landscape and environmental mitigation and enhancement for the Power Station Site. The LEMP proposals are described in chapter 7 of the Main Consultation Document (prepared as part of the Stage Two Pre-Application Consultation) which provides additional information regarding the planting and landscape proposals.			

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			landscape and hidden from view. Comments on these questions included: No good trying to hide it with trees; Go underground, like at Electric Mountain; Put mountains around it to make it look although it's always been there; Make it look like the area around it; Use natural colours. [redacted]: At this monthly forum meeting the 8 tenants were given a talk on the plan for Wylfa Newydd whilst looking through the A3 visual information sheets the team had created for them. The tenants then chatted about the current Wylfa power station and spent some time talking about the benefits of extra jobs for young people. The tenants here also felt that the power station should be blended with the surrounding landscape, potentially mimicking some of the local architecture and taking into account other local infrastructure. The group worked individually to sketch out on paper their designs for a power station which would fit in as they thought best. [redacted]: At this bi-monthly forum meeting the 15 tenants watched the presentation about the proposed plans for Wylfa Newydd Power Station. The group then looked at various photos of different power stations from around the world,				

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			some of which blended in to their environment and some which were architectural features. The group then had an open discussion about what they would like their ideal power station to look like, with tenants calling out colours, shapes and styles. These were all noted and discussed by the facilitator at the front of the room. The group had a vote with 2 people wanting the power station to blend in, 6 wanting to make a feature of it and 3 not wanting any power station at all. Many tenants mentioned that they preferred wind turbines and that the power station should be hidden underground. [redacted]: The team attended the evening session of [redacted] in a rural village in Conwy. The 11 young people here talked through the A3 visual information sheets whist discussing the potential job opportunities that might be available to them in the future. The young people then discussed the look of Trawsfynydd power station which is nearby to where they live and other local industrial sites. The young people then talked about what they would like a power station to look like if it was near their house and started sketching out designed. Some of the young people created powered stations from playdough to depict how they like to see a power station if it was near their home. The 11 young people in [redacted] had mixed view on this question with wanting the				

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			power station to blend in and wanting the power station to stand out. [redacted]: A pizza night was held at this supported housing for homeless young people to discuss the proposed Wylfa Newydd plans. The 9 young people took part in an activity to discuss the pros and cons of nuclear power. The group looked through the A3 visual information sheets and discussed the information spending some time discussing whether they would be likely to benefit from any employment opportunities. They also spent a long time discussing the potential terrorism risks of a nuclear power plant and coming up with possible solutions to combat this. The group then moved on to discuss the question of the look of the power station and started to create their power stations from play dough whilst writing notes by the sides of their models. The group mainly felt that the power station should be an architectural feature, stand out and be something to celebrate, especially if you were spending that much money on it. [redacted]: The gentlemen at the [redacted] were more than happy to have their say about the Wylfa Newydd plans whilst enjoying some sausage sarnies! 18 participants took part in the consultation where we had a round table discussion about the nuclear power. There was			

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			gentleman at the shed who had worked in a nuclear power station for 14 yrs, so it was a very well informed discussion. The men talked about the pros and cons of nuclear power as well as wind turbines and then discussed the workings of stations such as Electric Mountain in Llanberis. On the question of the look of the power station the men decided that they would like the power station to blended in with the natural environment, be surrounded by trees; be underground, camouflaged and sympathetic to nature. The men were very interested to be involved in any further consultation and developments on this subject. All the participants really enjoyed taking part in this consultation activity; each group were very keen to learn more about nuclear power and liked having their say about how the power station should look. All participants were given consultation information packs/links to the website to go on and give full feedback if they wished. The overall favoured choice for question 6 on the feedback form was that the power station should blend in to the environment around it.				
10368	Y	6	Given the rural nature of Northern Anglesey it would be most appropriate for the power station buildings to blend in with the natural environment.	See response to Response ID 8 (6).			✓
10371	Y	6	Given the current lack of detail in respect of the landscape proposals as a	Horizon has engaged with the Design Commission for Wales and IACC in	✓		

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			consequence of the very major earth moving works proposed, the Authority is unable to comment further in the absence of layers, sections, heights, treatment etc of this critical setting. However, both Horizon and the IACC has entered into discussions with the Design Commission for Wales which is a formal consultee in the planning process.	developing the architectural principles set out in the Main Consultation Document, prepared as part of the Stage Two Pre-Application Consultation materials. Horizon will continue such engagement throughout the pre-application process in developing detailed architectural design and landscape proposals.			

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A8 Summary of Feedback from Stage One Pre-Application Consultation

Integrated Traffic and Transport Strategy and Road proposals

A8.1 Table A8.1 includes comments received in response to Stage One Pre-Application Consultation Questions 9 and 11 as well as those responses related to the Integrated Traffic and Transport Strategy (ITTS) and Horizon's proposals for transport by road received to other Questions.

A8.2 Stage One Pre-Application Consultation Question 9 read 'Do you have any comments on Horizon's draft Integrated Traffic and Transport Strategy principles?'

A8.3 Stage One Pre-Application Consultation Question 11 read 'Do you have any comments on Horizon's road transport proposals?'

A8.4 All of the responses have been reproduced in this document as they were submitted, with spelling and grammatical errors intact.

Table A8.1 Responses to Roads to the Stage One Pre-Application Consultation

ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
11	N	9	Rail transport to North Anglesey is I agree is not a practical option however rail to either Valley rail head or Anglesey Aluminium Metals (AAM) site and road to Cemaes are options worthy of consideration. I believe the AAM site notwithstanding the Lateral Power aspirations to build a biomass power station/eco-park provides excellent opportunities to Horizon to utilise at least part of this site. This would certainly take pressure off the bottleneck over the menai straits. The Anglesey Aluminium Metals site could also host a park and ride facility. It	Horizon does not propose to develop the Valley or the Anglesey Aluminium Metals (AAM) site as a park and ride facility or railhead. The Rail Passenger Assessment prepared in conjunction with the ITTS considered a number of potential locations for passenger railheads. Only open and extant station locations were considered on cost and deliverability grounds, thereby discounting the Anglesey Aluminium site. Valley station was considered in detail, and found to offer benefits and disadvantages. However, the assessment does not recommend Valley as a preferred passenger railhead.		✓	

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			has good access to the A55, A5 and is near to Holyhead railway station and the A5025.	The Construction Workers Accommodation Strategy, published as part of the Stage Two Pre-Application Consultation, provides a range of measures including provision of a park and ride facility at Dalar Hir near junction 4 of the A55. As described in the Stage Two Pre-Application Consultation, Horizon has prepared an ITTS to understand the potential transportation impacts of the Wylfa Newydd Project and to consider the transport proposals associated with the movement of both construction materials and construction workers. In addition, Horizon is proposing to provide bespoke shuttle bus services for construction workers. This will service all Temporary Workers' Accommodation and the park and ride facility, as well as home-based workers. Horizon has proposed various bus routes to cover the north-west, north-east and central portions of Anglesey, as well as Bangor and Caernarfon on the mainland. Furthermore, shuttle bus services will be made available from locations of potentially high foot-fall such as the Holyhead and Valley railway stations and the Anglesey Airport. The provision of these shuttle services will be assessed on an ongoing basis with provision tailored to			

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
				match demand and to coincide with timetabled rail services. The number of construction workers likely to use rail as a mode of transport as part of their fortnightly commute will depend on their permanent base and the ease of travelling to Holyhead by train. The ITTS commissioned by Horizon was used to inform the Stage Two Pre-Application Consultation and more information on traffic and transport issues is available in chapter 10 of the Main Consultation Document (MCD), the Traffic and Transport Technical Note and volume B3 of the Preliminary Environmental Information (PEI) Report.			
35	N	9	The use of the sea as the principal transport method is logical. There will though be an inevitable increase in road traffic on, off and around the island. The existing improvements call for straightening and by-passing several locations (all good) but don't address the Britannia Bridge bottleneck. Is this because you expect it to have been dealt with already by another agency or don't consider it important? Even with the various measures taken to minimise	Horizon is proposing to use the Marine Off-loading Facility (MOLF) for all incoming vessels, using appropriately sized ships between the customs port and the Power Station Site. Although the customs port has yet to be selected, it is likely to be within adequate distance that shipping movements can be coordinated around tide times and avoid severe weather. The proposed plans for the MOLF mean it is unlikely that Holyhead Port will need to be utilised by any freight vessels associated		✓	

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			disruption and reduce traffic, at peak periods there will be an influx of up to 8,500 workers – that's more than a tenth of the number of people currently resident on the island and a lot of these people will use their own transport, even in the summer at the height of the tourist season.	with the Wylfa Newydd Project, apart from exceptional circumstances as a layover facility. Although, it is likely that a proportion of construction materials will originate in Ireland and therefore could be transported by road via ferry and would enter the UK via Holyhead Port. An assessment of Holyhead Port's capacity was undertaken in May 2010. The conclusions indicated that there was some spare capacity in terms of freight that could be delivered to Holyhead Port. A further review indicated that AIL and bulk products could be delivered to the port; however, additional infrastructure may need to be provided at the port to accommodate these movements. Any further assessment of the Holyhead Port is likely to come from discussions with the operator and with the Isle of Anglesey County Council (IACC) and the Welsh Government. These parties are seeking a rail/sea interchange, but this is early days and is reliant on significant infrastructure improvements that is unlikely to happen until the construction of the Wylfa Newydd Project is almost complete. The transport strategy for construction logistics dictates that the origin and size of many of the loads influence the choice of mode of transportation. Based on the			

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				assessment of transportation of materials to the Power Station Site, the MOLF will accommodate between 60% and 80% of all construction materials, consumables and waste associated with the main construction phase. The remaining materials are expected to comprise deliveries from suppliers across the UK and Europe. An estimated 6% of goods relate to consumables, which will originate from a wide variety of suppliers and these will be accommodated through consolidation at the logistics centre. A large number of deliveries will comprise loads that are not easily transferable from one mode of transport to another and cannot be containerised. Rail is therefore only likely to be an option for deliveries where goods can be containerised at their point of origin. As described in the Stage Two Pre-Application Consultation materials, Horizon has prepared an ITTS to understand the potential transportation impacts of the Wylfa Newydd Project and to consider the transport proposals associated with the movement of both construction materials and construction workers. The ITTS			

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				provides a comprehensive examination of the transport options available, including those connecting the mainland to Anglesey. Current assessments have estimated that around 85% of construction workers will be living on Anglesey and the majority of those construction workers will be transported by dedicated Horizon bus services direct to the Power Station Site. For the remaining construction workers, living on the mainland, it is proposed that Horizon will run dedicated bus services to pick up construction workers from a number of locations in Bangor and Caernarfon. The stops would be sensitively located to avoid disruption to local residents and to maximise the number of construction workers able to reach them on foot. Horizon shuttle buses would transport construction workers to the Power Station Site across the Britannia Bridge and via the A55 and A5025. Construction workers living further afield in the wider Gwynedd area would be encouraged to car share their journeys to the proposed park and ride site at Dalar Hir, to transfer to shuttle buses to the Power Station Site.			

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				As part of the PEI Report, which was published as part of the Stage Two Pre-Application Consultation, Horizon has modelled existing and future traffic congestion, including potential impacts of construction traffic on the Britannia Bridge. A number of transport solutions are being considered to reduce impacts on the Britannia Bridge during the busiest periods of the day. The majority of traffic associated with the Wylfa Newydd Project will avoid the most congested periods. A number of minor road improvements have been identified at Britannia Bridge to smooth the transition from dual carriageway to single lane in each direction, reducing congestion across this key element of the road infrastructure. These comprise changes to lane markings and allocations on each approach to the bridge. Horizon will provide financial support to implement these improvements on both approaches.			

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				Both the ITTS and the results of modelling work informed the Stage Two Pre-Application Consultation.			
35	N	12	The recent announcement that RAF Valley is to become the centre for basic pilot training for the RAF and Royal Navy will put an additional burden upon the transport infrastructure. It would seem inevitable that rail should play an important part in relieving the pressure. Valley station would be an obvious place to both upgrade and place a 'Park 'n' Ride' and other link bus facility. This would not overload the arrangements in place at Holyhead, but would enable speedy links to it and also Penrhos, the A55 and Wylfa and keep extra traffic away from the quitter 'east' of the island. However, there is still the bottleneck of the Britannia Bridge which must be addressed, with or without a park and ride facility, another P&R should be on the mainland side, a logical location would be 'Parc Menai' at junction 9 on the A55. How far is Parc Menai already being considered as part of the job opportunities & training available?	Please refer to Response ID 11 (9) regarding the use of rail and the potential use of Valley station. Please refer to Response ID 35 (9) regarding impacts to the Britannia Bridge. Due to the current proposed construction shift patterns and indications as to where construction workers will be housed, the preliminary traffic modelling has identified only a slight impact on the afternoon traffic flow westbound (mainland to the Island), arising from the end of day shift change. The next stage of the traffic assessment will be to run the model with the additional data, together with various mitigation options, to identify which will be most effective. These results will then be discussed with relevant stakeholders. Early indications are that localised traffic management at the adjacent A55 junctions, the provision of direct bus services from Bangor and Caernarfon and car sharing provides sufficient mitigation for this impact, such that a mainland park and ride would not be required.		✓	

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				Further, a park and ride facility on the mainland is not being considered as this is outside of the 30 minute commuting zone of the Power Station Site. Current assessments have estimated that around 85% of construction workers will be living on Anglesey and the majority of those construction workers will be transported by Horizon shuttle buses direct to the Power Station Site. Horizon proposes dedicated bus services that would pick up construction workers that live on the mainland, from a number of locations in Bangor and Caernarfon. Horizon has developed a Jobs and Skills Strategy that sets out a strategic approach to recruitment and training to deliver skilled workers in sufficient numbers to meet the construction and operational needs of the Wylfa Newydd Project. Horizon has a Memoranda of Understanding in place with Coleg Menai and with Bangor University, both of which are key partners in Horizon's plans to build its workforce in North Wales.			

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36	N	9	The ITTS principles are to be welcomed.	Thank you for your response. Your comment is noted.			✓
40	N	1	…We will also be affected by the A5025 Highway improvements. At the same time of the new construction we will also experience the de-commissioning of the existing Station. Finally we have to contend with the threat of an additional overhead HV power line running alongside the existing line which skirts our land. Traffic flow on the Island generally, will seriously affect the islands Tourism Trade. We already have to contend with the queues coming on and going off the island, over the two bridges, and along the A55 when a ferry docks in Holyhead. Add the additional movements from the Wylfa Newydd construction traffic (both workers and deliveries) and we can imagine gridlock at certain times of the day…	Horizon has modelled existing and future traffic congestion, with and without the development, and with and without proposed highway improvements. Modelling included weekdays, weekends and seasonal affects associated with tourism. Modelling has determined: • scale of potential impacts of construction traffic, particularly along the A5025; • effects to the Britannia Bridge and other connections to the mainland; and • combined effect of traffic from ferries docking, particularly along the A55. Volume B3 of the PEI Report, published as part of the Stage Two Pre-Application Consultation, includes the latest information on the traffic impact assessment, likely effects as well as potential mitigation and enhancement measures. Horizon understands that the impact on tourism is a major concern and have already undertaken work to date including collection of baseline data, a visitor's		✓	

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				survey, a tourism impact assessment, a draft tourism strategy and stakeholder meetings with the tourist association. Details are provided in volume B1 (Socio-Economics) of the PEI Report published as part of the Stage Two Pre-Application Consultation. Further tourism assessment work will feed into the Development Consent Order (DCO) application process, and includes additional analysis of the visitor behaviour survey responses. The assessment includes: • implications of increased demand for tourism accommodation by construction workers; • long-term changes in the quality of tourism stock; • potential change in visitor numbers or behaviour; • potential for the visitor and media reception centre to attract visitors and generate additional expenditure; • employment within the sector including direct, indirect and induced; and • effect on the Anglesey tourism and destination brand.			

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				The outcome of this assessment will be used to complete the tourism impact assessment and inform the socio-economic topic assessment that will form part of the DCO application. Furthermore, as described in the Stage Two Pre-Application Consultation materials, Horizon has prepared an ITTS to understand the potential transportation impacts of the Wylfa Newydd Project and to consider the emerging transport proposals associated with the movement of both construction materials and construction workers. The ITTS considers in detail the transport options available, including those connecting the mainland to Anglesey. With regard to the addition of an overhead power line to the landscape, as described in the Stage Two Pre-Application Consultation materials, this is a project being undertaken by National Grid and is not under the control of Horizon. National Grid has been consulting on this project independently, see www.northwalesconnection.com for further details. However, Horizon has assessed the cumulative effects of the additional overhead power line in volume I1 of the PEI Report published as part of the Stage Two Pre-Application Consultation.			

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40	N	9	The A5025 is already a notorious road for road traffic accidents and this needs to be reflected in the Traffic & Transport Strategy to make the access to the site safer for all. The choice of accommodation location could lessen the need to travel and controlled freight movements should be carefully considered. Storage areas away from the development adjacent to the A55 could help in controlling traffic movements. These areas could also be used for workers parking with bus shuttle services to and from site. Consideration should be given to moving large freight by sea…	A number of improvements to the A5025 are proposed as part of the ITTS. In relation to accidents and safety, motorised users, non-motorised users and public transport users, they would experience adverse residual effects of minor significance on the A5025 west, between Valley and the Power Station Site. Mitigation would be provided through an overarching freight management strategy and Travel Plan. The preferred locations of Associated Development, including Temporary Workers' Accommodation, park and ride facilities and the logistics centre, are being considered in conjunction with the existing and future congestion levels; capturing the potential impacts that would result as part of the Wylfa Newydd Project. Proposals for the location of Associated Development may be found within the MCD and Consultation Overview Document, published as part of the Stage Two Pre-Application Consultation. Facilities, such as the logistics centre, would consolidate deliveries and ensure		✓	

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				that movement of materials could be undertaken at times optimum to reducing effects on the transport infrastructure, particularly controlling journey times and frequency of movements along the A5025 to the Power Station Site. As part of the ITTS that Horizon has prepared, a network of shuttle bus services is being proposed from key transport interchanges: Holyhead terminus adjacent to the railway station and ferry passenger terminal, Valley railway station, Temporary Workers' Accommodation sites, the proposed park and ride site at Dalar Hir and bus pick-up points for home-based workers across Anglesey, Bangor and Caernarfon to the Power Station Site. Also refer to Response ID 11 (9) regarding construction of the logistics centre and shuttle bus services. Finally, movement of large freight by sea is considered as a guiding principle for Horizon, particularly with regard to the ITTS. The ITTS and other transport studies that Horizon have prepared, informed the Stage Two Pre-Application Consultation.			

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40	N	13	The road network, with new By Passes and widening schemes will leave their own legacy however local transport must be improved to match people's expectations. Park and ride facilities could remain and give a sustainable alternative when travelling to Bangor and the mainland.	In response to feedback received to the Stage One Pre-Application Consultation, Horizon held five consultation sessions in July 2015 in order to provide further information regarding highway proposals, including the proposed park and ride facility. Furthermore, Project Update consultation events in February 2016, including the on-line highway improvements consultation in May 2016, provided further consultation opportunity to interested stakeholders on the development proposals. Feedback from these events, as well as the Stage One Pre-Application Consultation has informed both the Stage Two Pre-Application Consultation materials and the ultimate transport improvements resulting from the Wylfa Newydd Project. The Project currently assumes that the proposed park and ride facility shall be decommissioned following completion of Project construction, as construction worker numbers start to decrease. However, Horizon is willing to have conversations with relevant agencies at the time in the event that there are alternative uses or an operator for the park and ride facility.		✓	

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				It is considered unlikely that the continued operation of the park and ride site, which will be designed to accommodate between 2,000 and 3,000 cars, as a public transport facility would be viable due to insufficient demand. Existing bus services connect Anglesey to Bangor and the mainland. The transport assessment which forms part of volume B3 of the PEI Report has shown that journey times for public transport users would have a residual effect of minor significance throughout construction and operation. In relation to accidents and safety, public transport users would also experience adverse residual effects of minor significance on the A5025 west.			
44	N	11	It is very well thought out.	Thank you for your response. Your comment is noted.			✓
46	Y	11	They are good.	Thank you for your response. Your comment is noted.			✓
47	N	9	As much use of Sea delivery as is possible should be made. Shifts should not rotate at peak hours. Workforce should be bussed in so as to minimise the number of vehicles. Again vague commitments to 'minimise' traffic impact without concrete proposals.	The use of sea transport is fundamental to Horizon's overall approach to transport. This was detailed within the Stage Two Pre-Application Consultation. Horizon proposes to construct a MOLF, which will be used for the import of a significant volume of required freight directly to the Power Station Site by sea.		✓	

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				Horizon is continuing work on construction programming which includes consideration of working hours and shift patterns. Current proposals include staggered shift start times to help flatten peak road usage. The proposed logistics centre at Dalar Hir would be used to combine smaller deliveries, transferring them to larger vehicles to reduce the number of vehicle movements along the A5025. Horizon's transport strategy for construction workers provides a range of measures including park and ride facilities and shuttle bus services for travelling to the Power Station Site. Specifically, dedicated bus services are proposed from key transport interchanges: Holyhead terminus adjacent to the railway station and ferry passenger terminal, Valley railway station, Temporary Workers' Accommodation sites, the proposed park and ride site at Dalar Hir and bus pick-up points for home-based workers across Anglesey, Bangor and Caernarfon to the Power Station Site. Also refer to Response ID 11 (9) regarding construction logistics and shuttle services			

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				More information regarding Horizon's transport proposals was provided as part of the Stage Two Pre-Application Consultation, specifically chapter 10 of the MCD, the Traffic and Transport Technical Note and volume B3 of the PEI Report.			
47	N	11	From a personal standpoint you will completely disrupt our passage to Cemaes causing a long diversion. This will cost us more fuel, more wear and tear on our vehicle and ultimately change our way of life for the worse. We will probably not go that way unless we have to see the doctor or pick up a prescription. The proposed new road alignments on the A5025 will in themselves cause disruption just to create and we cannot see the need for the Cefn Coch section at all, nor the roundabout at Llanfaehtlu. Just more roadworks for the sake of it and more destruction to the landscape. We can see the point of a bypass of Llanfachraeth.	Please refer to Response IDs 40 (1) and 40 (9). Closure of the Cemlyn Road will result in a severance effect, requiring some residents to use alternative routes when accessing neighbouring communities and services. Nanner Road is expected to be used as an alternative route for some of these journeys. In order to mitigate this severance effect, Horizon is proposing a number of improvement options to the Nanner Road, which will experience increased passage. In places where the Nanner Road improvements require removal of dry stone walling, Horizon has committed to replacing the wall to maintain the character of the road and therefore the area. The proposed A5025 on-line and off-line highway improvements include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new			✓

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				roundabout junction at Valley. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users.			
49	N	9	Good in theory application vital. An admirable strategy and mission statement that should be a template applied to all communities. In relation to Tregele to meet this all-encompassing strategy would require a bye-pass diverting the A5025 to the North, stretching between the current and proposed entrances to Wylfa, and instructing all site employees and park and ride drivers to avoid travelling through the village. Some serious discussion is required with the property owners and residents of Tregele on how to deal with this real problem of traffic movement alongside the impact of construction activity. Specific plans based upon ITTS principles need to be designed and agreed with individual communities.	Horizon has prepared an ITTS that includes such policies as restricting routes of movement in the transport of Horizon construction workers and materials. The Wylfa Newydd Project aims to reduce the amount of vehicular traffic, particularly HGVs, associated with both the construction and operation of the Power Station, through the delivery of 60-80% of bulk materials to the proposed MOLF. The proposed logistics centre will manage the consolidation and frequency of the remaining deliveries to the Power Station Site, to reduce traffic impact on the A5025. Dedicated bus services will be introduced to transport construction workers to the Power Station Site from the proposed park and ride facility at Dalar Hir, the Temporary Workers' Accommodation sites, Holyhead terminus, Valley railway station and bus pick-up points for home-based workers across Anglesey, Bangor and Caernarfon. The proposals will serve to achieve an overall efficiency in transport movements		✓	

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				for construction vehicles, materials delivery and construction workers, to reduce pressure on the A5025, particularly through Tregele. More information was available as part of the Stage Two Pre-Application Consultation, specifically chapter 10 of the MCD, the Traffic and Transport Technical Note and volume B3 of the PEI Report. Horizon continues to show its commitment to minimising the impacts to local residents; events in Tregele were held throughout the Stage Two Pre-Application Consultation in September and October 2016 where information about the Wylfa Newydd Project and proposed highway and transport improvements was made available, providing an opportunity to meet the experts from the Horizon team and discuss the proposals to alleviate concerns locals may have. Welsh speakers were available at all events to ensure the events could be fully utilised by all community members.			
49	N	11	Enforcement vital application critical. The mandatory use of a Designated Freight Route should be enforced, monitored by the Logistics Centre and backed up by substantial punitive fines if transgressed. Any set routes for site	As set out in the Response IDs 47 (9) and ID 49 (9), the majority of bulk materials will be transported to the Power Station Site by sea via the MOLF, with the remainder brought to site via the A5025 as the principal route for light materials and construction workers. The level of traffic		✓	

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			employee buses should be contained to this route if emanating in the South West of the island. If a bus route is established in the North East it should be contained to the A5025 but not before a survey is carried out to ascertain that the same safety and disturbance criteria as for the Designated Freight Route are met.	growth on the A5025 will be controlled by the use of the logistics centre to manage the delivery of materials and dedicated buses for construction workers in the place of individual car movements.			
49	N	14	Promises, platitudes and trust When attending updates and progress presentations during the last 18 months/2 years it was always indicated that due acknowledgement would be given to Tregele's close proximity to the construction of a new Power Station and its impact. In fact at the presentation prior to 3rd October 2014 I was informed on being shown the indicative plans available at that time that the most likely option to mitigate the impact on Tregele would be the provision of a bye-pass to the North of the current route of the A5025 with a bund built on the land between the two. At the Consultation Overview Stage 1 presentation on 3rd October 2014 I was told quite dismissively that in conjunction with Anglesey Council it had not been decided that a bye-pass was	The A55, A5 and A5025 are the main routes from the mainland and the port of Holyhead to the Wylfa Newydd Development Area. These roads are critical to the successful delivery of the construction phase of the Wylfa Newydd Project. Horizon has worked with the IACC to identify a range of highway improvements necessary to smooth the flow of traffic, increase road safety and reduce congestion. Enhancing road safety, reducing congestion and improving air quality will bring significant long term benefits for everyone in the community. Since the Stage One Pre-Application and Project Update January 2016 consultations, Horizon has made progress with the detailed design and environmental survey work in readiness for the DCO application. The aim is to start the on-line highway improvements immediately after planning		✓	

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			inappropriate. What does this say about the value Horizon and, if their collaboration in this decision is confirmed, Anglesey Council place upon the residents of Tregele. If the initial impression was given to me, Joe Public, it must have been authorized at the highest level. My trust is waning.	consent has been approved, and the off-line highway improvements will begin when the DCO has been granted.			
55	N	9	The avoidance/minimisation of road traffic on the A5025 is a good idea, and ties in well with the use of local workforce/businesses/suppliers.	The reduction of traffic along the A5025 is a guiding principle of Horizon's ITTS, which was demonstrated throughout the Stage Two Pre-Application Consultation materials.		✓	
55	N	11	The road network is definitely in need of something along the lines of the proposed improvements. I see no issues with the proposed improvements, provided they are implemented in a timely fashion to gain maximum benefits to the local areas during the construction.	Highway improvements to the A5025 have been proposed which, when implemented, would remove through traffic from the communities. As a result of the mitigation, there would be a reduction in overall traffic within the villages, as all through traffic would use the bypass routes. The aim is to start the on-line highway improvements immediately after planning consent has been approved (later in 2017), and the off-line highway improvements will begin when the DCO has been granted (in 2018).		✓	
68	N	3	…I am upset at the closure of the Cemlyn Road as this will cut me off from the facilities in Cemaes Bay and in particular the proposed closure to the	As noted in the Stage Two Pre-Application Consultation materials, the Wylfa Newydd Project will result in the closure (stopping up) of a section of single track side road		✓	

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			fisherman car park which is a beautiful cove and has been a lovely walk from my home.	locally known as Cemlyn Road that runs from Tregele to Cemlyn Bay. Vehicular access to the properties that remain will be via Nanner Road. This will also result in the closure of the car park commonly known as 'fisherman's car park'. Horizon recognise that this will put additional pressure on Nanner Road and have assessed a variety of improvement options. Working with the IACC, Horizon have committed to constructing passing bays at various locations along Nanner Road which will be in place prior to the stopping up of Cemlyn Road. In places where the highway improvements require that dry stone walling is removed, Horizon have committed to replacing the wall to maintain the character of the road and therefore the area. More information regarding the overall transport requirements of the Wylfa Newydd Project was published as part of the Stage Two Pre-Application Consultation, specifically chapter 10 of the MCD, the Traffic and Transport Technical Note and volume B3 of the PEI Report.			

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68	N	9	I welcome any improvement to the road network but as stated previously, I am disappointed at the proposed closure to the Cemlyn Road. I already feel that since the demolition of the family homes along the road some time ago that the community I was a part of has all but gone already which further increases a sense of isolation in the community.	Please refer to Response IDs 68 (3) and 47 (11). Cemlyn Road would be temporarily closed to enable some vegetation clearance and then when the Nuclear Site Licence is granted, this would become a permanent closure once the DCO is granted. Closure of the Cemlyn Road will result in a severance effect, requiring some residents to use alternative routes when accessing neighbouring communities and services. Nanner Road is expected to be used as an alternative route for some of these journeys. In order to mitigate this severance effect, Horizon is proposing a number of improvement options to the Nanner Road, which will experience increased passage. Improvements to Nanner Road would have been completed prior to the closure of Cemlyn Road.		✓	
68	N	11	Like anyone in the local area I do have concerns about increase large plant movement. Increased noise and vibration could potentially turn a very peaceful, tranquil area into something very different and difficult to live with. Any plans for cycle lanes along improved roads?	Information regarding effects of the Wylfa Newydd Project on noise and vibration is available in volume B4 of the PEI Report, published as part of the Stage Two Pre-Application Consultation. The majority of bulk materials will be transported to the Power Station Site by sea via the MOLF, with the remainder		✓	

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				brought to site via the A5025 as the principal route for light materials and construction workers. Consideration has been given to existing cycle paths and planning policies related to cycling as part of the preparation of Horizon's ITTS. Improving levels of walking and cycling is one of a number of key outcomes identified in the Local Transport Plan. This includes a proposed off-road cycle route alongside the A5025, a cycle route adjacent to the A5 between Holyhead and Menai Bridge and improvements to the A5025 Valley to Amlwch. The draft Joint Local Development Plan includes a draft policy aiming to work with partners to improve and enhance the public footpath and cycleway network in the interests of safety and accessibility by these modes of transport. Facilities for parking and storage of cycles will be provided at the Power Station Site and the Temporary Workers' Accommodation sites to encourage more sustainable travel options for leisure purposes and commuting to the Power Station Site (for those within a comfortable cycling distance of the Power Station). Cycle parking would also be provided at the park and ride facility to encourage those living within a short distance to cycle to			

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				these facilities for onward transfer by bus. Cycle provision has been considered throughout the design of the A5025 highway improvements, which include cycle lane provision as part of new roundabouts, cycle junctions and cycle crossing points. The potential for a new cycle route between the Power Station Site and Amlwch is being investigated to accommodate construction workers and would be retained following completion of the Power Station. More information on the inclusion of cycling as an alternative mode of transport to single occupant vehicles as well as improvements to cycling infrastructure were provided as part of the Stage Two Pre-Application Consultation, particularly chapter 10 of the MCD.			
70	N	9, 11	School children are currently conducting a survey of the traffic travelling past the school as there are a number of examples of cars speeding during peak times. There is concern regarding the children's safety as a result of local traffic using rural roads to avoid the building work and the highways improvement work. The condition of these rural roads will also deteriorate as a result of more traffic travelling along them. These roads are already in poor condition, and several members of staff have had to change tyres as a result of	Assessment of existing and proposed traffic conditions has been undertaken by Horizon and more information was published as part of the Stage Two Pre-Application Consultation, specifically chapter 11 of the MCD, volume B3 of the PEI Report and the Traffic and Transport Technical Note.		✓	

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			pot holes. It is foreseen that this situation will be exacerbated. The building and highway improvement work will lead to families living in Tregele having difficulty reaching the school. Are they then going to move their children to another school?				
71	N	9	They appear well thought out.	Thank you for your response. Your comment is noted.			✓
71	N	11	The A5025 certainly needs a vast amount of work done to it to make it safe.	Horizon recognises that a variety of highway improvement works will be needed to address existing safety and environmental concerns along the A5025. A number of on-line and off-line highway improvements are proposed as part of the Project, as detailed within the Stage Two Pre-Application Consultation materials, specifically chapter 11 of the MCD, volume B3 of the PEI Report and the Traffic and Transport Technical Note. In addition to proposed highway improvements, the reduction of traffic along the A5025 is a guiding principle of Horizon's Integrated Traffic and Transport Statement.		✓	

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72	N	9	A park and ride system would be ideal to reduce the number of vehicles on the road.	In response to feedback received from the Stage One Pre-Application Consultation, the focussed events in July 2015 addressing highway proposals, and the Project Update January 2016 Consultation, the ITTS has evolved to develop a range of measures for the transportation of construction workers. The proposals include a park and ride facility at Dalar Hir and shuttle bus services for travelling to the Power Station Site. Specifically, dedicated bus services are proposed from key transport interchanges such as Holyhead terminus adjacent to the railway station and ferry passenger terminal, Valley railway station, On-site Temporary Workers' Accommodation, the proposed park and ride site and bus pick-up points for home-based construction workers across Anglesey, Bangor and Caernarfon to the Power Station Site. Please also refer to Response ID 11 (9) regarding construction logistics and shuttle services. The proposed park and ride facility at Dalar Hir would be accessed via a new roundabout north east of the existing A55-A5 junction (junction 4), to provide secure vehicle parking and the controlled transportation of workers by dedicated shuttle buses to the Wylfa Newydd Development Area, reducing the number of individual car trips travelling on the local		✓	

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				road network. The current design includes between 2,000 and 3,000 car parking spaces, additional disabled car parking spaces, as well as spaces for minibuses, motorbikes and bicycles. A bus waiting pick-up and drop-off zone for up to 40 buses would be provided, including a bus transport facility building, a cycle store and an electricity substation. More information regarding Horizon's transport proposals and the park and ride facility was provided as part of the Stage Two Pre-Application Consultation materials, specifically chapter 10 (Transport) and chapter 12 (Dalar Hir Park and Ride Facility) of the MCD, volume B3 of the PEI Report and the Traffic and Transport Technical Note.			
77	N	9	Principles sound, but do not address significant road safety issues concerning roads in and around Tregele. Specifically the road connecting the A5025 to Llanfechell > Llannerchymedd > Llangefni. The area around this junction, where the school buses stop is already a death-trap. Enforcement by Horizon is not the answer here. Local workforce from Llanfechell > Llangefni route will take the shortest route as they have always done, but in far greater	An assessment of existing and proposed road safety conditions, particularly along the A5025 from Valley to the Power Station Site, has been undertaken by Horizon and more information was available as part of the Stage Two Pre-Application Consultation materials, specifically volume B3 of the PEI Report and the Traffic and Transport Technical Note. These also provide details of an assessment of the potential traffic impacts resulting from the proposed On-site		✓	

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			numbers. Proposals for a campus at Rhosgoch would bring bus traffic straight through the village. Another entrance at Penlon would avoid this danger in Tregele. Provide crawler lane facilities for bus traffic, people need to travel safely at reasonable speeds to go to and from other places than Wylfa.	Temporary Workers' Accommodation locations. Chapter 20 of the MCD, provides an overview of the potential effects of the Wylfa Newydd Project proposals on Tregele itself, during both construction and operation of the Power Station, including localised effects on traffic. Improvements such as the addition of crawler lanes along the A5025 and the imposition of speed limits in certain locations were suggestions received as part of the feedback from the Stage One Pre-Application Consultation. Further information can be found in chapter 11 of the MCD which provides details of the proposed on-line and off-line highway improvements to the A5025 between Valley and Power Station Site, which include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new roundabout junction at Valley. The proposed works will improve road safety, allow free and easy passing of HGVs and the capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project for the benefit all road users.			

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77	N	11	All other villages between Tregele and Valley are being bypassed. Your closest neighbours' need a solution and it's not 'Access Only' as this would kill trade at the garage, which is our only facility for shopping here. People need to travel safely at reasonable speeds to go to and from places other than Wylfa. By-passes need at least to have crawler lanes for slow traffic, or go the whole hog and give North Anglesey the dual carriageway from Valley that it deserves, what better legacy for the economy and road safety?	The impacts of the Wylfa Newydd Project proposals on Tregele have continued as part of Horizon's modelling work of existing and future traffic congestion. This exercise has informed the scale of potential impacts on traffic and the need for road improvements. The proposed on-line and off-line highway improvements to the A5025 between Valley and the Power Station Site are set out in chapter 11 of the MCD and summarised in the Response ID 77 (9). These do not include the bypassing of Tregele, and in response to feedback received to consultation, Horizon has amended the Project design to retain the garage in Tregele. More information on the effects on traffic and the community were available as part of the Stage Two Pre-Application Consultation materials, set out in chapter 20 of the MCD, volume B3 of the PEI Report and the Traffic and Transport Technical Note.		✓	
77	N	13	Dual carriageway from Valley to Cemaes or Amlwch. Provide proper bus stop at Tregele square junction, my son nearly run over a few months ago, and I mean nearly (brushed his coat). Move shelter back	A study was conducted which examined the option of constructing a dual carriageway on the A5025 from Valley to Cemaes. Traffic volumes from the construction and operation of the Wylfa Newydd Project did		✓	

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			about 4-5 metres into green area and provide proper pull-in area for the school and public buses. Traffic controlled pedestrian crossing between village & garage/shop.	not justify the construction of a dual carriageway. Regarding the location of the bus stops, Horizon will consider the final locations of bus stops which will form part of the final proposals submitted for the DCO application. This will include the necessary interface with the proposed access road to the Power Station Site. Please also refer to Response ID 77 (11). Horizon currently has no plans to construct a pedestrian crossing in Tregele.			
79	N	9	I think the road improvements along the A5025 are vital. In is a road that my family use daily and I think more overtaking section is a good thing, to make it safer and avoid frustrated motorists.	Chapter 11 of the MCD provides details of the proposed on-line and off-line highway improvements to the A5025 between Valley and Power Station Site, which include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new roundabout junction at Valley. The proposed works will improve road safety, allow free and easy passing of HGVs and the capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project for the benefit all road users.		✓	
79	N	11	I think you should work with Virgin Trains and Arriva trains to improve a	As described in the Stage Two Pre-Application Consultation, Horizon has		✓	

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			strategy to bring workers into Anglesey to holyhead. Reducing the vehicle footprint on the island a way of showing a greener approach.	prepared an ITTS to understand the potential transportation impacts of the Wylfa Newydd Project and to consider the transport proposals associated with the movement of both construction materials and construction workers. The transport strategy for construction workers provides a range of measures including provision of a park and ride facility at Dalar Hir just to the north of the A55. In addition, Horizon is proposing to provide bespoke shuttle bus services from destinations specific to the Wylfa Newydd Project (principally the proposed Temporary Workers' Accommodation sites) to accommodate construction worker travel. Several Horizon bus routes have been devised across Anglesey to pick up workers living on the island, including the provision of Horizon bus services for workers on the mainland, from a number of locations in Bangor and Caernarfon. Furthermore, construction workers will be advised to travel to Holyhead railway station from where shuttle bus services will be able to transport them to their accommodation or to the Power Station Site.			

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				The provision of the shuttle services will be assessed on an ongoing basis with provision tailored to match demand and to coincide with timetabled rail services. The number of construction workers likely to use rail as a mode of transport as part of their fortnightly commute will depend on their permanent base and the ease of travelling to Holyhead by train. It is anticipated that rail could provide an attractive mode of travel for up to 15% of the non-home-based workforce. It is estimated that up to 10% of the non-home-based workforce associated with the Wylfa Newydd Project will travel to North Wales by train. Further details of the proposed transport strategy are available in chapter 10 of the MCD.			
82	Y	9, 11	The ITTS principles are to be welcomed.	Further details of the proposed transport strategy and A5025 highway improvements are available in chapter 10 and chapter 11 respectively of the MCD. Information on potential traffic impacts in volume B3 of the PEI Report and the Traffic and Transport Technical Note.		✓	
82	Y	10	The vast majority of visitors to Snowdonia and the region travel by road. These proposals are therefore very welcome as they will reduce	The transport strategy for construction logistics dictates that the origin and size of many of the loads influence the choice of		✓	

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			significantly the need for the transport by road of Abnormal Indivisible Loads (AILs) – thereby reducing potential congestion and delays on the north Wales road network.	mode of transportation. Based on the assessment of transportation of materials to the Power Station Site, the MOLF will accommodate between 60% and 80% of all construction materials, consumables and waste associated with the main construction phase. Horizon is proposing to use the MOLF for all incoming vessels, using appropriately sized ships between the customs port and the Power Station Site. Abnormal Indivisible Loads (AILs) will normally be transported via sea to the proposed MOLF, particularly for materials arriving from overseas, or require specific alternative arrangements for delivery. As stated in the ITTS, around 800 AILs are estimated to be delivered by sea during the construction period. The remaining materials are expected to comprise deliveries from suppliers across the UK and Europe.			
83	N	12	As the mother of a young family, I am concerned that worker accommodation sites are going to seriously impact on out communities. Although park and ride facilities are being proposed the volume of trafic is going to increase hugely.	Please refer to Response IDs 40 (1) and 40 (9). An assessment of existing and proposed road safety conditions, particularly along		✓	

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			Locals will be using alternative routes through villages and backroads which will introduce further problems. Has consideration been given to roads passing local school and improving safe crossings for children?	the A5025 from Valley to the Power Station Site, has been undertaken by Horizon and more information was available as part of the Stage Two Pre-Application Consultation materials, specifically volume B3 of the PEI Report and the Traffic and Transport Technical Note. These also provide details of an assessment of the potential traffic impacts resulting from the proposed Temporary Workers' Accommodation locations. Chapter 20 of the MCD, provides an overview of the potential effects of the Wylfa Newydd Project proposals on local communities, during both construction and operation of the Power Station, including localised effects on traffic. The transport strategy proposals will serve to achieve an overall efficiency in transport movements for construction vehicles, materials delivery and construction workers, to reduce pressure on the A5025, particularly through Tregele.			
85	Y	9	The ATA would naturally have concerns on the impact of movement both to and within Anglesey. Traffic Management is crucial, bearing in mind the heavy freight currently impacting the A55 as well as visitors and locals. This is a wider issue than the island and the corridor band	The concerns expressed by the respondent are currently addressed by Horizon as part of the ITTS and the assessment of traffic impacts of the Wylfa Newydd Project set out in the Stage Two Pre-Application		✓	

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			connecting with England will need addressing. There should be a policy of using alternative methods of transport to the roads such as trains for the workforce.	Consultation, specifically chapter 10 and chapter 11 of the MCD, as well as information on potential traffic impacts in volume B3 of the PEI Report and the Traffic and Transport Technical Note. Please refer to Response ID 11 (9) regarding freight and construction worker transport plans.			
85	Y	11	Arrangements must be made to ensure that any increase of traffic takes place at those times where the roads are not already heavily congested – to coincide with the arrival of ferries.	Horizon recognises that there is traffic congestion across the Britannia Bridge during peak periods on a weekday and at weekends during the summer period. The majority of traffic associated with the Wylfa Newydd Project will avoid these congested periods. Please refer to Response ID 35 (9) for more details. Horizon also recognises that traditional peak periods on the A55 are supplemented by additional peak periods as a result of ferries arriving and departing at Holyhead Port. This is an important consideration for Horizon in managing traffic flow that would be associated with the Wylfa Newydd Project and managed by the measures associated with the transport strategy.		✓	

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				Further details on the transport strategy are provided in chapter 10 of the MCD, an assessment of potential traffic impacts provided in volume B3 of the PEI Report and the Traffic and Transport Technical Note.			
86	N	9	I have only just had sight of the ITTS.	Details of the proposed transport strategy to support the Wylfa Newydd Project are provided in in chapter 10 (Transport) of the MCD.			✓
87	N	9	I feel that traffic will be 'diverted off the main a5025 and going along back lanes, Luke through mynydd mechell and Llanfechell fir example, to avoid the Wylfa traffic. This is going to have huge impacts on the local people, and the school. Speed bumps should be put in place along these roads, and maybe horizon could privide funding for a lolly pop man/lady for life.	Horizon is continuing work on the modelling of existing and future traffic congestion. This exercise will also inform the scale of potential impacts on traffic and the potential for displacement of traffic onto local roads. The traffic assessment has included consideration of suggestions for improvements to local roads, such as speed tables and local traffic management measures in association with the proposed A5025 on-line and off-line highway improvements. More information on the effects on traffic as a result of the Wylfa Newydd Project was available as part of the Stage Two Pre-Application Consultation materials, specifically volume B3 of the PEI Report, the Traffic and Transport Technical Note and chapter 20 of the MCD. A description of		✓	

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				the highway improvements is provided in chapter 11 of the MCD.			
91	N	9	The A55 needs upgrading urgently. Britannia Bridge needs to be improved so that there are more lanes on it.	Please refer to Response ID 35 (9) regarding impacts to the Britannia Bridge and Horizon's highway improvement and transport strategy proposals. More information on the effects on traffic as a result of the Wylfa Newydd Project was available as part of the Stage Two Pre-Application Consultation materials, specifically volume B3 of the PEI Report and the Traffic and Transport Technical Note. A description of the proposed highway improvements is provided in chapter 11 of the MCD.		✓	
92	N	9	The area's roads are not suitable for a huge increase in traffic. It is not clear in the Overview Document whether the roads will be improved and if so, who will be responsible for the cost.	Please refer to Response ID 40 (1). More information on the effects on traffic as a result of the Wylfa Newydd Project was available as part of the Stage Two Pre-Application Consultation materials, specifically volume B3 of the PEI Report and the Traffic and Transport Technical Note. Details of the proposed transport strategy are provided in chapter 10 of the MCD, and the proposed highway		✓	

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				improvements in chapter 11 of the same document.			
93	N	11	A project of this magnitude and duration merits a dual carriageway for access and egress.	A study was conducted which examined the option of constructing a dual carriageway on the A5025 from Valley to Cemaes. Traffic volumes from the construction and operation of the Wylfa Newydd Development Area did not justify the construction of a dual carriageway.		✓	
94	N	1	Yes, I am a member of the Horizon Wylfa Project Liaison Group. At the last meeting (Wednesday 3rd of December) I picked up a comment that you are proposing to widen the A5025 between Cemaes and Amlwch at some point in time. At the meeting I picked up a copy of the Pre-Application Consultation – Stage One. With respect to the road modifications between Valley and Wylfa I have no issues. However, I have been speaking to one of my community councillors Mr Elfed Jones who has told me that a future phase may well see a workers camp constructed at Rhosgoch. This would inevitably vastly increase the amount of traffic passing by my housing which backs onto the roundabout at the top end of Cemaes (A5025). This would be unacceptable for many reasons. I had until this point assumed that should you site such a camp and in any case to	The proposed A5025 on-line and off-line highway improvements include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new roundabout junction at Valley. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users. A full description of the highway improvements was provided in chapter 11 of the MCD of the Stage Two Pre-Application Consultation materials. Horizon is exploring the need to carry out road improvements on the minor road from the proposed Temporary Workers' Accommodation site at Rhosgoch to the A5025 (east) such as localised carriageway widening of the narrower sections.		✓	

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			alleviate the intrusion of the traffic you would construct a private road in effect bypassing the A5025 in the vicinity of the roundabout. The road would be able to start before the boundary of the village as there is plenty of open country in this region. The exit for the road would be exactly opposite the proposed entry to the site. I would appreciate your comments on this proposal and more definition of your plans for minimising disruption in the vicinity of my property.	An assessment of the traffic effects of the proposed Temporary Workers' Accommodation site at Rhosgoch, is provided in volume D1 of the PEI Report.			
94	N	9, 11	My comments are that you have studied in detail the route from Valley to Wylfa. I personally see no problems with your approach. However, I have said previously there will be a significant amount of increased traffic between Amlwch and Cemaes along the A5025. I can not see any mitigation of this in any of the proposals in the (ITTS). Would you therefore make available any studies that you have carried out in order that we may consider the implications.	Horizon has continued to develop the ITTS and associated guiding principles since the Stage One Pre-Application Consultation, including the Project Update January 2016 Consultation and other targeted consultation events in July 2015 and May 2016, relating to highway matters. Horizon has also been progressing the assessment of traffic impacts of the Wylfa Newydd Project as part of the PEI Report and Traffic and Transport Technical Note, both of which were published as part of the Stage Two Pre-Application Consultation. Horizon is investigating the A5025 highway alignment between Amlwch and Cemaes, to determine any existing deficiencies and		✓	

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				identify potential improvements that could be implemented to improve the safety of the A5025 in this area. This has involved modelling the alignment to provide an overview of the existing horizontal and vertical alignment and analysing existing traffic flows and accident data. The traffic flow analysis indicates that this section of the A5025 is running under capacity and that the addition of shuttle buses to transport construction workers to the Power Station Site from Rhosgoch and Madyn Farm, will be well within theoretical capacity. However the modelling has shown that minor carriageway widening at certain locations would be advisable, particularly at some of the tighter bends to allow room for larger vehicles negotiating corners. Horizon also recognises there is the potential to improve the minor road between the A5025 and the proposed Temporary Workers' Accommodation site at Rhosgoch.			
97	N	9	There is nothing in PAC 1 that says that the road from Cemaes to Amlwch will be upgraded. This road is widely used at present for delivery of goods, by current workers at	Please refer to Response ID 94 (9, 11).		✓	

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			Wylfa and more recently articulated lorries to the new Wylfa Site. To say that this road will not be used as one of the main arteries is foolish. This section of the A5025 should come in to the main planning of your Traffic and Transport Strategy and not some "o yes and we will upgrade some of the road between Cemaes and Amlwch to keep the natives happy". A5025 on your map has been hi-lighted from Menai Bridge to Valley and onwards to Cemaes! It does not stop there but carries on along the coast road through Amlwch, Benllech and back to Menai Bridge!				
101	N	9	Doing your best but there will be a huge increase in traffic along the A55 and I dread to think of the bridges.	Potential traffic impacts of the Wylfa Newydd Project upon the A55 have been assessed as part of volume B3 of the PEI Report which was published as part of the Stage Two Pre-Application Consultation. Please refer to Response ID 35 (9) regarding the potential traffic impact on Britannia Bridge.		✓	
101	N	11	You need to build a third bridge and definitely up the use of public transport.	Please refer to Response ID 35 (9) regarding the potential traffic impact on Britannia Bridge and a brief summary of the		✓	

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				proposed transport strategy relating to shuttle bus and public transport services for construction workers. Details of the proposed transport strategy are provided in chapter 10 of the MCD.			
102	N	9	The principles are ok, but there seems to be a lack of local knowledge. It seems to me that the location of all the park and ride on the island is very short sighted, as a large amount of traffic associated with the workforce will come from the mainland causing traffic chaos on the Britannia Bridge, especially when coinciding with the arrival/departure times of the larger Irish ferries. Better to have some on the A55 workforce catchment area on the mainland. For the proposals then to work, there needs to be a cultural shift in how traditional construction workers see their mode of transport from “their van” to greener and more efficient solutions.	Please refer to Response IDs 35 (9), ID 40 (9) and 40 (13). Details regarding the proposed park and ride facility are provided in chapter 12 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.		✓	
105	N	9	As car drivers who regularly use the islands roads we am rather concerned about the volume of traffic that will be using the A5025 during the construction period, especially between Tregele and Valley. Living the middle of Tregele we have noticed a significant increase in the volume of traffic going through the village in the last 12 months and are	Comment noted regarding the traffic impacts of the Wylfa Newydd Project on Tregele. Horizon has prepared an ITTS that includes policies such as restricting routes of movement in the transport of Horizon construction workers and materials.		✓	

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			rather worried that this will increase further during the construction phase and would welcome any proposals that could divert traffic from the village if possible.	The Wylfa Newydd Project aims to reduce the amount of vehicular traffic, particularly HGVs, associated with both the construction and operation of the Power Station, through the delivery of 60-80% of bulk materials to the proposed MOLF. The proposed logistics centre will manage the consolidation and frequency of the remaining deliveries to the Power Station Site, to reduce traffic impact on the A5025. Dedicated bus services will be introduced to transport construction workers to the Power Station Site from the proposed park and ride facility at Dalar Hir, the Temporary Workers' Accommodation sites, Holyhead terminus, Valley railway station and bus pick-up points for home-based workers across Anglesey, Bangor and Caernarfon. The proposals will serve to achieve an overall efficiency in transport movements for construction vehicles, materials delivery and construction workers, to reduce pressure on the A5025, particularly through Tregele.			
105	N	11	Rather surprised to find that proposals covering the early construction of the first phase of the site mentions that traffic will be using the entrance to the existing Wylfa A station – to reduce the	The construction of the access road into the Power Station Site is currently considered to be part of the works that will be granted as part of the DCO. Horizon's current thinking is that the access road would be		✓	

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			traffic impact on Tregele would it be possible to bring forward the construction of the station's southern entrance (nearest Holyhead) so that it is available to use early on in the project.	constructed as soon after this grant as possible to maximise the benefits of its use. The proposed access road would provide a link to the A5025 via a new roundabout junction to the south of Tregele. More information on site access was available as part of the Stage Two Pre-Application Consultation materials, within chapter 6 of the MCD.			
106	N	1	I am very worried about the proposed new road which would run directly behind my house in Llanfachraeth. The new road would create a noisy environment which would not be in keeping with a small village. The new road would have a detrimental effect on the landscape and the views that I enjoy, thus subsequently effecting the local tourist industry such as bed and breakfast establishments etc. In addition to my concerns wildlife habitats would be ruined. Overall I am not in favour of the new Wylfa due to possible adverse health implications it may bring.	In response to feedback received to the Stage One Pre-Application Consultation, Horizon held five public information sessions in July 2015 with specific regard to the road proposals and current thinking regarding the location of Associated Development. Furthermore, Project Update consultation events in February 2016 and targeted events in May 2016, provided further consultation opportunities to interested stakeholders on the development proposals. Feedback from these events and consultation stages, informed both the Stage Two Pre-Application Consultation and the proposed transport improvements of the Wylfa Newydd Project. The traffic impacts of the proposed A5025 highway improvements are provided in volume B3 of the PEI Report, with potential environmental effects relating to noise, air quality, flooding, public access, landscape and views, ecology and socio-economics,	✓		

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				provided in respective chapters of the PEI Report, published as part of the Stage Two Pre-Application Consultation, which includes the latest information on likely effects as well as potential mitigation and enhancement measures. Chapter 20 of the MCD, provides an overview of the potential effects of the Wylfa Newydd Project proposals on local communities impacted by the proposed A5025 highway improvements, during both construction and operation of the Power Station.			
106	N	9	I have outlined in my previous comments the concerns I have regarding the proposed new road which would run directly behind my home in Llanfachraeth. If a new road would be constructed behind my home the noise pollution it would create would be of great concern to me. A new road running so close to residential properties would not be in keeping with a small rural village and would destroy a beautiful landscape and it's wildlife.	Please refer to Response ID 106 (1).		✓	
106	N	11	Please see my comments regarding the proposed new road that would be constructed behind my home in	Please refer to Response ID 106 (1).		✓	

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			Llanfachraeth. Such a construction would ruin a beautiful landscape and would not be in keeping with a rural village, it would destroy the feeling of living in a small village. The noise pollution it would create would be of great concern to me. It would also have a detrimental effect on wildlife.				
109	N	9	The main impact to us personally is the removal of access from Tregele. Currently we use the 'sea' road for daily access and removing that will result in us needing to use the exit past the Jam Factory. We understand improvements will be made to the remaining single access to Cemlyn bay (and our property) but we are concerned about the level of traffic on this single road, especially in summer.	Please refer to Response ID 68 (3) for further information on the impacts upon Cemlyn Road and the proposed improvements to Nanner Road. Information regarding the overall transport requirements of the Wylfa Newydd Project was published as part of the Stage Two Pre-Application Consultation, specifically chapter 11 of the MCD, with the traffic assessment set out in volume B3 of the PEI Report and the Traffic and Transport Technical Note.		✓	
109	N	11	Improvements to the A5025 will be welcomed. Personal access is our concern as mentioned earlier.	Details of the proposed highway improvements associated with the Wylfa Newydd Project are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.		✓	
111	N	3	Roads – why isn't the Cemlyn Road / Nanner Road improvements outlined in the consultation?	Please refer to Response ID 68 (3) for further information on the impacts upon	✓		

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				Cemlyn Road and the proposed improvements to Nanner Road. Further information regarding the proposed highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.			
10000	N	7	Pleased that some new industry being introduced to Anglesey, with job opportunities and housing for todays youth and young families. Grateful for proposed by-pass at Llanfachraeth, but not looking forward to the general disruption!	Information regarding the proposed A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.		✓	
10002	N	1	We feel we have not been told the truth regarding the new road development. We attended the meeting on 8.10.14 in Llanfachraeth and we were given the map and the information booklet…We asked if there was going to be a road junction and were assured no!...Now we have been informed this to be a lie! We are horrified how close the road will be to our home, you are leaving us living in a triangle, roads all around us which is unacceptable!	Please refer to Response ID 106 (1). The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.		✓	

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10003		Letter submitted	I am born and bred in the village. I worked at [name removed] for eight years and know the land well. The route I proposed will keep the road further away from the village and protecting it from smoke, noise and fumes. This route will go along the boundary of [name removed], pass the derelict house of [name removed]. NB: Fig 17 annotate with a 4th line to the right/east of the 3 bottom/southern options starting 50m east of existing options, curving round via [name removed] to join back at centre join of other options, and 'PTO' at bottom of page.	See Response ID 106 (1). The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.		✓	
10017	N	9	See pages 3, 4 & 5 of my response to SPG, also page 11.	Thank you for your response. Your comment is noted.			✓
10017	N	11	An additional comment from pages 3, 4 & 5, and 11 in my response to 'SPG' of Ynys Mon C.C., is that just 2 bridges over the Menai Straits will have to cope with extra "construction and freight traffic on the roads". There are queues at peak times now.	Please refer to Response ID 35 (9).		✓	
10019	N	Letter submitted	1) Under the transport element of the proposal no mention or apparent recognition has been made of the old railway branch line to Amlwch and its relative proximity to the proposed development. Can it be assumed that	1) See Response ID 11 (9) regarding general rail matters. There are no current plans as part of the North Wales Joint Local Transport Plan		✓	

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			this option for none road transport has been considered and rejected…. …4) The road improvements to the A5025 incorporate roundabouts which appear to negate the realignment benefits which gave rise to them. Will they be of such a design that they will not impede extra heavy haulage… …8) Nanner Road, the proposed access to Cemlyn should provide the same or better usability than the road due to be closed. Local users need to have good access, particularly those who have to travel a lot further round following the closure.	(LTP) or Network Rail to re-open the disused Amlwch branch line. The potential reopening of the Gaerwen to Amlwch railway was considered in a freight report prepared by Halcrow, dated May 2010, and for passenger use by Network Rail in a report dated November 2010. The Halcrow report concluded that the reopening of the line for rail freight would still require a 4km journey by road along the A5025 as the line did not pass close to the Power Station Site. Due to the MOLF being able to accommodate the vast majority of construction materials, there would be limited opportunities for transporting the remaining materials by rail. The Network Rail report considered the reopening of the passenger railway between Gaerwen and Llangefni with an estimated cost of around £25m. It is therefore highly unlikely that reopening the line as far as Amlwch would offer a cost-effective solution for passenger use for the Wylfa Newydd Project.			

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				However, the LTP includes proposals to provide a park and ride facility at Abergele railway station (although not yet a committed scheme) and to modernise the North Wales Coast Line with new signalling and track infrastructure between Flint and Llandudno (Phase 1) and between Llandudno and Holyhead (Phase 2) to improve line speed. Subject to discussions with Welsh Government and the Department of Transport, there may be potential to secure services to/from Bangor and Holyhead in the specification for the Wales and Borders and InterCity West Coast franchises to promote rail travel for the Wylfa Newydd Project. 4) The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation. 8) Please refer to Response ID 68 (3) for further information on the impacts upon Cemlyn Road and the proposed improvements to Nanner Road.			

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10023		Letter submitted	Bypass of Llanfachraeth I am particularly concerned about Option 3. This re-joins the existing road before the road to Llanfwrog and Penrhyn. This is already a junction where particular care needs to be exercised and with more traffic and large loads using the road and vehicles towing caravans joining the road it is considered that this would be likely to result in accidents occurring. Options 1 and 2 would therefore be preferable. The bypasses for Llanfachraeth and Llanfaehtlu cannot be considered legacy benefits. They are incursions into the countryside and are not required for the current levels of traffic.	Please refer to Response ID 106 (1). The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation. The proposed A5025 on-line and off-line highway improvements will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users.		✓	
10026	N	9	I would like the new road to be as far from my bungalow as possible. I prefer option 1 for this reason. We get very strong winds and the construction of the new road is going to cause dust, dirt and blowing debris. I would like compensation for potential loss of value to my property for inconvenience, disturbance, noise and light pollution during and after road construction regardless of any decision to sell at a later date…I am also worried about how	Please refer to Response ID 106 (1). The latest revised proposals for the A5025 highway improvements and associated mitigation measures are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation. Compensation for the highway improvements will follow a statutory	✓		

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			easy the access will be of joining the new by-pass of the village – Llanfachraeth. The River Arw is tidal and at Spring Tide it floods all the fields and also after rain. Will your new road be safe from floods and/or will the flood water build up and spread inland down River? There is a public footpath that passes my fence and crosses the proposed route of the new road. This path is walked by Ramblers Association. Any new road should make provision to minimise noise pollution by a high band and/or tree, I am worried about increase road traffic, air and light pollution. I would like no street lighting on the new bypass…the traffic on the village road considerably increases on the road in the holiday season. The bypass should be only two lanes with speed restrictions and no overtaking to avoid accidents. There have been many accidents on the Village Road. Is the holiday traffic going to be directed onto the new road? At present moment my bungalow is quiet and peaceful day and night. Another problem is how easy it will be to join the new bypass with the increase of traffic? The angle of joining looks awkward.	process where appropriate. This will be determined as the Project progresses. A Property Price Support plan was launched in April 2015, as part of the Neighbourhood Support Scheme. Full details of this Scheme are available at http://www.horizonnuclearpower.com/wylfa-newydd-neighbourhood-support-scheme. Where Public Rights of Way (PRoW) intersect or terminate at the A5025, the improvements have been designed so as not to affect their operation. Several PRoW are crossed by the A5025 and during construction works there may be a need to temporarily divert footpaths users to other appropriate and well-used ProW. However, the vast majority terminate at the A5025 and require users to travel alongside the A5025 to continue and make a connection with another PRoW. Sufficient verge width at the intersections with the A5025 would be provided to keep pedestrians away from the carriageway edge.			
10034	N	9	We read with interest and reservation your pre application consultation Document and would like to respond to an element which is likely to have a	Please refer to Response ID 106 (1).	✓		

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			detrimental impact on our quality of life and property value, namely the proposal to bypass the village of Llanfachraeth. We would like you to qualify how you intend to ameliorate any negative impacts and explain how you proposed to compensate property owners who will be adversely impact. Bypassing Llanfachraeth would never be a consideration if Wylfa Newydd was not being built and could not have been anticipated when we purchased the property. From our perspective one of the three principal attractions of the property at the time of purchase was its peaceful location and that it backed onto open country side which as beyond the development boundary of the village. Given that the impact of the bypass is wholly attributable to the Wylfa Newydd project, there is in our opinion a responsibility upon the developer to safeguard those we have to shoulder and the consequences of the development. Whilst the bypass may be deemed beneficial to other properties in the village it will have a negative impact on our enjoyment wellbeing and the material value of our home. It will also	The latest revised proposals for the A5025 highway improvements and associated mitigation measures are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation. Compensation for the highway improvements will follow a statutory process where appropriate. This will be determined as the Project progresses. A Property Price Support plan was launched in April 2015, as part of the Neighbourhood Support Scheme. Full details of this Scheme are available at http://www.horizonnuclearpower.com/wylfa-newydd-neighbourhood-support-scheme.			

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			require the sacrificing a swathe of agricultural land and wildlife habitat. These will have demonstrable environmental impact which needs to be taken into consideration and measure should be put in place to compensate. If the development is to proceed, we shall be seeking firm assurances of how you will safeguard our interest's pre, during and post construction in terms of noise, vibration, pollution and assurances in terms of protecting our property from flooding and water run-off. The field which you are crossing susceptible to flooding after heavy rain and it is known for its poor drainage, we would expect assurances that your work will not increase the flooding risk to our property.				
10035	N	9	You plans to widen, straighten and relocate parts of the A5025 will create a more dangerous road than it already is. At the communities event your employees commented that if the road is widened then there would be more opportunity for cars to overtake the lorries bringing supplies to Wylfa! How safe will that be? More traffic increase in lorries, road works and faster roads. I think it's a recipe for disaster, and I don't want to be here when it gets worse. I use that road every day to go to RAF	The proposed A5025 on-line and off-line highway improvements include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new roundabout junction at Valley. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users.		✓	

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			Valley, the changes will make my journey slower but more dangerous.	The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.			
10035	N	11	As stated in 9, I am not looking forward to having to travel that road during the construction phase.	Please refer to Response ID 10035 (9).		✓	
10036	N	9	Our access drive: Entering and leaving the drive extra care must be taken due to the speed of the traffic. The extra traffic during construction will only make it more difficult. Any help with this would be appreciated.	The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation. Traffic management measures such as temporary traffic lights will be employed during the construction phase of each highway improvement.	✓		
10037	N	9	It's all good. It would be better if it straightened more bends.	The proposed A5025 on-line and off-line highway improvements include localised carriageway widening and proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, in some cases to alleviate sharp bends in the existing carriageway. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the		✓	

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				Wylfa Newydd Project and will benefit all road users. The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.			
10038	N	1	…Highway improvements will definitely need to be done, the roads are dangerous now let alone with more traffic on it…	The proposed A5025 on-line and off-line highway improvements include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new roundabout junction at Valley. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users. The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.		✓	
10038	N	9	The traffic is awful now going to and from Wylfa. Numerous accidents so any plans to make the roads safer and less bends in the road and less traffic (or more traffic contro) is a good thing.	Please refer to Response ID 10037 (9).		✓	

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10038	N	11	Good positive ideas.	Thank you for your response. Your comment is noted.			✓
10039	N	9	As with any large project it is inevitable there will be more traffic on the roads not only from the Valley direction but from all directions to the site. The decommissioning of Wylfa Power Station will also increase the traffic.	Impacts upon traffic congestion and existing transport infrastructure have been assessed by Horizon and the findings are set out in volume B3 the PEI Report, which was published as part of the Stage Two Pre-Application Consultation. This includes any potential overlap of the Wylfa Newydd Project construction phase with the decommissioning activities of the existing Magnox power station.		✓	
10039	N	11	The A5025 from Valley to Cemaes needs upgrading anyway the junction at Valley is inadequate and Llanfachraeth bypass is overdue. The amount of traffic on the roads doubles when there is an outage at the existing power station all available space around the station is taken up for parking.	The proposed A5025 on-line and off-line highway improvements include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new roundabout junction at Valley. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users. The latest revised proposals for the A5025 highway improvements are provided in chapter 11 of the MCD, which was		✓	

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				published as part of the Stage Two Pre-Application Consultation. As outlined in the Response ID 35 (9), workers will be transported to the Power Station Site via shuttle bus and other public transport services across the Island, to reduce traffic congestion at the Power Station Site.			
10040	N	9	Use must be made of sea and rail where possible. Re-opening railway to Amlwch/Rhosgoch v. good idea – for both goods and personnel.	Please refer to Response IDs 11 (9) and 10019 (Letter submitted).		✓	
10040	N	11	Keep to a minimum – but agree with proposed improvements to A5025 etc. What about Menai crossings?	Please refer to Response ID 35 (9).		✓	
10041	N	9	No night-time construction traffic please.	No night works are planned for the construction of the Power Station Site. The provision of a logistics centre would allow for Horizon to control the release of construction vehicles and movement of freight restricting these vehicles to designate times and routes. Volume B3 of the PEI Report was published as part of the Stage Two Pre-Application Consultation materials, includes the latest information on likely effects as well as		✓	

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				potential mitigation and enhancement measures.			
10041	N	11	New by-pass at Llanfachraeth. I am a nonagenarian and have lived here since my husband and I retired in 1976. This is my home. I do not seek change but accept this is inevitable. I therefore support the blue route as far away from the bungalow as possible. Inevitably there will be extra noise and dirt from construction traffic disturbing my peace and quiet. I love looking out of the kitchen window and seeing Snowdonia on a clear day. In future I will probably look onto passing traffic. Can the road be cut into the ground? So I won't see lorries and caravans etc. I am too old to move. If I do, it will be into a care home which the value of my property will have to fund. What compensation system is in place to help me if the property is devalued by the new by-pass?	Please refer to Response ID 10026 (9). Compensation for the highway improvements will follow a statutory process where appropriate. This will be determined as the Project progresses. A Property Price Support plan was launched in April 2015, as part of the Neighbourhood Support Scheme. Full details of this Scheme are available at http://www.horizonnuclearpower.com/wylfa-newydd-neighbourhood-support-scheme.		✓	
10042	N	9	I live close to the A5025 and am not looking forward to the increased traffic flows. As apparent with young children that cross the road to get the school bus	A guiding principle of Horizon's ITTS is based on improving and reducing traffic along the A5025, whilst increasing safety. Chapter 11 of the MCD provides details of		✓	

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			vehicles currently pass at >60mph and I can't see this improving with this project. I am also a keen cyclist and sometimes feel I am taking my life into my own hands by cycling along the A5025 to get to Valley or Cemaes. I would support reduced speed limits, traffic flows at certain times (after the morning rush) and a thorough review following the start of the project.	the proposed highway improvement, which was published as part of the Stage Two Pre-Application Consultation. Regarding cycling, please refer to Response ID 68 (11). Regarding reduced speed limits, Please refer to Response ID 77 (9).			
10042	N	11	I agree that park and ride facilities would help to reduce worker traffic at peak times. This is when my children need to cross the A5025 to get the school bus. By straightening the road it appears that you will be creating more of a 'race track' than the road currently is. I thought the number of accidents on the A5025 was at quite a high level already.	Please refer to Response ID 40 (9).		✓	
10042	N	12	If the majority of construction traffic is coming along the A5025 from the Valley direction then it seems fair that the worker/park & ride traffic comes from the opposite end – Amlwch. Otherwise this side of the island is going to become overwhelmed with traffic flow. This is a concern due to the potential impact on the value of my house.	Please refer to Response ID 40 (9).		✓	

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10049	N	Letter submitted	I am sure lots of people will also have commented that it would make sense to join up the Cemlyn Road near the Firs with a minor road bypass or similar. This is presently shown as cut off at on the leaflets. Thanks for your attention.	Please refer to Response ID 68 (9).		✓	
10050	N	9	Appears to be well thought out and considers the local community.	Thank you for your response. Your comment is noted.			✓
10050	N	11	Yes. Concerned about the speed, volume and noise of increased traffic. This should be monitored very closely to ensure that it does not deviate from the designated routes. (We live on the road side).	The proposed A5025 on-line and off-line highway improvements include localised carriageway widening, resurfacing works, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new roundabout junction at Valley. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users. The level of traffic growth on the A5025 will be monitored and controlled by the use of the logistics centre to manage the delivery of materials and dedicated buses for construction workers in the place of individual car movements. The monitoring of traffic volumes and routes to the Power		✓	

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				Station Site will form part of the Travel Plan mitigation measures.			
10051	N	9	It should not happen. It's not needed as we don't want it. Trash and scar our island.	Thank you for your response. Your comment is noted.			✓
10051	N	11	Terrible what is being proposed. Our beautiful island trashed.	Thank you for your response. Your comment is noted.			✓
10054	N	9	The principles are fine but how will it work in practice? E.g. 'how do you control private vehicle and freight movement along the A5025?' We will be next to the proposed Llanfachraeth by-pass – will construction traffic be restricted at night?	Regarding the control of vehicles, Horizon is proposing the use of park and ride facilities to reduce the number of single occupant vehicles traveling to the Power Station Site. Additionally, as described in chapter 10 of the MCD published as part of the Stage Two Pre-Application Consultation, Horizon has prepared an ITTS to understand the potential transportation impacts of the Wylfa Newydd Project and to provide transport proposals to manage the movement of both construction materials and construction workers. The ITTS considers a comprehensive look at the transport options available, including those along the A5025. The provision of a logistics centre would allow for Horizon to control the release of construction vehicles and movement of freight, restricting these vehicles to designated times and routes, ensuring that		✓	

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				chosen routes can cope with vehicle weight limits. Regarding the Llanfachraeth by-pass, Please refer to Response ID 106 (1).			
10054	N	11	We are concerned about the Llanfachraeth by-pass as all routes proposed pass close to our property. The blue route is the best of the three for us. Our concerns: 1) Visual impact, noise and light pollution – could these be minimised by the planting of trees, creation of banks etc, no overhead lights and restricting speeds. 2) Change to the water course – both sides of the Alaw upstream and the bank of the Valley side of our property act as a flood plain during heavy rainfall, protecting our home. We are concerned that alterations to the river's flow might adversely affect us. (See photos). The river is also tidal. 3) Destruction of habitat – many moths and butterflies thrive there. Otter, heron and kingfisher feed on trout, sea trout	Please refer to Response ID 106 (1) in relation to the proposed Llanfachraeth by-pass. Regarding the potential impacts on the environment, the PEI Report published as part of the Stage Two Pre-Application Consultation, includes the latest information on likely effects as well as potential mitigation and enhancement measures.		✓	

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			and eels. Consideration should be given to sustaining this biodiversity.				
10057	N	5	Unfortunate to lose Cemlyn Road as this is a favoured cycling route.	Please refer to Response IDs 68 (9) and 69 (11).		✓	
10057	N	9	This appears to have been well researched with positive aims to reduce the use of the road network. The proposals to make deliveries of freight by sea are very welcome.	Thank you for your response. Your comment is noted.			✓
10057	N	11	Although you have plans to make slight improvements to the A5025 between Cemaes and Valley, unless the traffic is strictly controlled, this road would become problematic for local traffic as there are very few passing places on this particular stretch. Ideally it should be dualled but this seems unlikely from your plans.	Please refer to Response IDs 10054 (9) and 77 (13), respectively.		✓	

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10058	N	9	We believe that the effect on the roads will be horrendous. You cannot transport 6000 workers into the site without there being congestion. Add to this all the HGV movements, we think it will be a nightmare. We are not convinced that all the traffic will come via the A55/Valley as a lot of HGV's now come via Amlwch to avoid the testing station on the A55.	Please refer to Response ID 40 (9).		✓	
10058	N	11	Anything that improves the roads to make access easier has to be applauded.	Thank you for your response. Your comment is noted.			✓

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10062	Y	Letter submitted	…2) Concerns were raised with regard to the safety of the A5025 road, especially the stretch from Cemaes towards Amlwch, Benllech and beyond. Although improvements are proposed between Cemaes and Valley, there is nothing to stop works related vehicles from traveling along the A5025 as they come onto the island. There is also concern with regard to the general increase in traffic as contractors involved with the construction and development of Wylfa Newydd move into their area of work…. …6) It was asked that Horizon look at the possibility of developing the old railway across Anglesey to Amlwch/Cemaes as a means of getting materials, especially construction materials to site. This would alleviate a number of issues on the rural roads.	With regard to improvements of the A5025, particularly between Cemaes and Amlwch, please refer to Response ID 94 (9, 11). With regard to control of construction vehicles along the A5025, please refer to Response ID 10054 (9). With regard to the general increase in traffic, particularly that attributable to construction workers, please refer to Response ID 40 (9). Regarding the reinstatement of the disused railway from Amlwch, please refer to Response ID 10019.		✓	
10074	N	9	Seriously worried about the danger and traffic noise in relation to Llanfachraeth By Pass (map fig 17) which seems to exit right by my house. Part of the frontage of my house was taken when the existing power station was built – putting me on a very dangerous bend. With two young children here we are risking our lives everyday trying to exit into the 5025 and can't have the front windows open	Regarding the proposals for road improvements through Llanfachraeth, please refer to Response ID 106 (1). Regarding the potential impacts of the Project on noise, traffic and safety, the PEI Report published as part of the Stage Two Pre-Application Consultation includes the latest information on likely effects as well as		✓	

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			because of existing traffic noise. I sincerely hope that you take our worries into account.	potential mitigation and enhancement measures. Chapter 20 of the MCD, provides an overview of the potential effects of the Wylfa Newydd Project proposals on local communities affected by the A5025 improvements, during both construction and operation of the Power Station, including localised effects on traffic.			
10087	Y	Letter submitted	The partnership believes that any transport mitigation should not be limited to improvements to the A5025, but should rather be part of an integrated traffic plan to be developed under the leadership of Isle of Anglesey County Council taking into account the cycling strategy and incorporating rail, sea and air travel.	Please refer to Response IDs 11 (9) and 40 (9).		✓	
10089	N	9	We agree with the draft principles articulated in Chapter 10.11 of the consultation document save that it does not refer to integration with the decommissioning activity of Wylfa A. As we understand the Wylfa A decommissioning plan, employment levels will be similar to the current establishment (650) over the first years of defueling and decommissioning. There will be increased HGV	For more details on the potential cumulative effects resulting from the construction of Wylfa Newydd Project and the decommissioning of the existing Magnox power Station, refer to volume I1 of the PEI Report, published as part of the Stage Two Pre-Application Consultation includes an assessment of the cumulative effects of the Wylfa Newydd Project, as well as potential mitigation and enhancement measures.		✓	

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			movements (Wylfa Environmental statement 2013 predicts an additional 38 HGV movements per day). Without high levels of coordination and collaboration there could be potential for conflict. We note the intention to consider alternative modes of transport including cycling and other non-motorised modes (walking?) as part of the Environmental Impact Assessment Process. In our view, for this to be viable a dedicated cycle track would need to be constructed along the A5025 corridor between Wylfa and Valley. Ideally another dedicated cycle track should be constructed between Amlwch and Wylfa. Presumably the upper limit for walking would be 6 kilometres per day (one way). It would be desirable to upgrade or introduce new footpaths within a 6 kilometre radius of the new site. We are disappointed that rail is not regarded as a viable alternative to road. In particular we do not believe there has been sufficiently serious consideration given to linking the Wylfa Newydd site to the Gaerwen - Amlwch branch line. With the benefit of hindsight this should have been established in the construction of Wylfa A in the 1960s and used since for export of nuclear flasks as it was at Trawsfynydd with construction of the "Trawsfynydd Link". Rail could alleviate	Regarding the improvements to cycle routes and footpaths in the area, please refer to Response ID 68 (11). Regarding reinstatement of the disused railway between Amlwch and Gaerwen, Please refer to Response ID 10019. Regarding the inclusion of future transport upgrades into the Project planning, Horizon has prepared an ITTS to understand the potential transportation impacts of the Wylfa Newydd Project and to provide transport proposals to manage the movement of both construction materials and construction workers. The ITTS considers a comprehensive look at the transport options available, including those along the A5025. The ITTS considers a comprehensive look at the transport options available, including bus, rail, air and cycling. More information is available in chapter 10 of the MCD, published as part of the Stage Two Pre-Application Consultation.			

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			the burden of HGV traffic on the A5025, reduce freight traffic on the Britannia Bridge and reduce carbon footprint. Rail could also transport large numbers of workers from rail based park and ride facilities both for Wylfa Newydd and decommissioning Wylfa A. Never mind the legacy benefits of a Amlwch rail link(e.g. tourism) Wylfa Newydd will have continuing transport needs for 60 years of operation which could be well served by rail. Wylfa A decommissioning activity will peak again circa 2120 with significant outbound freight. The draft ITTS appears to concentrate on the enabling and construction phase whereas the principles should apply equally to the sixty years operations period when 1000 permanent staff will be employed. Limiting reliance on private cars would represent a significant behaviour change to that experienced at the current power station where the overwhelming majority of employees travel to work by private car. This change would be easier to achieve if there were reliable frequent rail and bus services to the site.				

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10089	N	11	Limiting HGV access to the A5025 Valley - Wylfa corridor is essential. We support the planned improvements to the A5025 and believe the local communities affected should have the most influence on selecting preferred options. We also believe the A5025 Valley- Wylfa road should be the preferred route for shuttle buses from park & ride sites and temporary worker accommodation save possibly Rhosgoch. We support the policy of deterring workers using private cars. If workers are required to use shuttle buses and possibly pass through security before boarding they will probably expect payment from that point rather than arrival at site. There should be clarity on this at an early stage. It may also influence the siting of park & ride sites because of travel time to Wylfa. Notwithstanding restricting HGV traffic to the South of Wylfa it seems likely that there will be a significant increase in road traffic to the East on the A5025 between Amlwch and Wylfa. This would be exacerbated if temporary worker accommodation or a park & ride facility were established in the Amlwch area. There is a significant accident black-spot on the A5025 at the Betws	With regard to controlling traffic along the A5025, please refer to Response ID 10054 (9). Consideration is being given to the point at which construction workers 'clock in' for work (e.g., when boarding a shuttle bus or arrival at the Power Station Site). Suggestions for road improvements such as a new pedestrian crossing and roundabout at Cemaes, lighting, CCTV and speed limit restrictions have been taken into consideration by Horizon. Please refer to Response ID 77 (9) and chapter 11 of the MCD, which provides a description of the proposed highway improvements. With regard to impacts upon local roads, please refer to Response ID 87 (9). Details regarding the consideration of potential improvements to the A5025 from Amlwch to the Power Station Site are provided in Response ID 94 (9,11). More information on the effects on traffic as a result of the Wylfa Newydd Project was available as part of the Stage Two Pre-Application Consultation, specifically volume B3 of the PEI Report, the Traffic	✓		✓

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			bends (East of Newydd Farm) and there are already concerns about the absence of a pedestrian crossing at the western end of the Cemaes Bypass, which is a principal route for primary school children. We believe consideration should be given to realigning the A5034 at Betws and to providing a pelican or puffin crossing at Cemaes. Alternatively consideration could be given to reinstating the pedestrian underpass with associated lighting and CCTV. There is a current problem with the Llanfechell to Tregele road being used as a 'rat run' especially by workers and contractors travelling to and from Wylfa A. The road is narrow and for most of its length there is no pavement. Children have to walk along the road to catch the school bus. We believe Horizon in conjunction with IoACC should consider what measures might be taken to avoid matters becoming worse as a result of Wylfa Newydd. We are concerned that the closure of the Cemlyn road will result in unacceptable levels of traffic on the Nanner road. Perhaps some traffic can	and Transport Technical Note and chapter 20 of the MCD.			

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			be encouraged to travel to Cemlyn via the Llanfairynchornwy road. We believe other road improvements should be considered: • Roundabout Wylfa A. We believe the current 90 degree bend at the entrance to Wylfa A should be replaced by a roundabout that could also serve the Horizon Gateway site; • 50 mph speed restriction. There is a risk that an improved A5025 will encourage speeding. Consideration should be given to imposing a 50 mph maximum speed limit on sections of the Valley to Wylfa road where increased traffic density is likely to cause accidents; • Cemaes 30 mph restriction. The current 30mph speed restriction ends at the western boundary of Cemaes. This should be extended to south of the proposed new Wylfa Newydd access road; • Speed cameras/Interactive Signs. Consideration should be given to installing permanent speed cameras (preferably average speed) on the A5025 at Cemaes Bay and Bull Bay and or installation of vehicle activated warning signs.				

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10090	N	9	You appear to be doing your best out of a bad job. Especially in Llanfachraeth, the loss of passing trade could cause problems to the local shop. But, the residents of Llanfachraeth and Llanfaehtlu will benefit greatly with the extra heavy traffic being taken out of their villages. Straightening some of the worst (and accident prone) sections of the A5025 should reduce the accident rate. Use of park and ride should reduce the overall traffic on the road. However, despite the MOLF, there is going to be a big increase in heavy traffic for the build period that can't be avoided. Hopefully the legacy of better roads once build is completed will offset all the negatives.	Please refer to Response IDs 106 (1) and 87 (9). Information regarding the amount of vehicular traffic using the A5025, particularly HGVs, associated with both the construction and operation of the Power Station, is provided in Response ID 49 (9), with full details available in chapter 10 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.		✓	
10090	N	11	Unfortunately, the roads will have to be upgraded, however there are legacy benefits. Park and ride proposals are good.	Additional information regarding road improvements and legacy benefits were available as part of the Stage Two Pre-Application Consultation, specifically chapter 11 of the MCD.		✓	
10091	N	9, 11	Everyone locally is expecting a 15 year nightmare on the A5025 to Valley. Many will just give up travelling on that road.	Please refer to Response IDs 11 (9) and 40 (9).		✓	

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10094	N	9	I would prefer to see a rail line included. This could bring the following benefits: • More traffic off the roads during construction. • Safer transport of nuclear fuel and waste. • Legacy for the future. • Additional employment opportunity for construction and operation of railway.	Please refer to Response IDs 11 (9) and 10019. Volume B14 of the PEI Report presents an overview of the proposed radioactive waste and spent fuels management strategy for the Wylfa Newydd Project.		✓	
10094	N	11	I am looking forward to my local road being a backwater, relatively traffic-free and safe to walk along. Can you guarantee that it will be maintained please?	Please refer to Response ID 87 (9). Volume B3 of the PEI Report, published as part of the Stage Two Pre-Application Consultation materials, provides the latest information on the traffic impact assessment, likely effects as well as potential mitigation and enhancement measures.		✓	
10099	N	8	Obviously going to affect residents, landowners etc on the proposed route e.g. Llanfachraeth and Llanfaehtlu but necessary. Sensitivity, safety and landscaping necessary here also.	Please refer to Response ID 106 (1).		✓	
10110	Y	1	A management plan specifically for road closures and traffic management should be agreed between Magnox and Horizon - the basic elements of which should be included in PAC2. This is to ensure that road closures or related	With regard to potential cumulative effects resulting from the construction of Wylfa Newydd Project and construction workers at the existing Magnox power station during both regular operation and decommissioning, please refer to volume I1		✓	

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			works do not result in operational impacts for the Magnox Wylfa Site, for example Emergency Services, Fuel Flask Transporter etc. It is noted that the proposed highway improvements could be of benefit to Magnox Wylfa Site staff travelling to site. The effects of the proposed closure of Cemlyn Road upon the Magnox Wylfa Site need to be fully assessed and mitigated to ensure no adverse impacts, and this should be fully covered in PAC 2.	of the PEI Report, which was published as part of the Stage Two Pre-Application Consultation and includes an assessment of the likely cumulative effects as well as potential mitigation and enhancement measures. This will include potential effects to emergency responder services. Regarding the proposed closure of Cemlyn Road, please refer to Response IDs 68 (3) and 68 (9).			
10111	N	9	There will be to much cars on the road. . POLLUTION.	With regard to potential traffic effects and air quality, please refer to volume B3 and B5 of the PEI Report respectively. The PEI Report was published as part of the Stage Two Pre-Application Consultation, provide the latest information on likely effects as well as potential mitigation and enhancement measures.		✓	
10111	N	11	Before doing Wylfa's new entrance road sort out the existing highways surrounding Wylfa	Please refer to Response ID 40 (9). The construction of the access road into the Power Station Site is currently considered to be part of the works that will be granted as part of the DCO. Horizon's current thinking is that the access road would be		✓	

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				constructed as soon after this grant as possible to maximise the benefits of its use. More information on site access is available in chapter 6 of the MCD, was published as part of the Stage Two Pre-Application Consultation materials.			
10112	N	9	In principal seems to be a good strategy.	Thank you for your response. Your comment is noted.			✓
10113	N	9	The increased traffic will be a cause for concern regarding public health.	Horizon has prepared a Health Impact Assessment to understand the potential impacts of the Wylfa Newydd Project upon health and quality of life. A Health Impact Assessment Interim Report was published as part of the Stage Two Pre-Application Consultation.		✓	
10116	N	Letter submitted	I wish to strongly urge Horizon to consider the possibility of retaining access to Cemlyn from the Tregele direction, i.e. (the Cafnan Route). Please refer to my enclosed modification to your proposed plan… …Up to now, all traffic to Cemlyn has been divided roughly 50/50 between the Cafnan route and the Nanner road. (there are 2 other access but very little traffic to Cemlyn use these options). The Nanner road is already under considerable pressure due to a combination of large farm machinery and large delivery wagons, (sometimes	With regard to the proposed closure of Cemlyn Road and Nanner Road improvements, please refer to Response IDs 68 (3) and 68 (9). With regard to the overall assessment of traffic impacts and road improvement proposals, please refer to Response ID 40 (9) and volume B3 of the PEI Report published as part of the Stage Two Pre-Application Consultation.	✓		✓

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			long articulated lorries). Removing 50% of access to Cemlyn will put 100% of the traffic on the Nanner road and therefore it stands to reason that this will cause all kinds of unforeseen problems. My property is the first on entering the Nanner Road from the A5025, so I am fully aware of the nature of existing traffic. If Horizon have the concerns and good will of local needs, surely, the construction of a new road along the Cafnan route would reflect that concern. Failure to address this problem will impact severely on people living South of the development.				
10117	N	9	It was agreed that there was not enough detail provided at this stage to be able to comment fully. However it was noted that there is no mention of any improvements to the A5025 from Cemaes towards Menai Bridge. It is nonsense to think that all vehicles linked to the new build will be coming to the site from the direction of Valley. Some contractors are already using the A5025 via Amlwch. The possibility of barring all Wylfa traffic from using this stretch of road was	Regarding the control of Wylfa Newydd Project traffic, please refer to Response ID 10054 (9). Comment noted regarding the identified support for use of the Old Shell Site at Rhosgoch as a park and ride facility. This site is proposed to provide Temporary Workers' Accommodation, as set out in chapter 14 of the MCD, published as part of the Stage Two Pre-Application Consultation.		✓	

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			discussed, but it is unreasonable to expect potential employees and contractors living in east Anglesey to travel to Valley to join the park and ride system. A similar service could be established at the Old Shell Site at Rhosgoch for example, with some improvements to the road to make it safer for the increased traffic. The members fully support the development of the Old Shell Site as accommodation and parking provision for the workforce. The safety of local residents was discussed should there be a nuclear incident – are the roads adequate to be able to evacuate sufficient number of people from site? Would sufficient emergency services be able to get there?	With regard to the A5025 from the Power Station Site to Amlwch and Menai Bridge, please refer to Response ID 94 (9,11). Horizon is continuing work on the modelling of existing and future traffic congestion. This will determine the scale of potential impacts on road infrastructure and emergency responders, and Horizon's road proposals going forward. Volume B3 of the PEI Report, available as part of the Stage Two Pre-Application Consultation, includes the latest information on likely effects as well as potential mitigation and enhancement measures. Radiation from nuclear power stations requires careful management during and beyond the operational life of the power station. However, safety systems in place in the designs of new nuclear power stations and compliance with the UK's robust legislative and regulatory regime mean that the risk of radiological health detriment posed by nuclear power stations (both during normal operation and as a result of an unplanned release) is very small. (Source: National Policy Statement for Nuclear Power Generation (EN-6)).			

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				Responsibility for actions of the public in the event of a Nuclear Emergency will be the responsibility of the Local Authority and the Local Resilience network. Once an assessment of hazards, under the Radiation (Emergency Preparedness and Public Information) Regulations 2001, has been carried out by the operator this will be submitted to the Office for Nuclear Regulation (ONR) for assessment. It will then be down to ONRs assessment to determine to what extent detailed off-site emergency plans are required and the appropriate size of an Off-Site Emergency Planning Area. It will be the responsibility of the Local Authority to put together Off-Site emergency plans for the local area with input from the operator and other resilience organisations.			
10117	N	11	Members were very concerned with regard to the use of the A5025 from Amlwch to Cemaes, and other rural 'short cuts' across the island. It is understood that there will be a park and ride services from Ty Croes, but is it unreasonable to expect contractors and	Regarding the impact of Wylfa Newydd Project traffic on local roads, please refer to Response ID 87 (9).		✓	

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			employees from, for example, Amlwch or Llaneilian to travel by Ty Croes to use the service. What provision has been made for these people? Transport proposals need to be addressed side by side with other proposals such as accommodation and parking. If the Old Shell Site at Rhosgoch is developed as a car parking and accommodation facility, then improvements to the road and a park and ride system needs to be developed in line with road improvements from the other side of the Island. The proposed work to the A5025 between Valley and Cemaes will need to be completed before ANY work on site is started. It was agreed that the road improvements should not be seen as community benefit and mitigation as, without the improvements, Horizon would not be able to get their materials to site. As such the improvements from Valley to Cemaes are for Horizon's benefit. The possibility of re-instating the old railway line as far as the Old Shell Site was also discussed, with the potential for a new section of track from Rhosgoch to Site.	Regarding the provision of park and ride facilities, please refer to Response ID 106 (1). The A5025 is being considered as part of the overall road improvement scheme associated with the Project, and as part of the ITTS. Furthermore, the potential locations of Associated Development; Temporary Workers' Accommodation, park and ride facilities and logistics centres, are being considered in conjunction with the existing and future congestion levels, capturing the potential impacts that would result as part of the Wylfa Newydd Project. Horizon is investigating the A5025 highway alignment between Amlwch and Cemaes, to determine any existing deficiencies and identify potential improvements that could be implemented to improve the safety of the A5025 in this area. This has involved modelling the alignment to provide an overview of the existing horizontal and vertical alignment and analysing existing traffic flows and accident data. The traffic flow analysis indicates that this section of the A5025 is running under capacity and that the addition of shuttle buses to transport construction workers to the Power Station Site from Rhosgoch and			

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				Madyn Farm, will be well within theoretical capacity. However the modelling has shown that minor carriageway widening at certain locations would be advisable, particularly at some of the tighter bends to allow room for larger vehicles negotiating corners. Horizon also recognises there is the potential to improve the minor road between the A5025 and Rhosgoch (should this location be confirmed for Temporary Workers' Accommodation). As part of the ITTS, set out in chapter 10 of the MCD, a shuttle bus service is being proposed to the Power Station Site from such locations as Holyhead town centre (convenient for those arriving either by rail or bus), the Valley rail station, Temporary Workers' Accommodation and other locations determined to support sufficient passenger demand in the future. Regarding the disused Amlwch branch line, please refer to Response ID 10019.			
10118	N	11	I am not happy with the outcome of closing the road, from the Main Rd were the pub (The Douglas) is down to	Please refer to Response IDs 47 (11), 68 (3) and 68 (9).		✓	

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			Cemlyn. This mean's I have to go the long way round, which is inconvenient. This means more wear and tear on my vehicle, plus more money to put in diesel.				
10121	N	9	Limiting the traffic to the station is a priority as this will effect us greatly if this isn't managed correctly. The less traffic the more pleasent for the community and the safer it is.	Please refer to Response ID 10050 (11) regarding management of traffic during construction and operation of the Power Station Site. Please also refer to Response IDs 11 (9) and 40 (9) regarding the proposed transport strategy and movement of construction workers by different transport modes including rail services and the proposed shuttle bus services to the Power Station Site. The strategy is described in full in chapter 10 of the MCD, published as part of the Stage Two Pre-Application Consultation.		✓	
10121	N	11	The road upgrades that have been proposed are a must for this project to go ahead and I'm all for it. I'm concerned living in Tregele as traffic is going to increase greatly on a road that is very busy. Pulling out from our estate can be tricky due to visability as it is. I feel there is improvements that need to be made in Tregele whether that be a by-pass or traffic calming measures.	Please refer to Response IDs 49 (9), 49 (14) and 77 (9).		✓	
10126	N	11	Will be disruptive.	Thank you for your response. Your comment is noted.			✓

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10127	N	13	Key is an evacuation policy for all of the island in case of emergency – the two bridges and train line will not be sufficient to move everyone, particularly in peak summer holiday season.	Please refer to Response ID 10117 (9).		✓	
10129	N	11	I feel sorry for anyone living on the roads, existing or bypasses. The projected lorry traffic is huge. (see above) Small businesses in Llanfaehtlu and Llanfachraeth will suffer as a consequence of rerouted traffic.	Please refer to Response IDs 49 (9) and 106 (1). More information on the road proposals and potential socio-economic effects to businesses as a result of the Wylfa Newydd Project is available in volume B3 and volume B1 of the PEI Report, which was published as part of the Stage Two Pre-Application Consultation.		✓	
10131	N	9	Very good.	Thank you for your response. Your comment is noted.			✓
10131	N	11	Positive.	Thank you for your response. Your comment is noted.			✓
10134	N	9	Strategy should be integrated with the decommissioning activity of Wylfa A. Employment levels will be similar to the current establishment (650) over the first years of defueling and decommissioning. There will be increased HGV movements (Wylfa Environmental statement 2013 predicts an additional 38 HGV movements per day). Without high levels of co-	With regard to potential cumulative effects resulting from the construction of Wylfa Newydd Project and the decommissioning of the existing Magnox power station, please refer to volume I1 of the PEI Report published as part of the Stage Two Pre-Application Consultation and includes the latest information on likely cumulative effects as well as potential mitigation and enhancement measures.		✓	

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			ordination and collaboration there could be potential for conflict. A dedicated cycle track between Amlwch and Wylfa would be a useful addition and footpaths within a radius of 10 kilometres should be upgraded where necessary. A rail connection to the new station should be considered. The disused line from Amlwch to the main line close to Gaerwen already existing and would only need to be restored. A branch from Rhosgoch would serve both power stations and would be an advantage not only during the construction and operation of the new station but also for de-fuelling and de-commissioning of Wylfa A. The rail link would also have the advantage of reducing road traffic and congestion on the bridges. The restoration of the rail link to Amlwch would enable enthusiasts to develop a heritage rail service with benefits to Amlwch locals and visitors. It should be borne in mind that when construction is finished the transport systems of the locality will still have to cope with about 1000 permanent staff at the new station concurrent with the large increase during de-commissioning of Wylfa A. The measures put in place now should be regarded as long term or permanent. Significant improvements in	Regarding the impact of increased HGV movements, please refer to Response ID 49 (9). Regarding the potential upgrade to cycle routes and footpaths between Amlwch and Wylfa, please refer to Response ID 68 (11). Regarding the potential use of the disused rail line between Amlwch and Gaerwen, please refer to Response ID 10019. Regarding the inclusion of future transport upgrades into the Wylfa Newydd Project planning, Horizon has prepared an ITTS to understand the potential transportation impacts of the Project and to consider the transport proposals associated with the movement of both construction materials and construction workers. The ITTS considers a comprehensive look at the transport options available, including bus, rail, air and cycling. The ITTS is set out in detail in chapter 10 of the MCD, published as part of the Stage Two Pre-Application Consultation.			

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			bus, and possibly train, services are essential to reduce traffic from private cars.				
10134	N	11	Limiting HGV access to the A5025 Valley-Wylfa corridor will reduce the traffic in Amlwch. The planned improvements to this section of the A5025 will mitigate against the increased traffic. Despite the measures proposed there is bound to be a significant increase in road traffic to the East on the A5025 between Amlwch and Wylfa. This stretch is already busy when staff are travelling to and from Wylfa A and there is significant local traffic to Holyhead. Some improvements on this section are necessary, particularly at the Betws bends where some realigning would be an advantage.	Please refer to Response IDs 40 (9), 49 (9) and 10054 (9).		✓	
10134	N	12	Park & ride i. Rail if the rail link was established presumably a 'Wylfa Parkway Station' could be established adjacent to the railway and with easy access to the A55 at Gaerwen. Parking should also be provided at Rhosgochli Road. The establishment of a park & ride to serve the East of the island North of Pentraeth	Please refer to Response ID 11 (9) in relation to rail and the overall transport strategy.		✓	

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			would help to reduce traffic on the A5025 east of the new station.				
10153	Y	Letter submitted	This is [redacted] response to your current consultation on the Wylfa Newydd Project. Thank you for allowing us to comment on your plans. Arriva Trains Wales is the main operator of passenger train services in Wales, serving every railway station. [Details redacted] strongly believe that rail should be an integral part of the proposals for a transport strategy for all those associated with the development, both during the construction and the operation of the site. The transport of staff to and from the site each day, using Valley Railway Station, is something that we would be pleased to look at in detail in conjunction with Horizon and the Local Authorities.	Please refer to Response ID 11 (9) in relation to rail and the overall transport strategy.		✓	
10169	N	Letter submitted	I write on behalf of the above constituent, who is keen to note serious concerns regarding Horizon's plans for a Llanfachraeth bypass to service Wylfa Newydd. I would like you to bring this to the attention of Horizon's managers in addition to including this as a response to your current public consultation. I know that [name removed] intends to respond personally to the consultation personally as well.	Please refer to Response ID 106 (1) regarding the proposed Llanfachraeth bypass proposals and the Response ID 87 (9) relating to the assessment of safety impacts on local roads. Volume B3 of the PEI Report provides a summary of the traffic effects associated with the Wylfa Newydd Project. Chapters 10 and 11 of the MCD provide details of the proposed transport strategy and highway improvements.	✓	✓	

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			[Name removed] lives on the A5025 as you leave Llanfachraeth towards Cemaes. As a result of the 'improvements' to the road during construction of the present Wylfa, when the road was moved closer to the house, it's difficult for [name removed] to pull out from [pronoun removed] house in her car (see attached pictures). She faces a very real risk of a collision each time [pronoun removed] pulls out into the road. [Pronoun removed] was extremely worried having seen the plans for further road improvements for Wylfa Newydd. Your intention is to create a bypass which will join the existing road just ahead of [pronoun removed] home. Without a doubt traffic will be accelerating and will only worsen the problem, which is already serious. In the past, [name removed] has contacted the Council in order to limit traffic speed in the area, but the Council have not been in a position to give priority to the project. [Pronoun removed] mentioned that Horizon officers had visited a neighbour who lives further down the road to discuss the new plans. [Pronoun	Additionally, although Horizon tries to arrange a number of different formats, venues and timings around the consultation activities, to ensure that everyone who wants to engage with Horizon staff, gather information and provide feedback are able to do so, Horizon will endeavour to make home-based visits. Please contact Horizon on 0800 954 9516 or wylfaenquiries@horizonnuclearpower.com to make arrangements.			

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			removed] is hopeful that the officers could also visit her in order to discuss her concerns. Would it be possible to arrange this please? I hope it would be possible to discuss potential mitigation measures in order to ensure that the bypass improves and not worsens the conditions that [name removed] and the family currently face, and I would be grateful if you explain the kind of work that Horizon could undertake near to her home in order to ensure this.				
10170	N	9	The population centres of Holyhead and Llangefni are not addressed for those who do not have the benefit of a car. A free or low cost bus service would reduce the impact on environment and allow the lower paid workers access to jobs. The plan does not address heavy goods vehicles using unsuitable roads. Weight limits should be applied to all roads except the A55 connection to Wylfa. Cycling will be dangerous on connecting roads. This is not addressed. Bus drop off is some distance from site which will discourage use. This is not addressed.	Regarding the inclusion of routes to Holyhead and Llangefni by car and by bus, please refer to Response ID 40 (9). The traffic assessment also includes consideration of the location or relocation of bus stops near to the Power Station Site. Regarding the use of local roads and control of heavy goods vehicles, please refer to Response ID 10054 (9). Regarding cycling routes, please refer to Responses ID 68 (11). More information is available as part of the Stage Two Pre-Application Consultation materials, in chapters 10 and 11 of the MCD, which provide details of the proposed		✓	

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				transport strategy and highway improvements.			
10170	N	11	The A5052 to have a cycle lane to encourage use. No comments on Bus Priority measures. Generally the road transport proposals do not address global warming and local pollution with vehicle borne transport in the ascendancy over sea borne, public transport and cycling. Car sharing is not mentioned!	Regarding cycling routes, please refer to Responses ID 68 (11). Suggestions for improvements to roads, such as bus priority measures and car sharing have been taken into consideration by Horizon as part of the work informing the ITTS and traffic assessment. Additional information is available as part of the Stage Two Pre-Application Consultation materials, in chapters 10 and 11 of the MCD, which provide details of the proposed transport strategy and highway improvements. Regarding environmental effects generated by Project-related traffic and transport proposals, volume B3 of the PEI Report, published as part of the Stage Two Pre-Application Consultation, includes the latest information on the traffic impact assessment, likely effects as well as potential mitigation and enhancement measures. A range of measures are proposed as part of the Project to reduce transport related	✓		✓

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				emissions that contribute towards global warming, such as the consolidation of goods at a logistics centre before onward transport, and consolidation of construction workers travelling to the Power Station Site on bus services and from park and ride facilities. Horizon is also planning to construct and operate a MOLF, which will allow for the majority of construction materials to be brought directly by sea to the Power Station Site.			
10172	N	9, 11	Seems sensible and well thought out, but I am not living in the effected locations.	Thank you for your response. Your comment is noted.			✓
10174	N	9, 11	I hope the plans work without inconvenience to everyone else.	Thank you for your response. Your comment is noted.			✓
10175	Y	9	We reiterate that we advocate the maximum use of sea transport to take pressure off road transport. The ITTS principles are reasonable insofar as they seek to select the main road transport route to Wylfa Newydd, but neglect to consider other changes to road use.	Thank you for your response, your comment is noted. As described in the Stage Two Pre-Application Consultation materials, Horizon has prepared an ITTS to understand the potential transportation impacts of the Wylfa Newydd Project and to consider the emerging transport proposals associated with the movement of both construction materials and construction workers. The ITTS provides a comprehensive assessment of transport options available, including those by sea, bus, rail and cycle.			✓

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				Further details are provided in chapter 10 of the MCD. Horizon has modelled existing and future traffic congestion as part of the traffic assessment, the effects of which are reported in volume B3 of the PEI Report. This has informed the scale of potential impacts of traffic across the island as well as proposed options for alternative modes of travel, as well as mitigation and enhancement measures.			
10175	Y	11	Ensure there is funding to maintain the new roads for the future. The clauses noted in 10.55 of the consultation document are reasonable as a strategy to select the A5025 as the main access corridor. However, there is no mention of the effect of increased traffic on other access routes to Wylfa Newydd. The route which is of great concern to Mechell Community Council is the road through the villages of Llanfechell and Tregele. It is inevitable that the volume of traffic on this road will be much increased, as will be the volume of traffic on many other minor roads in the council area.	Please refer to Response IDs 40 (9), 87 (9) and 106 (1). It is envisaged that new sections of highway would be adopted by the local highway authority, who would be responsible for future maintenance.		✓	

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10175	Y	Letter submitted	Appendix 3, Initial Concerns Ref Consultation: The initial road proposal improvements are inadequate, information is required regarding the proposed improvements to the sections adjoining the major re-routing of the A5025. Also further attention needs to be given to all the proposed major re-routing as all of the proposed northerly termination points appear to exit at what is now a known accident black spot; The road from Llangefni to Cemaes via Llannerchymedd will become a rat run so to speak, there are already safety concerns with reference to the road as It enters the village of Llanfechell with regard road speed. Are there any plans restrict the 60mph limit?	Please refer to Response IDs 77 (9), 87 (9) and 106 (1). Chapters 10 and 11 of the MCD, published as part of the Stage Two Pre-Application Consultation, provide details of the proposed transport strategy and revised highway improvements.		✓	

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10178	N	Letter submitted	We are very concerned about the road improvements between Llanrhyddlad and Cefn coch, as this will be very close to our property. There are a few points which are of concern to us;… …Linked to the issue of traffic is the problem that we will face getting on and off our drive. Although it would seem as though it would be easy to join the road from our drive, it is not. Our neighbours park on either side of our drive, reducing visibility considerably. At present, we are able to creep slowly on to the road, however, at busy times, it is impossible to do this and getting off the drive becomes difficult and at times dangerous. This could only be made worse by an increase in traffic and by the road being used by more people who are not familiar with that part of the road. We are already of the opinion that the road speed limit should be reduced around here due to the amount of accidents which have occurred (in fact, there is a car on it's side at the top of our drive as I write this!) and certainly feel that this is the least that could be done if more people are going to be using it.	Please refer to Response IDs 77 (9) and 87 (9). Chapter 11 of the MCD, published as part of the Stage Two Pre-Application Consultation, provides details of the proposed revised highway improvements.		✓	

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10180	Y	9	Not enough detail provided at this stage, no mention of improvements to the A5025 from Cemaes towards Amlwch, we believe that improvements should be made as far as Menai Bridge. It is known that the Betws Bends has seen several accidents and this needs addressing as a matter of urgency. A question was raised, with the safety of the local residents should a nuclear accident occur, are the roads adequate enough to be able to evacuate sufficient number from the site?	Thank you for your response, your comment is noted. Regarding a lack of sufficient detail in the Stage One Pre-Application Consultation materials; additional information on the proposed A5025 highway improvements was provided in the Stage Two Pre-Application Consultation, specifically chapter 11 of the MCD. Please refer to Response IDs 94 (9, 11) and 10117 (11) regarding the A5025 between Cemaes and Amlwch. Regarding the proposed emergency response should a nuclear accident occur, please refer to Response IDs 10110 (1) and 10117 (9).		✓	
10182	Y	Letter submitted	I am writing in response to the consultation exercise in connection with the above. [Details redacted] notes the conclusion about "the limited use of rail to support the construction and operation of the power station". We would welcome the opportunity to meet with Horizon to understand more about the basis of this conclusion and to see whether rail could play a bigger role than suggested. In more general terms, I have summarised our requirements as a	Thank you for your response, your comment is noted. Regarding the continued engagement between Horizon and Network Rail; the potential for augmenting the role of rail transport as part of the Wylfa Newydd Project, please refer to Response IDs 11 (9), 40 (9) and 10019 (Letter submitted). Regarding potential impacts to the Britannia Bridge (including use by rail), please refer to Response ID 35 (9).		✓	

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			statutory undertaker in Annex A. I look forward to hearing from you and please contact me if further information is required. Annex A: Network Rail is the statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. It owns, operates, maintains and develops the main rail network. Network Rail aims to protect and enhance the railway infrastructure and therefore any proposed development which is in close vicinity to the railway line, or could potentially affect Network Rail's specific land interests, will be carefully considered. The physical railway infrastructure must be protected and any development proposals must ensure that there is no adverse affect upon the safety of the railway line. This may be through increased usage of a level crossing or rail bridge by construction traffic associated with the proposed development or disruption to rail services during installation or maintenance of the overhead lines across the railway line. If there is any	The current Wylfa Newydd Project plans are not anticipated to cause significant adverse effects to the rail network. However, additional assessment, information regarding the likely effects of the Project, and proposals for mitigation and enhancements are provided in volume B3 of the PEI Report, published as part of the Stage Two Pre-Application Consultation.			

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			impact upon rail infrastructure this must be examined and addressed. Any proposals that include the installation of cables under or over the railway, any methods of electricity transmissions across Network Rail's land, or any access rights, temporary or otherwise will require the necessary property agreements to be entered into with our [redacted] who can be contacted on [redacted]. Please note that Network Rail will seek protection from the exercise of compulsory purchase powers over operational land whether for permanent or temporary purposes. Horizon must contact [redacted] well in advance of progressing proposals for this development.				
10186	N	9	The draft ITTS principles all sound sensible. I wonder whether it's possible to outline in the final version of the ITTS principles which principles enjoy priority when there is a tension between two or more of them. Without a transparent mechanism of weighting between different principles, the ITTS principles can lose their potential for practical applicability.	Please refer to Response IDs 11 (9) and 40 (9). The ITTS is set out in chapter 10 of the MCD, published as part of the Stage Two Pre-Application consultation, provides a hierarchy of transport modes and Horizon's latest strategy for the efficient and effective movement of materials and construction workers.		✓	

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10187	N	Letter submitted	I have been requested by local politicians to respond to your consultation overview document Wylfa Newydd Project Consultation. In the feedback form no.9 "Do you have any comments on Horizon's draft integrated Traffic and Transport Strategy (ITTS) principals?" I am the Chairman of [name removed], and I would wish to inform you of the potential of carrying freight on the Anglesey Central Railway line that runs across Ynys Mon from Gaerwen Junction to Amlwch. This, as you probably know is a 171Z2 mile single track railway line that has never been closed but is now "OUT OF USE". [Name removed] have signed a contractual agreement with Network Rail to clear vegetation, open culverts/ditches and subsequently to conduct surveys to establish costings etc. Currently, work is ongoing on the section from Llangefni to LLangwyllog. It is most encouraging that so far rail and sleepers are in good condition, with "spot sleepering" having been identified as necessary (which is true of all branch lines).	Regarding the potential use of the disused rail line, please refer to Response ID 10019. Comment noted regarding the use of sea transport for the movement of freight - please refer to Response ID 40 (9). Regarding the use of rail to transport construction workers, as well as the consideration of rail while siting various Associated Developments, please refer to Response ID 11 (9).		✓	

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			We fully agree that "deliveries by sea" should be the no.1 mode for large freight transportation. We would then identify the railway as a supportive second option and road transportation as the third. This prioritisation seems to be the will of 98% of all Ynys Mon inhabitants that we have consulted - because : • A) Rhosgoch could be central in housing would be workers. A one third of a mile spur was constructed from the main line to the then Shell Oil Tank Farm in the early 70's. • B) Has costings been assessed to compare developing the Valley to Cemaes Road (A5025) and that of extending the railway line from Rhosgoch to Wylfa Newydd? On page 31- 32 of the consultation document "Meeting transport and construction workforce requirements", although the key to the map refers to "Railway Lines" it is only the main line to Holyhead that has been identified! The railway line from Gaerwen Junction to Amlwch in our opinion should have been included on the map. It could well prove as vital as the line did in 1953 when an extension was built from Amlwch to Amlwch Port to carry building materials to the then Associated Ethyl Company and subsequently the transportation of Chlorine and Ethylene Dibromide,				

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			initially on a twice daily consignment. Then in the early 70's another extension was built to transport materials to Shell Oil Tank Farm at Rhosgoch. The railway line, as no doubt you will agree, is there to be utilised. Please consider this option!				
10188	N	11	The proposed provision in terms of transport proposals wrecks the land and breaks up agricultural units. A rural area like Anglesey is not appropriate for the largest building site in Europe. There are already traffic problems to get onto the island as the Britannia Bridge is not adequate for the present requirements. The additional traffic would cause concerns regarding the health of Anglesey residents.	Regarding the potential effects of the Wylfa Newydd Project on agriculture, please refer to volume B1 of the PEI Report, published as part of the Stage Two Pre-Application Consultation. This provides more information on the likely effects, as well as proposals for mitigation and enhancements. Regarding traffic impacts, particularly related to the Britannia Bridge, please refer to Response ID 35 (9). Regarding the potential health impacts of the Project, Horizon has prepared a Health Impact Assessment to understand the potential impacts of the Wylfa Newydd Project upon health and quality of life. A Health Impact Assessment Interim Report was published as part of the Stage Two Pre-Application Consultation.		✓	

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10192	N	11	Detailed consideration should be given to all access routes to the site.	All access routes, as well as multiple transport modes, are presented by Horizon as part of the ITTS prepared for the Wylfa Newydd Project, set out in chapter 10 of the MCD. A summary of the traffic impact assessment is provided in volume B3 of the PEI Report, which was published as part of the Stage Two Pre-Application Consultation.		✓	
10193	N	1	Concern over siting of workers accommodation at Shell Oil Farm. We are located at sharp bend on route to site, and are concerned about the amount of traffic and speed, on a bend where we see near misses quite often. The suggestion of a bus to take workers to site is a good idea as this could reduce the problem. Also concerned about what the accommodation would look like on this site.	Please refer to Response ID 94 (9,11). Horizon is exploring the need to carry out road improvements on the minor road from the proposed Temporary Workers' Accommodation site at Rhosgoch to the A5025 (east) such as minor carriageway widening of the narrower sections. An assessment of the traffic effects of the proposed Temporary Workers' Accommodation site at Rhosgoch, is provided in volume D1 of the PEI Report. Horizon proposes that the design of the proposed Temporary Workers' Accommodation buildings will reflect the local area, with the use of materials in keeping with the local vernacular style and traditionally used in the area.		✓	

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10194	N	9	These principles are fair and well-considered. Our only concern is whether or not Horizon will be able to stick to these principles throughout the construction process and beyond, offering long-term pardon from disruption, and offering legacy benefits to the local area.	Details regarding the proposed transport strategy, road improvements and legacy benefits were published as part of the Stage Two Pre-Application Consultation, specifically chapters 10 and 11 of the MCD.		✓	
10194	N	11	In interpreting figure 15 from the consultation overview document, I have noticed that a potential separate route to the existing highway (A5025) ceases to be illustrated at the area known as Cefn Coch. As aforementioned, the village of Tregele is on the doorstep of the proposed Wylfa Newydd site. Therefore it is the most important area to have a new link which will bypass the village completely. It is paramount that the road should not intrude on the community at all, regardless of what it'll be used for and the amount of traffic that will populate it on a daily basis. Another concern is the position of the Tregele service station. Ideally it will be re-positioned further up the hill (towards Crocs) towards the proposed entrance to the new Wylfa site nearer to Cefn Coch, in order to ensure the safety of	Regarding the proposed new Power Station Site access road from the A5025, the control of traffic movements associated with the Power Station Site through Tregele and speed limits, please refer to Response IDs 49 (9) and 105 (9). Regarding the Tregele service station, please refer to Response ID 77 (11).		✓	

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			both local residents and power station traffic. The service station is open from 6a to 10p and is already a hive of activity. The new power station will only exacerbate this causing more disruption and increasing the risk of accidents which have occurred numerous times over the years, due to the many property entrances along this small stretch of road. Also very few people adhere to the 40 mph speed limit!				
10229	N	9	It needs to encompass the roads of travel to work including the A5025 to Amlwch. Bicycle lanes and the safety of cyclists must also be considered. Country lanes in areas near the A5025 must also be considered. People will be using these to travel from different parts of the island to the car parks. Narrow lanes near to the A5025 need to be improved (e.g. the road in Tregele). There will also be many visitors on these roads. The needs of roads off the island need to be considered with the Welsh Government.	Regarding assessment of the roads between the Power Station Site and Amlwch, please refer to Response ID 94 (9,11). Regarding consideration of bicycle lanes and cycle routes, please refer to Response ID 68 (11). Regarding the use of local roads and increased congestion due to the Wylfa Newydd Project, please refer to Response IDs 87 (9) and 11 (9), respectively.		✓	
10229	N	11	Several people who work at the existing Wylfa station live on the eastern side of the island.	Regarding assessment of the roads between the Power Station Site and Amlwch, please refer to Response ID 94 (9,11).		✓	

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			We'd therefore expect more traffic through Amlwch. It would be reasonable to improve this road too. Establishing a Park and Ride Centre in Rhosgoch should be considered. I support the development of the A55 to facilitate the travelling to work and I encourage Horizon to modernize and electrify the North Wales train line. Traveling on train reduces the stress at the beginning and end of the working day. Country lanes in areas near the A5025 must also be considered. People will be using these to travel from different parts of the island to the car parks. Narrow lanes near to the A5025 need to be improved (e.g. the road in Tregele). The roads off the island also need to be improved in order to move people quickly across the North to Wylfa Newydd and a third bridge should be considered.	Regarding the location of park and ride facilities and other Associated Development, please refer to Response ID 40 (9). Regarding the use of alternative modes of transport to the single occupant vehicle, please refer to Response ID 11 (9). Regarding the general approach to road proposals and impacts to the Britannia Bridge and other connections to the mainland, please refer to Response IDs 11 (9) and 35 (9), respectively.			
10230	Y	9	Horizon Nuclear Power's commitment to producing an Integrated Traffic and Transport Strategy is welcomed and the principles outlined are broadly supported.	Thank you for your response, your comment is noted.			✓

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			However, the Council believes that the focus of the Strategy as outlined is much too narrow geographically, focusing on the A5025 and ensuring benefits for the future of Anglesey. We believe it is essential that Horizon Nuclear Power's proposals consider the implications of Wylfa Newydd on the entire area and proposes answers to that end. These considerations must involve the possible use of rural lanes that will be popular with the workforce that may choose not to live in purpose built accommodation, to connect with the main roads in order to reach the registration sites and for businesses in the supply chain.	Regarding the scope of the ITTS and traffic assessment, please refer to Response ID 11 (9), and chapter 10 of the MCD. Regarding the potential disbursement of traffic onto local roads as a result of the Project, please refer to Response ID 87 (9).			
10234	Y	Letter submitted	…We welcome transport proposals that limit the disruption on the road network and reduce impact on communities as well as actions to encourage travel by sustainable modes. It is important that the provision of transport facilities such as a logistic centre and park and ride sites should provide a legacy benefit for Anglesey and the surrounding area and undergo careful planning to ensure they are sited in the best locations. We note Horizon intends to work with Isle of Anglesey County Council to identify these sites and would wish to be included in that process as it will inevitably impact on trunk road traffic.	Thank you for your response, your comment is noted.. Regarding the location of Associated Development and potential impacts to traffic, please refer to Response ID 40 (9). Regarding the provision of a park and ride facility on the mainland, please refer to Response ID 35 (9). Regarding links to alternative modes of transport including rail and air, please refer to Response IDs 11 (9) and 40 (9).			✓

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			With regard to Broad Area of Search, we note further work will be undertaken to look at Park and Ride provision on the mainland. It is suggested that the provision of Park and Share should also be considered alongside Park and Ride and the criteria extended to: • Look at links with rail. • Look at link with road interchanges where park and ride would be attractive to service other key employment sites. We have already offered to provide the names of air service operators who may have an interest in providing a service between Anglesey and Gloucester. Let us know if you wish to receive this information…				
10237	N	9	Figure 13 – the coastal path should be diverted past Cestyll Gardens and around the headland and on to Cemlyn Bay.	Thank you for your response. Your comment is noted. The Landscape and Environmental Masterplan was described in chapter 7 of the MCD, published as part of the Stage Two Pre-Application Consultation. This plan includes the current proposals for diversion of the Wales Coast Path.			✓

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10339	N	9	It's important to enforce park & ride. 6000 workers using individual car journeys is an obvious nightmare!	Please refer to Response ID 40 (9).		✓	
10339	N	11	There is an area of dangerous bends on the A5025 between Valley and Llanynghenedl which you are doing nothing to rectify on bypass. There are often accidents there and with increased traffic this needs addressing.	Please refer to Response ID 106 (1).		✓	
10340	N	12	If temporary accommodation is situated near the construction site, Ffordd Y Traeth Road which runs by the bay should not be used as an access road. This road passes by the Stag Public House; it is very narrow and has several blind spots. An increase in the volume of traffic would cause a safety hazard.	Shuttle bus services operated from the proposed permanent housing at Madyn Farm and the Temporary Workers' Accommodation site at and Amlwch A and B, would follow the A5025 directly to the Power Station Site.		✓	
10362	Y	Letter submitted	Sustainable transport Project legacy: • Highway improvements should include biodiversity improvements and appropriate management. • The design of temporary worker accommodation should be sustainable, of high quality design and make use of PDL especially any 'problem' sites as a means to bring them forward into use. The Design Commission for Wales should be engaged throughout the process.	Regarding the provision of biodiversity and habitat improvements as part of the road proposals, volume B3 of the PEI Report published as part of the Stage Two Pre-Application Consultation provides details on the likely effects of the Wylfa Newydd Project, including road proposals, as well as necessary mitigation and enhancement proposals. Regarding the design of Temporary Workers' Accommodation, this has been considered with regard to the architectural design. Horizon proposes that the design of		✓	

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			• "Sustainable transport options, such as improvements to walking, cycling or bus routes that will improve the long-term connectivity on Anglesey for residents and visitors", this could involve links to the ATP and Sustrans aspirations for improving networks in the area. • CCBC support the use or redevelopment of park and ride facilities and logistics centres proposed for development at desirable locations along major roads. These could serve as a logistics hub for future construction projects or other significant development. Also the wider impacts of car sharing facilities should be explored as both Conwy and Gwynedd have informal areas currently used as well as road parking for people car sharing and commuting usually out of the county. These sites include Tal-y-Bont (Gwynedd), Conwy Business Park, Rhuddlan Road in Abergele, and roads in Llandudno Junction. • CCBC support habitat enhancement and creation, as well as targeted biodiversity mitigation as part of the	the proposed Temporary Workers' Accommodation buildings will reflect the local area, with the use of materials in keeping with the local vernacular style and traditionally used in the area. Horizon has proposed to site a number of the Off-Site Power Station Facilities on previously developed land such as the proposed Mobile Emergency Equipment Garage at the former bus garage adjacent to the A5025 in Llanfaethlu and the former oil depot at Rhosgoch for the development of Temporary Workers' Accommodation. Regarding improvements to cycle routes and footpaths in the area, please refer to Response ID 68 (11). Regarding the location of Associated Development and the potential impacts on traffic, please refer to Response ID 40 (9).			

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			overall ecological mitigation strategy. Overall, CCBC consider that a transport impact and strategy is required to assess the impacts of the proposed development on the wider North Wales region during construction and operation.				
10363	N	Letter submitted	I write in response to your request for views and comments at the first stage of the Wylfa Newydd Project. I have no particular views on the majority of questions you ask. I wish to focus my comments and views on the proposals in the section 'Highway improvement Options' on page 28 of the Overview document, specifically about off line highway improvements along the A5025. You will note I hope, from my address, that I live on the A5025 to the north of Llanfachraeth. I enclose a copy of the relevant map highlighting my property for Information. You suggest bypassing the village because buildings are close to the road presenting safety and environmental concerns in relation to construction traffic. I would support this suggestion, for this reason. I live at the northern point of the proposed bypass options. I am more	Regarding the proposed bypass of Llanfachraeth and road proposals, please refer to Response ID 106 (1) and chapter 11 of the MCD, which was published as part of the Stage Two Pre-Application Consultation. As part of the off-line highway improvements, consulted upon in July 2015, individual homeowners and tenants were invited to view the proposals and discuss any concerns with Horizon staff at local exhibitions. This was again available during the Project Update January 2016 consultation. As part of the on-line highway improvements, consulted upon in May 2016, access to individual and private landholdings were addressed. Again, individuals with an access fronting the A5025 or proposed improvements were		✓	

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			concerned about the arrangements for the bypass re-joining the current road and so would favour option 1 or 2 as option 3 will leave the current configuration outside my property with even more traffic moving fast past it. There are already difficulties with the current road configuration, created during construction of the original Wylfa Nuclear Power Station. I have no length of view towards the village (to my right as I try to exit my property) because of a sharp bend and a high wall. Traffic comes at speed along this stretch of road despite the signage on the road, not appreciating that they are approaching a blind entrance also not signed. No facilities such as a mirror to improve sight of traffic have been agreed. I would suggest an accident waiting to happen. Surely better to do all possible to remove or at least minimise this situation? The implementation of option 1 or 2 will add to the complexity already existing at this junction. The new through road will be straighter 'to Increase overtaking opportunities' which suggests even more traffic moving even faster than now. I would welcome an explanation of how I	invited to events to discuss the proposals with Horizon staff. Although Horizon tries to arrange a number of different formats, venues and timings around the consultation activities, to ensure that everyone who wants to engage with Horizon staff, gather information and provide feedback are able to do so, Horizon is happy to meet with landowners individually. Please contact Horizon on 0800 954 9516 or wylfaenquiries@horizonnuclearpower.com to make arrangements. Regarding the traffic assessment and ITTS being prepared for the Project, please refer to Response ID 11 (9) and chapter 10 of the MCD.			

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			am to safely enter and exit my property with these proposed changes. I will need to slow down to turn on a stretch of road being deliberately designed to be faster. I would like an explanation of what detail you are planning to introduce to ensure I can do this safely (from the north or the south), given your emphasis throughout the document of your desire to reduce safety concerns and develop Improvements to sections of constraint. I appreciate that a consultation document of this nature cannot go into too much specific detail, but as someone very directly affected I think a more detailed explanation of how this junction will work, would be appropriate. I am disappointed that you have not seen it necessary to acknowledge that my entrance will be more dangerous, not safer. Specific contact with me would have been welcomed. I am aware that you have visited my neighbour at [details redacted] to discuss the proposals. They are not directly affected by them, but are obviously close to them. I do not understand why I have not had any contact from you when I am more obviously and directly affected. I would welcome an explanation for this inaction. I am unclear from reading the overview document how much detailed traffic				

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			movement analysis you have already done and anticipate doing. Please be assured that the existing road from Llanfachraeth north will be as busy as it is now with farm traffic and those visiting Sandy Beach. I am interested in how this will all meet and flow at the junction where my house is. I note that no roundabout is suggested, as it is in Llanfaehtlu. I would also be interested in how much you have referred to the work that took place for the development of the first Wylfa station. You should be aware that I lost part of my front garden as part of that development, making my entrance visibility poorer with no compensation of any kind. I hope that you can appreciate and understand why I am angry, disappointed and concerned about this development which seems to be further disadvantaging me and making an already unsafe situation worse. I have discussed this issue and lack of communication from you with my AM and so I am copying this response to him for information. I hope that you will be able to respond to me before the consultation closes so that I can feel that some progress is being made.				

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10359	N	9	Who pays for all the new roads and for how long will the work take.	Please refer to Response ID 40 (9).			✓
10368	Y	9	The Fire and Rescue Service support the draft ITTS principles but we would require further detail on the methodology to effectively deliver those principles.	Thank you for your response, your comment is noted. The updated ITTS is described in detail in chapter 10 of the MCD, which was published as part of the Stage Two Pre-Application Consultation.			✓
10368	Y	11	Whilst the Fire and Rescue Service welcome the proposals for improvements to the road network between Valley and the Wylfa Newydd Site these need to ensure that road safety is not compromised. The concept of a Logistics Centre to reduce the number of Heavy Goods vehicle movements along the A5025, and to manage these movements, is to be commended. Additionally the suggestion of Park and Ride facilities and to use bus transportation from the Temporary Workers Accommodation site(s) is a positive step to reduce vehicular movements. There is however insufficient information and data on the nature & volume of materials and resources to be transported by road, the size type and number of vehicles being utilised, the hours of operation of these vehicles, the number of journeys per day to be made by these vehicles. To enable a more	Thank you for your response, your comment is noted. The updated ITTS is described in detail in chapter 10 of the MCD, which is available as part of the Stage Two Pre-Application Consultation materials. Regarding potential traffic impacts to the larger area, including local roads, please refer to Response IDs 11 (9) and 87 (9), respectively. Regarding the proposed emergency response should a nuclear accident occur, please refer to Response IDs 10110 (1) and 10117 (9). Regarding the transportation of construction materials, please refer to Response ID 11 (9).			✓

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			considered response to be made we would seek much more detailed information. An increase in road traffic coupled with a workforce who may be unfamiliar with the area and therefore the roads increases the risk of collision and therefore demands upon the Fire and Rescue service and of course other emergency services. Arrangements and plans for mitigation of this would be welcomed. Ynys Mon is connected to the mainland by way of two road bridges one of which carries the A55 trunk road. At the bridge the dual carriageway A55 becomes single carriageway for the crossing and creates seasonal traffic congestion. An increase in traffic in the form of workers who are not residing on Ynys Mon travelling to and from home locations, transportation of resources & materials required for the Power Station, Associated Development and Infrastructure enhancement along with increase in supply requirements for supporting industries and services will exacerbate the situation creating negative impacts. This includes impacts on traffic movement in the wider				

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			surrounding area affecting all road users including emergency response vehicles. We would welcome comment on this issue from Horizon.				
10369	Y	5	In Chapter 8 of the Consultation Document (paragraphs 8.28 - 8.31), we note that there will be a requirement to re-route a number of public rights of way. In determining the new routes, the access to areas of higher dose due to direct radiation shine should be taken into consideration, particularly if this could encourage individuals to repeatedly spend a significant period of time in these areas. Evidence from current assessments shows that this is often the most significant pathway to doses around nuclear sites.	Volume B13 of the PEI Report, published as part of the Stage Two Pre-Application Consultation, provides an assessment of the potential radiological effects as a result of the Wylfa Newydd Project, including the current proposals for mitigation.		✓	
E			Grateful for proposed by-pass at Llanfachraeth…Option 1 or 2 best for the village – with Option 1 the first choice	Please refer to Response ID 106 (1).		✓	
E			Supportive of MOLF if it keeps cars off the road	Thank you for your response. Your comment is noted.			✓
E			Keep temp worker accommodation as near the site as possible	Please refer to Response ID 40 (9). The proposed locations for Temporary Workers' Accommodation are set out in the MCD and Consultation Overview Document, published as part of the Stage Two Pre-Application Consultation.		✓	

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E			Park and ride facilities, logistic centre should be placed along the A55 corridor where volume of traffic can be accommodated	Please refer to Response IDs 11 (9) and 40 (9).		✓	
F			Who pays for road maintenance?	Please refer to Response ID 40 (9). It is envisaged that new sections of highway would be adopted by the local highway authority, who would be responsible for future maintenance.		✓	
G			The A5025 DOES need improvement and this seems an ideal time to do it. I believe that the residents of Llanfachraeth and Llanrhyddlad will welcome traffic being taken out of their villages. However, their village shops could suffer from the lack of passing trade – a lot of current Wylfa workers are known to stop and buy from them on their way into/from work.	Please refer to Response ID 106 (1).		✓	
H			A road is needed because of the increased traffic even without the Power Station and it should meet the needs of the increase of traffic yet to come. The A5025 is a dangerous road and safety should be a priority…	Please refer to Response ID 11 (9).		✓	
H			I feel very strongly about the road proposals especially the one on fig 17	Please refer to Response ID 106 (1).		✓	

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			cutting across a busy lane that serves 3 caravan sites. Turning out of this Llanfwrog junction would be near impossible. The increased speed of the new traffic would cause inumerous accidents therefore bypass options orange and blue seem a safer option.				
I			Regarding ITTS, In principal appears a sound strategy.	Thank you for your response. Your comment is noted.			✓
I			As with question 9.	Thank you for your response. Your comment is noted.			✓
I			AD should be located "…along the A55; much of the future workforce will be travelling from the mainland, to help alleviate congestion on the bridges possibly a park and ride facility might be also sited on the Gwynedd side."	Please refer to Response ID 35 (9).		✓	
J			Bypass of Llanfachraeth…I am particularly concerned about Option 3. This re-joins the existing road before the road to Llanfwrog and Penrhyn. This is already a junction where particular care needs to be exercised and with more traffic and large loads using the road and vehicles towing caravans joining the road it is considered that this would be likely to result in accidents occurring. Options 1 and 2 would therefore be preferable…The bypasses for LLanfachraeth and Llanfaehtlu cannot be considered legacy benefits. They are	Please refer to Response ID 106 (1).		✓	

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			incursions into the countryside and are not required for the current levels of traffic.				
K			I am satisfied with Horizon's traffic and transport strategy and the minimisation of the number of deliveries via road.	Thank you for your response. Your comment is noted.			✓
K			I am satisfied with Horizon's traffic and transport strategy. I am pleased with the improvements which will be made to sections of the road from Valley to the development site.	Thank you for your response. Your comment is noted.			✓
L			Need for further public consultation and awareness of road shown.	See response to Response ID 10363 which outlines the series of consultation carried in relation to the proposed highway improvements.		✓	
L			Need to discuss by-passes with community of Anglesey (are they needed).	Please refer to Response ID 106 (1).		✓	
L			Keep Park Ride close to site as possible…Away from sensitive area's.	Please refer to Response ID 40 (9).		✓	
M			I'm not sure that much can be said about this in detail until we know where the worker village (location and size), the park and ride facility etc., etc. are to be specifically located…Only then can a	Details of the proposed Associated Development, including Temporary Workers' Accommodation and the park and ride facility, are presented in the MCD and Consultation Overview Document,		✓	

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			traffic impact assessment be properly undertaken.	published as part of the Stage Two Pre-Application Consultation.			
N			It is very well thought out.	Thank you for your response. Your comment is noted.			✓
O			Adequate for the project.	Thank you for your response. Your comment is noted.			✓
P			It is inevitable that the development will have implications on the traffic coming and going on the island, a third bridge over the Menai Strait would appear to be a minimum requirement. To try to move goods and services away from peak times is very important, the Britannia Bridge in particular gets very congested at peak times and after the docking of ferries at Holyhead, however moving goods overnight would also be unacceptable.	Please refer to Response IDs 35 (9) and 40 (9).		✓	
P			It is imperative that disruption is kept to a minimum. Money needs to be found for upgrades to the A55 along its entire length, if consideration should also be given to provide cycle routes along all stretches of upgraded road.	With regard to impacts of the Wylfa Newydd Project on the A55 and the proposed highway improvements, please refer to Response IDs 11 (9) and 40 (9). Regarding the potential upgrade to cycle routes in the area, please refer to Response ID 68(11).		✓	
Q			The Holyhead housing site taking into account the journey to Wylfa is possibly one of the worst and furthest away, originally you said that only the A55	Regarding the road proposals, particularly through Llanfachraeth, please refer to response to ID 106 (1).		✓	

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			would be used then on more recent plans the route is shown on the A5 via Valley? (more lies?) then at the LLanfachraeth meeting you proposed that the route would be via the A5025 with steps to bypass LLanfachraeth and to widen the “Black Lion” corner. We also fear that workers may choose to use The Gorad in Valley, which is a quiet residential road which becomes a very narrow country lane, as a ratrun/shortcut this I fear is another accident waiting to happen. We have been told many fairy stories at the “surgery” about new roads, workers coaches etc etc but nothing tangible or concrete yet and the goalposts constantly being changed and you telling people what you think they want to hear.	Regarding the potential for impacts on local roads, please refer to Response ID 87 (9).			
R			I like the park and ride idea, very innovative regarding traffic congestion issues. We would also benefit from better roads and easier access.	Thank you for your response. Your comment is noted.			✓
T			Should help local authority by give them money to help with new roads around the new site.	Thank you for your response. Your comment is noted. Additional information regarding the proposed road improvements and legacy			✓

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				benefits is available in chapter 11 of the MCD, published as part of the Stage Two Pre-Application Consultation.			
W			One concern? The minor road from Cemlyn which joins the A5025 near the garage appears that it will be severed with no future connection back to the A5025. This road I imagine is used quite a lot by people wanting to get to Cemlyn Nature reserve. Could it not be routed around western perimeter to join the A5025 either A) by using the station access road or B) join directly onto A4025 at proposed roundabout?	Please refer to Response ID 68 (3) regarding the proposed closure of Cemlyn Road and the improvements to Nanner Road, which will be used as an alternative route.		✓	
X			The road improvements to the A5025 incorporate roundabouts which appear to negate the realignment benefits which gave rise to them. Will they be of such a design that they will not impede extra heavy haulage?	Please refer to Response IDs 11 (9), 40 (9) and 106 (1).		✓	
X			Nanner Road, the proposed access to Cemlyn should provide the same or better usability than the road due to be closed. Local users need to have good access, particularly those who have to travel a lot further round following the closure.	Please refer to Response ID 68 (3).		✓	

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A9 Summary of Feedback from Stage One Pre-Application Consultation

Coastal development and Sea proposals

A9.1 Table A9.1 includes comments received in response to Stage One Pre-Application Consultation Questions 4 and 10 as well as those responses related to Horizon's proposals for coastal development and transport by sea received to other Questions.

A9.2 Stage One Pre-Application Consultation Question 4 read 'Do you have any comments on Horizon's coastal development proposals at Porth-y-pistyll and Wylfa Head, relating to the Cooling Water System (CWS) (including breakwaters) and Marine Off-Loading Facility (MOLF)?'

A9.3 Stage One Pre-Application Consultation Question 10 read 'Do you have any comments on Horizon's sea transport proposals?'

A9.4 All of the responses have been reproduced in this document as they were submitted, with spelling and grammatical errors intact.

Table A9.1 Responses to Coastal at the Stage One Pre-Application Consultation

ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
8	N	4	There shouldn't be much difference to what is happening today with Wylfa A. Not many people should be able to see the breakwaters so it won't despoil the coastal views too much – only those viewing from the sea will notice anything new. Hopefully, the warm water from the outfall will allow the rare corals that have taken up residence in Wylfa A's outfall area to regrow in the area. I totally agree with the MOLF concept. The more that can be shipped in and out by sea the better as it's more 'green' and keeps heavy lorries off Anglesey's roads.	Thank you for your response, your comment is noted. The Landscape and Visual assessment set out in volume B11 of the Preliminary Environmental Information Report (PEI Report), prepared part of the Stage Two Pre-Application Consultation, identified that there would be a potentially major adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction of the Power Station. . There would also be a significant, but localised moderate adverse effect on the landscape character of the Area of Outstanding Natural Beauty (AONB), Special Landscape Areas			✓

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			(As an ex-marine engineer, I'm all for promoting use of seaborne transport)	(SLA) and Heritage Coast. During operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape restoration of those parts of the Wylfa Newydd Development Area not required for operational purposes. The PEI Report volume B10, published as part of the Stage Two Pre-Application Consultation materials, includes the latest information on impacts due to the tidal variation debris, cooling water outfall and marine life, as well as potential mitigation and enhancement measures which could include the provision of new habitats on the breakwater structures, fish recovery and return systems, maintaining migratory fish passage and implementing marine mammal exclusion zones.			
8	N	10	Fully support	Thank you for your response, your comment is noted.			✓
11	N	4	There does not appear to be an offshore tunnel for the cooling water intake? Is this being considered from the point of view of tidal variation, debris and marine life impact including intake screening? I can see the necessity for the MOLF and the positioning seems appropriate. Will the	As described in the Stage One Pre-Application Consultation, a Cooling Water (CW) intake and pumphouse would be located at Porth-y-pistyll. To protect the cooling water intake and pumphouse structures from storm damage, two breakwater structures are planned to the north-west and north-east of Porth-y-pistyll.	✓		

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			MOLF be dismantled on completion of construction?	This continues to be the case for the Stage Two Pre-Application Consultation. Circulating water intake screens will be repositioned to optimise the location for abstraction of seawater in Porth-y-pistyll. The PEI Report volume B10, published as part of the Stage Two Pre-Application Consultation materials, includes the latest information on impacts due to tidal variation and debris, and potential effects on marine life, as well as potential mitigation and enhancement measures which could include the provision of new habitats on the breakwater structures, fish recovery and return systems, maintaining migratory fish passage and implementing marine mammal exclusion zones. One aspect of the Wylfa Newydd Project that has been discussed in some detail with Natural Resources Wales (NRW) is the modelling work for the design, including wave modelling and dispersion modelling for fine sediment release. In particular NRW have advised that they would expect to see any marine activities such as the two breakwaters, including a temporary causeway, Marine Off-Loading Facility (MOLF), CW intake and outfall and marine excavation (and dredging) to be assessed			

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				for effects arising from changes to waves and currents and sediment movement during construction, operation and decommissioning. This feedback has informed the modelling methodology which has commenced and is ongoing. This will more precisely inform effects on coastal processes and features. There is a large tidal range of up to 7.5m and the strong currents and wave action would maintain a flow of water in the Porth-y-pistyll area and allow mixing to take place. In addition the abstraction of cooling water means there would be a constant draw of new saline water from outside the breakwaters into the sheltered area. These physical mixing processes would reduce the potential for water to become stagnant and, therefore, the effect on marine water quality and plankton is not expected to be significant. We will carry out further modelling to look at water flows in this area and provide evidence and increase the level of certainty of this assessment. The effect on intertidal and subtidal habitats is predicted to range from minor to moderate adverse depending on the ecological receptor. Specific monitoring and mitigation is being considered in relation to marine			

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				mammals, including the use of acoustic monitoring, marine mammal observers, marine mammal exclusion zones, vessel speed restrictions and sensitive construction methods. The MOLF would not be dismantled at the end of construction as the proposal is to use it during the operation phase of the Wylfa Newydd Project. Use of the MOLF will be incorporated into the sea-based transport proposals and included as part of the Integrated Traffic and Transport Strategy (ITTS). The MOLF could also play an important role in the eventual decommissioning of the Power Station, as a significant amount of large structural items including steel, rock armour and reinforced concrete may need to be transported away from the Power Station Site during this period.			
24	N	4	Again it is important that the environment is not greatly disturbed, views of and along the coast are at a premium and should not be spoiled at any cost.	Thank you for your response, your comment is noted. A Landscape and Visual Impact Assessment has been undertaken as part of the Wylfa Newydd Environmental Impact Assessment (EIA). This is found in volume B11 of the PEI Report issued at Stage Two Pre-Application			✓

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				Consultation. The assessment identified that there would be a potentially major adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction of the Power Station Development. There would also be a significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. During operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape restoration of those parts of the Wylfa Newydd Development Area not required for operational purposes. Full assessment of the impacts and likely effects of the Wylfa Newydd Project as well as potential mitigation and enhancement measures, including the Landscape Environmental Master Plan (LEMP), will be included with the application submitted for Development Consent Order (DCO).			
24	N	10	Use of sea transport, whenever possible is of paramount importance, ships can hold the equivalent of a number of lorries so must be used as the first option wherever possible.	Movement of large freight by sea is considered a guiding principle for Horizon, particularly with regard to the ITTS, as noted in the Stage Two Pre-Application Consultation materials.			✓

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				The ITTS has been prepared to ensure the development of an effective transport system, that reduces potential adverse effects including measures such as: • travel plans and the provision of travel information to the Wylfa Newydd Project workforce; • management of parking arrangements, including a park and ride facility; • shuttle buses on fixed routes; • a MOLF to facilitate bulk material delivery during construction, and potentially operation and decommissioning too; • maximising freight movement by sea; • a logistics centre to control and consolidate road-based freight; and • enhancing the opportunities for rail use. The MOLF would significantly reduce the number of Heavy Goods Vehicles (HGVs) otherwise travelling along the A55 and A5025 to deliver materials. Furthermore, the MOLF would allow delivery on materials by sea, reducing traffic volumes along the A55 and A5025, including Abnormal Indivisible Loads (AILs).			

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
31	N	4	I am not qualified to pass technical comment – but it seems to me that the proposals are keeping the intrusions to the coastline around the existing station to an absolute minimum.	Thank you for your response, your comment is noted.			✓
31	N	10	Adequate for the project.	Thank you for your response, your comment is noted.			✓
32	N	4	Perfectly happy with the considerations taken that side of the proposed plant. I like the fact that you intend to keep the Cestyll gardens.	Thank you for your response, your comment is noted.			✓
32	N	10	Happy with these proposals. Not really affected.	Thank you for your response, your comment is noted.			✓
35	N	4	Will the MOLF also be used in the transport network for 'spent fuel' and other waste? Is the MOLF also likely to be used in the MAGNOX site de-commissioning program? How far will it be possible to integrate these two large scale projects?	The MOLF is not proposed to be used for the transport of spent fuel or other radioactive wastes. These would be held on the Power Station Site as interim storage (in a spent fuel interim storage facility and an Intermediate Level Waste (ILW) storage facility), prior to repackaging and disposal at a Geological Disposal Facility (GDF). This transport would take place by road and then rail. Additional information regarding waste is provided in Chapter 15 of the Stage Two Pre-Application Consultation materials. With regard to potential cumulative effects resulting from the construction of Wylfa Newydd Project and the decommissioning of the Existing Power Station, the PEI Report			✓

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				published as part of the Stage Two Pre-Application Consultation materials includes the latest information on likely effects as well as potential mitigation and enhancement measures. Horizon will continue discussions with the Nuclear Decommissioning Authority (NDA) to understand fully the potential opportunities and constraints associated with the compatibility of Magnox Limited's decommissioning timescales for the Existing Power Station with Horizon's Wylfa Newydd Project programme, particularly where skills transfer is a possibility. However, the two projects will not be integrated.			
35	N	10	A good and obvious strategy. The more that sea transport can be utilised the better.	Thank you for your response, your comment is noted.			✓
36	N	4	You make it all sound so good & paint a picture of beauty not the beast within.	Thank you for your response, your comment is noted.			✓
37	N	4	I am satisfied with Horizon's coastal development works.	Thank you for your response, your comment is noted.			✓
37	N	10	Although not part of Horizon's plans, I would also welcome developments if possible of some facilities in or around Holyhead port.	An assessment of the Holyhead port's capacity was undertaken as part of the Heavy Route and MOLF Strategy Study commissioned by Horizon and prepared by Halcrow in May 2010; this was included in		✓	

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				the Stage Two Pre-Application Consultation materials. The conclusions of this report indicate that, at the time of writing, there was some spare capacity in terms of freight that could be delivered to Holyhead Port. A further review indicated that AIL and bulk products could be delivered to the port; however, additional infrastructure may need to be provided at the port to accommodate these movements. Proposals for Holyhead Port, including a masterplan for providing intermodal facilities, are at an early stage of development with limited information available. The current programme for Holyhead mean that the port proposals are unlikely to provide a significant opportunity to the Wylfa Newydd Project. In addition, a large number of deliveries will comprise loads that are not easily transferable from one mode of transport to another and cannot be containerised making transfers from Holyhead Port to Wylfa Newydd by road challenging. It is therefore considered that Holyhead Port does not meet Horizon's transport objectives and does form part of the project proposals.			
40	N	4	The Marine Off-Loading Facility must not be understated and is very important to the projects transports policy. The more deliveries that could use this facility would	Thank you for your response, your comment is noted.			✓

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			ease the amount of traffic on the A5025 and the local area.	Movement of large freight by sea is a priority for Horizon, particularly with regard to the ITTS, as noted in the Stage Two Pre-Application Consultation materials.			
40	N	10	We fully support the movement of freight by sea.	Thank you for your response, your comment is noted.			✓
46	Y	4	Fully support it	Thank you for your response, your comment is noted.			✓
46	Y	10	The port of Holyhead should be used when possible.	See response to Response ID 37 (10).		✓	
47	N	10	Delivery direct to the site…not via Holyhead as this will require further transport by road.	See response to Response ID 24 (10). National Policy Statement (NPS) EN-1 also cites a preference for water-borne or rail transport over road transport, where this is cost-effective[1]. The Wales Transport Strategy (WTS), *Planning Policy Wales, edition 7 (July 2014)* and its supplementary TAN18 support this approach, as well as recognising that road based freight should be directed to appropriate routes and that freight interchanges should be encouraged. Horizon's sea transport proposals, in combination with the coastal development proposals, include construction of a MOLF			✓

[1] NPS EN-1, paragraph nos. 5.13.7, 5.13.9 and 5.13.10.

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				which will allow for transport of materials direct to the Power Station Site by sea. The MOLF would allow some 60 – 80% of construction materials to be shipped in by sea rather than road and would significantly reduce the number of Heavy Goods Vehicles (HGVs) travelling along the A55 and A5025 to deliver materials. The potentially high traffic and environmental impact of these HGVs would therefore be avoided. Furthermore, the MOLF would avoid significant disruption to traffic travelling along the A55 and A5025 as a result of transporting a significant number of AIL. Movement of large freight by sea is considered as a priority by Horizon, particularly with regard to the ITTS. In addition, a large number of deliveries will comprise loads that are not easily transferable from one mode of transport to another and cannot be containerised making transfers from Holyhead Port to Wylfa Newydd by road challenging. It is therefore considered that Holyhead Port does not meet Horizon's transport objectives and does form part of the project proposals.			
49	N	4	Earliest construction off-loading facility essential.	The MOLF is currently considered to be part of the Project that will be subject to. The MOLF would be constructed as soon			✓

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
			No comment on the Cooling Water System and associated intake and outfall systems. The Off-Loading Facility should be a completed construction and operational milestone prior to commencement of deliveries to the site and construction of the Power Station thereby minimizing from the outset disturbance to residents throughout Anglesey.	possible after consent is granted in order to maximise the benefits of its use and to be ready for the delivery of the first long lead items required for construction. More information on the coastal development, including the MOLF, was published in volume B10 of the PEI Report as part of the Stage Two Pre-Application Consultation materials.			
49	N	10	Sea transport best option. Fully support the consultation of an MOLF and its use to the benefit of the community is perfectly demonstrated on Page 26.	Thank you for your response, your comment is noted.			✓
52	N	4	The proposals fit in with my expectations of the work required to facilitate a new station.	Thank you for your response, your comment is noted.			✓
55	N	10	The production of the MOLF avoids additional road traffic (especially for large items). Maintenance of such a facility during future operation of the plant might prove troublesome, but provided there is benefit to keeping it I'm sure there's an argument to be made.	Thank you for your response, your comment is noted. The MOLF would significantly reduce the number of HGVs travelling along the A55 and A5025 to deliver materials. The potentially high traffic and environmental impact of these HGVs would therefore be avoided. Furthermore, the MOLF would allow AILs to be delivered by sea, avoiding disruption to traffic on the A55 and A5025 that would otherwise arise as a result of transporting AILs by road.			✓

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ID No	Statutory Consultee ? [Y/N]	Question No	Response	Regard had to comment	Change	No Change	Noted
				At least one of the two MOLF quays (the quay for the delivery of large construction components including AILs) would be retained for the operational phase of the Wylfa Newydd Power Station, to allow sea transportation for maintenance, such as replacement of turbine rotors, generators and other heavy equipment. The MOLF would therefore be a permanent structure within the Power Station Site and integral to both the construction and operation of the Wylfa Newydd Power Station. An overarching freight management strategy will be produced to identify measures to maximise the use of the MOLF for the delivery of materials and AILs. More information on the coastal development, including the MOLF and associated maintenance, is available in Chapter 4 of the Main Consultation Document published at the Stage Two Pre-Application Consultation.			
57	N	4	That adequate groundworks, structural and EIA must be carried out.	A PEI Report was published as part of the second stage of Pre-Application Consultation to update interested parties on the progress of the Project and the potential effects and mitigation. The Environmental			✓

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				Statement (ES) submitted with the application for DCO will consider the following topic areas for the Wylfa Newydd Project: public access, ecology, coastal processes, heritage, radiology, conventional waste, socio-economics, transport, noise, air quality, soils and geology, groundwater and surface water, marine, landscape and visual assessments, sustainability and climate changes and flood consequences amongst other additional documents such as the Habitats Regulation Assessment (HRA) put forward as part of the project DCO. The Enabling Works for the Project have already been consulted on and mitigation agreed with key stakeholders to reduce the potential environmental effects of these works.			
68	N	10	If it keeps heavy vehicles off the local road network it has to be welcomed. But I would like to see a development that was constructed with sympathy to the natural environment.	Thank you for your response, your comment is noted. See Response ID 55 (10). Further work will be undertaken to develop the design of the MOLF and breakwaters, where possible having regard to seascape character and views, particularly from Cestyll Garden, whilst satisfying engineering requirements. The detailed design of the MOLF and associated breakwaters is yet to be finalised and will continue to be			✓

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				developed up to the finalisation of the application for DCO. The LEMP will include mitigation measures from the landscape assessment to ensure that the proposed development is in keeping with surrounding natural environment, where feasible. Further information on the coastal development, including the MOLF, and the potential effects to the environment, was published as part of the Stage Two Pre-Application Consultation materials.			
71	N	10	Makes sense.	Thank you for your response, your comment is noted.			✓
72	N	4	We think that the plans for the Marine Off-Loading Facility are an excellent idea and located in a good position for the new build. It will reduce the HGV traffic on the roads which is sensible and safer.	Thank you for your response, your comment is noted. See also Response ID 55 (4).			✓
77	N	10	Maximise	Thank you for your response, your comment is noted.			✓
79	N	4	As long as risks of contamination are minimal.	Thank you for your response, your comment is noted. A preliminary assessment of the effects of the Project on soils and geology has been undertaken as part of the PEI Report and was published as part of the Stage Two Pre-Application Consultation materials. Volume B6 outlines the remediation strategy which			✓

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				identifies measures to be taken to reduce the risk of harm to human health, or to the environment, from sources of contamination identified in the Wylfa Newydd Development Area (WNDA). The land contamination management procedure will set requirements for contractors to remove contaminated soils not suitable for re-use from the WNDA. Remediation of contaminated land could have a beneficial effect by removing risks to construction workers, adjacent land users and environmental receptors such as groundwater or surface water. The potential significance of effect could range from major beneficial (for human health or other highly sensitive receptors) to minor beneficial (removal of pollutant linkages to low sensitivity receptors).			
82	Y	10	The vast majority of visitors to Snowdonia and the region travel by road. These proposals are therefore very welcome as they will reduce significantly the need for the transport by road of Abnormal Indivisible Loads (AILs) – thereby reducing potential congestion and delays on the north Wales road network.	Thank you for your response, your comment is noted. See response to Response ID 47 (10).			✓

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85	Y	4	Of course the whole of Anglesey's coastline is designated as AONB and indeed the above section forms one of the most popular areas for walkers. It is hoped that in the long term the developments could be used for the benefit of the tourism industry such as a marina development or a facility to house the growing number of cruise ships in the region. Consideration must be given to marine life when blasting in the sea and what is the policy with regard to nuclear waste – will it be remaining within the locality?	The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared part of the Stage Two Pre-Application Consultation, identified that there would be a potentially major adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction of the Power Station. There would also be a significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. During operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape restoration of those parts of the Wylfa Newydd Development Area not required for operational purposes. The assessment of effects on public access and recreation are included in volume B2 of the PEI Report. Along with measures proposed to mitigate the significant effects on public access, recreation and amenity. This includes the option of re-routing the Wales Coast Path closer to the coastline, improving accessibility for visitors with reduced mobility, construction of a new shelter for birdwatchers and marine wildlife watchers, provision of an off-road cycle route, improved access to Porth Wylfa and			✓

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				the potential to improve public access to Cestyll Garden. At present there are no plans to develop facilities specifically for the tourist industry, such as a marina or docking for cruise ships. All development will be constructed with sympathy to the existing water sport users, particularly within Cemlyn Bay and adjacent waters. Horizon is aware that the Holyhead Waterfront Redevelopment comprises a 500 berth marina as well as marine–related businesses and this is being considered as part of the inter-project cumulative effects. Volume B10 of the PEI Report includes an assessment of the effects of the Power Station on the marine environment including consideration of intertidal and subtidal habitats and the disturbance to birds, fish and marine mammals. During the construction period potential significant effects are likely to include - disturbance of fish, marine mammals and seabirds; - direct loss of marine habitat, plants and animals; and			

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				- potential effects on marine habitats, plants and animals if non-native species are introduced. Specialist modelling is to be carried out to help understand the potential effects of underwater noise on marine mammals and help inform mitigation. Further baseline surveys are also being undertaken. Mitigation measures will include a Construction Noise and Vibration Management Plan, a Lighting Strategy, a Marine Non-native Species Strategy and specific mitigation for marine mammals. Regarding waste, as outlined in the Stage One Pre-Application Consultation materials, spent fuel and radioactive wastes will be held on the Power Station Site as interim storage (in a spent fuel interim storage facility and an ILW storage facility), prior to repackaging and disposal at GDF. The UK Government is responsible for the provision of a disposal solution for spent fuel and Immediate Level Waste (ILW). Government policy requires Horizon to store safely and securely spent fuel and ILW produced on the nuclear licensed site, until it can be disposed of to a national GDF. Once the GDF is built, it will first accept wastes			

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				from existing nuclear power stations and then wastes from new Nuclear Power Plant (NPP). Horizon will store and manage all ILW and spent fuel on the nuclear licensed site in secure purpose built facilities for up to 140 years. The specified storage period is required as a result of the GDF not being immediately available, as well as the heat constraints associated with the GDF which require a period of cooling for the spent fuel prior to disposal.			
85	Y	10	The ATA welcomes initiatives such as the sea transport initiatives and views them as crucial to minimise impact. No doubt alternative studies will be done to ascertain the rough conditions of the Irish Sea!	Thank you for your response, your comment is noted. As described in Chapter 6 of the Main Consultation Document, issued at Stage Two Pre-Application Consultation, the Power Station Site is in an exposed coastal position and subject to strong winds and adverse weather conditions. In December 2015, a north Wales company, Caulmert, was appointed to investigate weather conditions by recording meteorological data at the Power Station Site. This study will help to ensure that construction machinery and equipment is suitably protected from adverse coastal conditions. The breakwater structure will be designed to offer necessary weather			✓

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				protection to the cooling water intakes, including measures to reduce wave height during stormy conditions.			
86	N	4	I know nothing about these things, but on first read why is the heat from the cooling water not harvested in some way?	Large thermal power stations such as that proposed for Wylfa Newydd operate by using heat energy derived from nuclear fission, converting very pure water into high pressure steam. This steam is used to drive a turbine, which is connected to a large electrical generator, thereby generating electricity that is passed via a sub-station into the national grid electricity transmission network. Each reactor is served by a number of auxiliary systems, notably water cooling systems, which remove heat from the plant auxiliaries in order to preserve the required functions during all modes of operation. As such, while dispersion of the warmer water from the cooling water system may result in a temporary warming of the sea, the heat is not proposed to be captured.		✓	
86	N	10	Again I have only just had sight of the proposal, but seems a good proposal if foresight is used to get freight there during calm seas.	See response to Response ID 24 (10).			✓
96	N	4	A lot of the coastline will be lost to our use and pleasure – this is a great concern.	With regard to coastal recreation in the area of the Wylfa Newydd Project, Horizon has prepared a Public Access and Recreation Strategy that informed the Stage Two Pre-Application Consultation materials.			✓

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				The effects on public access and recreation are included in volume B2 of the PEI report. Specifically, there will be an effect on local communities from the loss of coastline. Porth-y-pistyll cove would be permanently closed to the public for swimming and boating, and there would be potential loss of amenity for off-shore recreation, for example canoeing, jet-skiing, dinghy sailing. Mitigation measures for these effects are currently under consideration. Consideration is being given to mitigate the significant effects on on-shore recreation, public access and amenity. Mitigation includes the option of re-routing the Wales Coast Path closer to the coastline, improving accessibility for visitors with reduced mobility, construction of a new shelter for birdwatchers and marine wildlife watchers, provision of an off-road cycle route, improved access to Porth Wylfa and the potential to improve public access to Cestyll Garden.			
97	N	4	I am not a sea farer but locals that know the seas around this part of the island have some concerns regarding Porth y Pistyll and Wylfa Head. There is nothing in the report regarding what would happen or how you would deal with an emergency	Thank you for your comment; it has been noted. No specific concerns regarding Porth y pistyll and Wylfa Head have been identified			✓

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			out at sea. Will Cemaes and Amlwch Harbours be utilised?	and therefore, the provision of additional information is difficult. Regarding a potential emergency at sea, consultation with key stakeholders in emergency response and rescue is being undertaken to ensure that risks are reduced and emergency preparedness plans are agreed across all necessary agencies. With regard to the use of the Cemaes and Amlwch Harbours, these facilities are primarily used for recreational sailing craft and are only suitable to accommodate small craft and vessels. Vehicular accesses to these ports are also not suitable for accommodating significant numbers of construction vehicles. As such, the Project proposals do not include use of the Cemaes and Amlwch harbours.			
97	N	10	Good idea. Have you also thought of upgrading and using Cemaes and Amlwch Harbours and using local boat owners and their local knowledge?	Thank you for your comment. Please see response to ID 97 (4).			✓
98	N	10	The sea would be better for local people.	Thank you for your comment, it has been noted. See response to Response ID 24 (10).			✓
99	N	4	Coastal path access.	Horizon has received a large number of comments regarding the location of the			✓

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			It's a good beach for obtaining ragworms for fishing bait. Will still be accessible for digging blacklug and ragworms?	diversion of the Wales Coast Path. As a result, Horizon has introduced an alternative alignment that would bring users closer to the coast. This is being considered as a potential option in the temporary and permanent alignments and is shown in the LEMP in Chapter 7 of the MCD of the Stage Two Pre-Application Consultation materials. There are several beaches and coves within or adjacent to the Wylfa Newydd Development Area. The beaches of Porth yr Ogof and Porth Wylfa would experience a reduction in amenity during construction and Fisherman's car park, which many people use to access both Wylfa Head and these beaches, would be closed. Access to Porth-y-pistyll would be permanently restricted both from the shore and from the sea, and there would be disturbance to people using the other beaches during construction. More details on the Public Access and Recreation Strategy are available in volume B2 of the PEI Report, published as part of the Stage Two Pre-Application Consultation.			
100	N	4	Yes, it's a travesty, our beautiful island is being ruined.	Thank you for your response, your comment is noted.			✓

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101	N	10	A good idea.	Thank you for your response, your comment is noted.			✓
102	N	10	Provided those operators subject to sea routes have stringent safety standards to operate to and are well aware of environmental sensitivity of the area, no.	Thank you for your response, your comment is noted. The PEI Report volume B10, published as part of the Stage Two Pre-Application Consultation materials, includes the latest information on impacts due to tidal variation and debris, and potential effects on marine life, as well as potential mitigation and enhancement measures which could include the provision of new habitats on the breakwater structures, fish recovery and return systems, maintaining migratory fish passage and implementing marine mammal exclusion zones.			✓
105	N	4	Nothing to add at the moment but would ask to be kept up to date on developments.	Thank you for your response, your comment is noted.			✓
105	N	10	Welcome the use of sea transport.	Thank you for your response, your comment is noted.			✓
108	N	4	Yes	Thank you for your response, your comment is noted.			✓
109	N	4	Will there be any impact to Cemlyn Bay from the increase in sea traffic?	Horizon has assessed the impacts to Cemlyn Bay in the Marine assessment, delivered as part of the PEI Report. Potential effects on the marine environment at Cemlyn Lagoon have been identified due to the			✓

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				combined effects of land based activities and marine based activities effecting water quality, particularly fine sediment. At the current time with limited data or information from the dispersion modelling and professional judgment it is not considered that there would be a significant intra-development effect. Further assessment of potential impacts will be undertaken as part of the EIA, with appropriate mitigation identified and agreed; this will form part of the DCO submission. Volumes B2, B5, B7, B8, B9, B10 and B11 of the PEI Report published at the Stage Two Pre-Application Consultation include further information on impacts and likely effects of the Project, including those to Cemlyn Bay, as well as potential mitigation and enhancement measures.			
109	N	10	We support the idea of sea transport movements so long as it does not have a negative impact on Cemlyn Bay.	See response to Response ID 109 (4).			✓
10001	N	4	It appears that the proposals take into account all the SSSI features and North Anglesey Coast Heritage. Beware of the ghosts though!	Thank you for your response, your comment is noted.			✓

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10001	N	10	Good to see that use will be made of sea transport again hopefully some local sea going jobs will be made.	Thank you for your response, your comment is noted. The MOLF construction would commence in mid-2018 to mid-2023. Civil and structural engineers; marine engineers; civil and construction engineers, technicians and operatives; safety experts; environmental experts would be employed for this phase. There would also be indirect job opportunities in areas such as sea freight. This is in addition to the many other local goods and services that would be required over the construction phase of the Project and the opportunities for those wishing to provide construction-worker accommodation.			✓
10008	N	4	I am pleased that the intake, breakwaters and off-loading facility are all 'around the corner' from Cemaes although I do worry about their visual impact on Cestyll Gardens. I don't have any concerns regarding re-use of the outfall site.	Horizon has studied the environmental effects of the Wylfa Newydd Project, the preliminary results of which are published in the PEI Report. Views within the registered Cestyll Garden would remain substantially enclosed, excluding views of new buildings and structures. The major adverse effect on the views from the garden toward Porth-y-pistyll bay during construction would be reduced upon removal of the temporary causeway and restoration of the shoreline. However, the proposed permanent off-shore breakwater would continue to obscure the			✓

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				view from the garden and the visual effect would remain moderate adverse. More detail is provided in volumes B10 and B11 of the PEI Report published as part of the Stage Two Pre-Application Consultation that included information on impacts and likely effects of the Project, including those to Cestyll Gardens, as well as potential mitigation and enhancement measures.			
10008	N	10	I'm not convinced that the 'sea transport' opportunities are being taken sufficiently seriously. By way of example I refer to the London Olympic development. Lots of talk, at the beginning, of using the river and canal network. In fact, some advance improvement works were carried out to the waterway system but, unfortunately (!) the opportunities were not used/developed.	See response to Response IDs 47 (10), 55 (10) and 10001 (10).			✓
10010	N	4	Providing the old system is adequate this would have less of an impact on the area. I have insufficient knowledge about the breakwaters and off loading facilities.	Thank you for your response, your comment is noted. See response to Response IDs 47 (10), 55 (10) and 10001 (10). Additional information on the operation of the MOLF and associated works, including the breakwaters, has been published as part of the Stage Two Pre-Application Consultation materials.			✓

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10010	N	10	Good idea as long as safety is a priority again.	Thank you for your response, your comment is noted. Safety is our fundamental guiding principle and central to everything we do. We recognise the specific challenges associated with the nuclear environment and the high levels of responsibility this entails. We will challenge unsafe behaviours. We will prioritise the safety, security and well-being of the public, our employees, the environment and our stakeholders.			✓
10011	N	4	Environment must be protected. AONB SSSI. This also applies to the outlying areas of Cae Glas and anywhere else Horizon have sub-contracted interests.	The PEI Report published as part of the Stage Two Pre-Application Consultation provided information on impacts and likely effects of the Project, including those to the AONB and nearby SSSIs, as well as potential mitigation and enhancement measures. Preliminary results include the following: There are several sensitive ecological sites either within or close to the Wylfa Newydd Development Area, including the Tre'r Gof SSSI, Cae Gwyn SSSI and the Cemlyn Bay SSSI. These could potentially be affected by construction, operation and decommissioning activities. The Landscape and Visual assessment set out in volume B11 of the PEI Report, prepared as part of the Stage Two Pre-			✓

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				Application Consultation, identified that there would be a potentially significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. Further assessment of potential impacts on the environment will be undertaken as part of the EIA, with appropriate mitigation identified and agreed; this will form part of the DCO submission. Outline planning permission has been granted for the Cae Glas development. An Environmental Statement was prepared to accompany this planning application, outlining the anticipated effects to the environment, and potential mitigation measures. Some of Horizon's Associated Developments, for example the Rhosgoch Temporary Workers' Accommodation, may also be delivered through third party developers.			
10011	N	10	Use British certified crew's.	Horizon has developed a Jobs and Skills Strategy that sets out a strategic approach to recruitment and training to deliver skilled workers in sufficient numbers to meet the			✓

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				construction and operational needs of the Wylfa Newydd Project. As part of this, a target of 25% has been identified for local employment during construction of the Project.			
10013	N	10	The economy of Anglesey is dependent on seaside tourism. You need to understand that a nuclear power station and swimming in the sea do not go hand in hand.	Horizon have studied tourism and the potential effects on sea-based recreational users. The PEI Report notes that direct revenue to tourism accommodation providers is estimated to increase by around £12 million per year at peak, and potential creation or safeguarding jobs in this sector as a result. A Tourism Strategy is being developed to mitigate adverse effects and enhance beneficial effects on the tourism sector on Anglesey. Horizon appreciates that there will be an effect on tourists from the loss of coastline. Porth-y-pistyll cove would be permanently closed to the public for swimming and boating, and there would be potential loss of amenity for off-shore recreation, for example canoeing, jet-skiing, dinghy sailing. Mitigation measures for these effects are currently under consideration.			✓
10015	N	4	I believe that you are destroying local, plus tourism in our area, and destroying life by construction of break water and cooling systems.	Thank you for your response, your comment is noted.			✓

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				See response to Response IDs 11 (4), 109 (4) and 10013 (4).			
10015	N	10	Who is going to come by sea?	As described in the Stage Two Pre-Application Consultation materials, Horizon's proposal includes construction of a MOLF to allow deliveries of freight, materials and equipment direct to Power Station Site. The MOLF is not proposed for the transport of employees or other persons to the Power Station Site.			✓
10017	N	4	I have made a full, considered response to the plan to build Wylfa B on Ynys Mon, as a response to the Supplementary Planning Guidance of Ynys Mon County Council. The written response to this, was a written letter saying the Supplementary Planning Guidance had been passed by the County Council. Many of the responses I had to the Council, are the same as I have to Horizon's Pre-Application Consultation – Stage One. Therefore, I am submitting a copy of my written response, with this pre-application consultation form. Particularly as my response was such a considered response, and applies to the Horizon Application equally. More coastline is being taken, and can only be used in future generations for a Nuclear Power Station.	Thank you for your response, your comment is noted. The UK Government has already consulted on the principle of nuclear power generation in the UK and issued a National Policy Statement for Nuclear Power Generation (NPS EN-6) identifying a site at Wylfa as one of a small number of sites in the UK that the Government considers to be potentially suitable for the deployment of a new nuclear Power Station. Horizon appreciates that there will be an effect on local communities from the loss of coastline. Porth-y-pistyll cove would be permanently closed to the public for swimming and boating, and there would be			✓

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			I am opposed to such an expansion, and its effect on wildlife, and the fact that future generations will not be able to enjoy the coastline at Porty-Y-Pistyll.	potential loss of amenity for off-shore recreation, for example canoeing, jet-skiing, dinghy sailing. Mitigation measures for these effects are currently under consideration.			
10017	N	10	I have made a full, considered response to the plan to build Wylfa B on Ynys Mon, as a response to the Supplementary Planning Guidance of Ynys Mon County Council. The written response to this, was a written letter saying the Supplementary Planning Guidance had been passed by the County Council. Many of the responses I had to the Council, are the same as I have to Horizon's Pre-Application Consultation – Stage One. Therefore, I am submitting a copy of my written response, with this pre-application consultation form. Particularly as my response was such a considered response, and applies to the Horizon Application equally. See pages 3, 4 & 5 of my response to SPG, also page 11.	See response to Response ID 47 (10), 85 (4), 10010 (10), 10013 (10), 10017 (4) and 10040 (10). Consideration of the impacts of Wylfa Newydd on climate change are presented in volume B16 of the PEI Report. The Wylfa Newydd Project has the potential to play a significant part in a more sustainable energy future as part of the UK's transition to a low carbon economy and would assist in meeting UK emissions targets (a reduction of 80% by 2050, compared to 1990 levels) set out by the Climate Change Act (2008).			✓
10018	Y	4	The proposed development includes a cooling water outfall. You will need to apply to Natural Resources Wales (NRW) for a marine license under the Marine and Coastal Access Act and the MCA is a consultee to NRW who will invite us to comment on the application from a navigation safety perspective. At this	Thank you for your response, your comment is noted. Horizon continues to engage with NRW on a regular basis as part of ongoing design work on the Wylfa Newydd Project and will continue to do so going forward to the application for a DCO.			✓

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			stage, we would not have any significant concerns on safety of navigation grounds, subject to standard conditions on the marine license. The proposed development includes two breakwaters, a temporary landing facility and a marine off-loading facility. At this stage we can only generalise and point you in the direction of the Port Marine Safety Code (PMSC) and its Guide to Good Practice. In consultation and liaison with your Harbour Master, you will need to develop a robust Safety Management System (SMS) for the project under this code. The sections that we feel cover navigational safety under the PMSC and its Guide to Good Practice are as follows: From the Guide to Good Practice, section 6 Conservancy, a Harbour Authority has a duty to conserve the harbor so that it is fit for use as a port, and a duty of reasonable care to see that the harbor is in a fit condition for a vessel to use it. Section 6.7 regulating harbour works covers this in more detail and have copied the extract below from the Guide to Good Practice (copies text of Section 6.7 – see response for details); There is a British Standards Institution publication on Road Lighting,	Horizon will work with NRW, MCA and other relevant agencies to ensure that all necessary licenses are obtained prior to works in the marine environment. See response to Response IDs 47 (4), 55 (10) and 10001 (10).			

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			BS5489. Part 8 relates to a code of practice for lighting which may affect the safe use of aerodromes, railways, harbours and navigable inland waterways; You should consult with Trinity House Lighthouse Service for the requirements for lighting and marking of the breakwaters, outfall and quays/jetties. Following on from the scoping study application for a Harbour Revisions Order (HRO) may be required. If this is necessary, the MCA will need to be consulted again on any revisions we may require to enhance the initial conditions. Possible new conditions will be developed from the findings of a full Environmental Impact Assessment (EIS) report on the project.				
10019	N	Letter submitted	…7) The proposed breakwaters at Porth Y Pistyll are not far above the high water level what provision has been made to warn against impact with these structures (i.e. navigation lights etc.)…	The design of the breakwaters has continued to develop with the progression of the Project, resulting in a crest height of up to 14m Above Ordnance Datum (AOD) for the western breakwater and 12.5m AOD for the eastern breakwater. However, the detailed design of the MOLF and associated breakwaters is yet to be finalised and will continue to be developed in preparation for the DCO application.	✓		

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				Exact locations of lighting are not yet known, along with numbers, heights and types of proposed light sources. The assessment of lighting needs will continue as the Project design continues, in consultation with key stakeholders. The environmental impacts of the final Project design will be assessed in an Environmental Statement that will accompany the DCO application.			
10021	N	Letter submitted	My primary comments on the Pre-Application Plans relate to the nautical developments at Porth y Pistyll (PyP) – the MOLF and associated works. Firstly, I am extremely pleased at the planned MOLF; if as much heavy plant, equipment and materials can be off-loaded near the power station site so much the better. I fully realise that building and using such facilities will be very disruptive to the marine ecology but judging from past experience nature WILL fully recover at the site in some viable form. The onshore cooling water intake at PyP is a sensible concept and obviously requires some degree of weather protection in the form of the two breakwaters planned at the entrance to PyP. These are going to be quite large structures and will require considerable disruption to the bay AND the surrounding areas. In addition, the building	See response to Response ID 109 (4) and 10017 (4). The MOLF would be required to facilitate the construction of the Power Station through delivery of key freight by sea, and would therefore be constructed early in the programme and be operational through Main Construction (see chapter 5 of the Main Consultation Document of the Stage Two Pre-Application Consultation). Use of the MOLF would greatly reduce the number of deliveries by road and therefore the volume of traffic and its associated environmental effects. Current estimates suggest that 60% to 80% of all construction materials (by weight), including the vast majority of AILs, would be delivered via the MOLF. The MOLF would comprise a bulk quay, approximately 200m long, and a Roll-on,	✓		

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			of the temporary landing facility, to be followed by the full Marine Off-Loading Facility itself, will cause enormous disruption to the marine environment (both structurally and to fish species, etc). I would suspect that the bay will become an almost sterile environment during the extended development… …The nearby Cemlyn Bay area must be rigorously protected from damage during the development process. The enormous quantities of rock etc removed during excavations and built will pose considerable challenges to the surrounding area. Is it possible to include some screening of the breakwaters to minimise the visual impact from the Cemlyn Bay headlands?... … Could the bottom of the breakwaters be designed to maximize the chance of fish, etc, re-introduction – I am thinking of the ways that wrecks encourage various fish populations? Positive reintroduction of various fish species, crabs, sandeels, shrimp, etc, might be required to assist in the marine recovery process. Perhaps a long-term legacy issue might be include a sporting use of PyP, - diving, sailing, water skiing, rescue facilities, etc.	Roll-Off (RoRo) berthing facility, approximately 100m long. These would be located in Porth-y-pistyll, directly to the south-west of the Existing Power Station. The concrete batching plant, required during construction only, would most likely be located on the platform formed behind the MOLF. The MOLF infrastructure would be incorporated into the design of the north-eastern breakwater, which itself would be required, (together with a second, longer breakwater to the north-west of Porth-y-pistyll) for the protection of the CW system intakes and to maintain suitable and safe wave conditions for the intake of CW (see chapter 5 of the Main Consultation Document for further information).The CW system breakwaters would have the additional benefit of offering protection for vessels berthing at the MOLF, particularly in stormy conditions, thus enhancing its availability for deliveries. At least one of the two MOLF quays (the quay for the delivery of large construction components including AILs) would be retained for the operational phase of the Power Station, to provide berths to allow sea transportation for maintenance, such as replacement of turbine rotors, generators and the other heavy equipment. The MOLF			

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				would therefore be a permanent structure within the Power Station Site and integral to the construction and operation of the Project. Horizon has assessed the impacts on fish and the marine environment in volume B10 of the PEI Report. Horizon will continue work to reduce the effects and ensure that ecology mitigation is included in the design. This will include designing fish protection measures such as screens at the intake, an acoustic fish deterrent system and a fish and invertebrate recovery and return system. Some additional mitigation measures that we expect to include are a Construction Noise and Vibration Management Plan, a Lighting Strategy, a Marine Non-native Species Strategy and specific mitigation for marine mammals.			
10035	N	4	We are keen jet skiers and regularly use the waters in [illegible] of Wylfa as a safe passage to the Skerries and beyond. If there is increased traffic in that area or you restrict our right of safe passage it will mean we will either have to cross further out to sea, which may mean we will not be able to take this route as often as we do. We enjoy bird watching all this coastline especially from the sea and if we are unable to come in close to the cliffs our	Thank you for your response, your comment is noted. See response to Response ID 96 (4) and 10017 (4). The coastal waters around Wylfa Head are used for sailing, sea fishing and watching wildlife. The addition of large vessel shipping movements in the vicinity of Wylfa Head and Porth-y-pistyll during the operation of the			✓

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			enjoyment will be spoilt. So basically we object to these plans.	MOLF would have an adverse effect on pleasure sailing in this area. There would be an increased risk, or perception of navigational risk, while sailing this section of coast. There would also be a reduction in general amenity as a result of noise from the Power Station Site and views inland towards the Power Station Site resulting in a minor adverse effect. In addition, kayakers and jet skiers would be affected by the physical loss of access to Porth-y-pistyll from the sea, as access to this area of shoreline would be restricted causing a moderate adverse effect. A Navigational Risk Assessment is being carried out by marine navigation specialists which covers the utilisation of the waters around north Anglesey during the construction of the MOLF and subsequent construction of the Power Station Development. A key component of the assessment is determining if the envisaged construction activities could significantly affect marine traffic, how the vessel movements predicted at the MOLF could be safely absorbed into ongoing shipping traffic and what mitigation would be required to reduce the extent of navigation conflict and maintain safe shipping operations.			

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10035	N	10	I think it's a good proposal to use sea passage, but not if it affects the locals' use of the sea passage from Cemaes Bay.	Thank you for your response, your comment is noted. See response to Response ID 10035 (4).			✓
10036	N	10	A good idea.	Thank you for your response, your comment is noted.			✓
10037	N	4	Please to see that Wylfa Head will be accessed after the build. Essential that Cestyll Gardens are kept.	With regard to access to recreational activities in the area of the Wylfa Newydd Project, including the area around Wylfa Head, Horizon has prepared a Public Access and Recreation Strategy that informed the Stage Two Pre-Application Consultation materials and design of the Project. The Project proposals include maintenance of the access to Wylfa Head, Porth Wylfa and the northern headland throughout construction, though there may be short periods of time where diversions or closures are required in order for the sewage treatment works and cooling water outfall to be constructed. A LEMP has been prepared that includes the proposals for the area around Cestyll Garden. Likely effects of the Wylfa Newydd Project on Cestyll Garden and potential mitigation and enhancement measures will be provided in the PEI Report being prepared for the Stage Two Pre-Application Consultation.			

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10037	N	10	More the better.	Thank you for your response, your comment is noted.			✓
10038	N	4	Think it's a good idea that the existing one will be used as well.	Thank you for your response, your comment is noted.			✓
10038	N	10	Would highly agree with this proposal.	Thank you for your response, your comment is noted.			✓
10039	N	4	The use of the existing cooling water outfall would not have as much impact on the headland nor the temporary off loading facility at Porth y Pistyll.	Thank you for your response, your comment is noted. It is anticipated that the cooling water outfall tunnels would be placed near to the location of the outfalls at the Existing Power Station. Horizon will continue discussions with the NDA to understand fully the potential opportunities and constraints associated with adapting the Existing Power Station outfall channel for use in Horizon's proposals. It is particularly important to understand the compatibility of Magnox Limited's decommissioning timescales for the Existing Power Station with the Wylfa Newydd Project programme. The outcome of these discussions will be the main influencing factor; however, if it is concluded that it would not be possible to construct the cooling water outfall at this location, Horizon has identified an alternative location a short distance to the north of the existing outfall,		✓	

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				also on the south-western coast of Wylfa Head.			
10040	N	4	Very good idea to bring large equipment/plant by sea.	Thank you for your response, your comment is noted.			✓
10040	N	10	Use must be made of sea and rail where possible. Re-opening railway to Amlwch/Rhosgoch v. good idea – for both goods and personnel. V. good idea – less road traffic.	See response to Response ID 24 (10). The potential reopening of the Gaerwen to Amlwch railway was considered in a freight report prepared by Halcrow, dated May 2010, and for passenger use by Network Rail in a report dated November 2010. The Halcrow report concluded that the reopening of the line for rail freight would still require a 4km journey by road along the A5025 as the line did not pass close to the Power Station Site. As the MOLF is able to accommodate the vast majority of construction materials, there would be limited opportunities for transporting the remaining materials by rail. The Network Rail report also considered the reopening of the passenger railway between Gaerwen and Llangefni, which would have an estimated cost of £25m. It is therefore highly unlikely that reopening the line as far as Amlwch would offer a cost-effective solution for passenger use for the Wylfa Newydd Project. Furthermore, historically		✓	

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				the demand for this rail service declined to a point where the service was no longer considered viable and was removed. Upon completion of construction of the Project, the majority of construction personnel are anticipated to relocate to other work or their permanent homes, leaving the service without necessary demand once again.			
10042	N	4	Good to see this being an option instead of just using the road for transport.	Thank you for your response, your comment is noted.			✓
10042	N	10	Excellent idea.	Thank you for your response, your comment is noted.			✓
10050	N	4	Brilliant concept.	Thank you for your response, your comment is noted.			✓
10050	N	10	Important that this option is used to its maximum capacity and is used as a first option as to using the roads.	See response to Response IDs 24 (10) and 10021.			✓
10051	N	4	Too big. Too much. Awful, how can you do this to such a beautiful island. Shameful.	Thank you for your response, your comment is noted. The UK Government has already consulted on the principle of nuclear power generation in the UK and issued a National Policy Statement for Nuclear Power Generation (NPS EN-6) identifying a site at Wylfa as one of a small number of sites in the UK that the Government considers to be potentially			✓

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				suitable for the deployment of a new nuclear Power Station.			
10051	N	10	None!	Thank you for your response, your comment is noted.			✓
10054	N	10	Delivery direct to site by sea seems a good idea but I have no experience of the waters round Cemaes Bay to know if this is feasible or safe.	See response to Response IDs 24 (10), 47 (10) and 10021. A Navigational Risk Assessment is being carried out by marine navigation specialists which covers the utilisation of the waters around north Anglesey during the construction of the MOLF and subsequent construction of the Power Station Development. A key component of the assessment is determining if the envisaged construction activities could significantly affect marine traffic, how the vessel movements predicted at the MOLF can be safely absorbed into ongoing shipping traffic and what mitigation would be required to reduce the extent of navigation conflict and maintain safe shipping operations.	✓		
10057	N	4	No objections to these proposals.	Thank you for your response, your comment is noted.			✓
10057	N	10	This appears to have been well researched with positive aims to reduce the use of the road network. The proposals to make deliveries of freight by sea are very welcome.	Thank you for your response, your comment is noted. The MOLF would significantly reduce the number of Heavy Goods Vehicles (HGVs) travelling along the A55 and A5025 to deliver			✓

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				materials. The potentially high traffic and environmental impact of these HGVs would therefore be reduced. Furthermore, the MOLF would reduce significant disruption to traffic travelling along the A55 and A5025 as a result of transporting a significant number of Abnormal Indivisible Loads (AILs) by sea. Although not every AIL would be as disruptive as the largest of these loads, the MOLF would significantly benefit existing drivers.			
10058	N	4	Very sensible to bring in materials and equipment by sea as it will greatly reduce the traffic on local roads. What the works to the cooling system will have on marine life we are uncertain, but it must have an effect at least in the short term.	Regarding use of sea transport, see response to Response IDs 24 (4) and 47 (4), 10017 (4) and 10021 (Letter submitted).			✓
10058	N	10	We support Horizon's commitment to using the sea to transport materials etc as much as possible.	Thank you for your response, your comment is noted.			✓
10063	N	10	I'm a supporter, and think the project needs to happen – as it happened previous at Wylfa. My concern is waste. I'm worried about it being carried across the island down small roads and across two bridges. I don't believe rail is right either. What I would like to see is waste being carried from Wylfa by sea. This is safer and removes it from our roads.	Thank you for your response, your comment is noted. See response to Response ID 35 (4) A Site Waste Management Plan (WMP) would be prepared for the enabling and main construction works. This would set out plans for materials and waste minimisation and			✓

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				management in line with a waste hierarchy which Horizon has produced. The PEI Report prepared for the Project identifies that all conventional waste generated during construction, operation and decommissioning would be collected, stored, and processed for reuse across the Wylfa Newydd Development Area or treated at third party off-site treatment facilities (i.e. facilities that are outside of the boundary of the Wylfa Newydd Development Area, not operated by Horizon). All of these processes would be managed under the Integrated Waste Strategy (IWS) to comply with legislative requirements and the waste hierarchy. Any waste removed from site by a contractor would meet these requirements and Horizon will continue to monitor the procedures and contractor requirements.			
10069	Y	4	PAC1 contains no information on the envisaged construction for the indicative breakwaters at Porth y pistyll. No information is contained on the construction of the temporary MOLF. The construction works are on adjoining land to land in National Trust ownership and will have potentially significant implications in relation to noise, vibration, lighting, surface water drainage, changes to hydrology,	See response to Response ID 102 (10). A LEMP is being developed for the Wylfa Newydd Development Area. The LEMP is a fully coordinated environmental landscape design covering the Wylfa Newydd Development Area, including the formation of mounds and habitat creation, targeted biodiversity mitigation and enhancement			✓

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			changes to marine processes and potential implications for biodiversity and habitat management.	measures, temporary and permanent public footpath diversions, management of watercourses and surface water drainage and other relevant environmental considerations. Refer to chapter 7 of this Main Consultation Document. Stage Two Pre-Application Consultation includes and assessment of the effect to National Trust land, as well as to Cestyll Garden. This assessment indicates that there would be some loss of amenity to users of the National Trust land during construction, related to an increase in noise and dust from construction activities. In addition, construction of the MOLF and breakwaters would be visible from areas of the National Trust Land with an associated effect on the visual amenity of this area. Measures to mitigate these effects have been included in the design of the Project, where possible. During construction, effects on amenity would be mitigated through measures to reduce noise, air pollution and landscape and visual amenity. The PEI Report has been published which provides the initial assessment of effects with regards to these resources. Since the Stage One Pre-Application Consultation, design of the Project, including			

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				the breakwaters, has progressed. Considerable detail on the design of the MOLF and breakwaters can be found in Chapter 5 of the MCD published as part of the Stage Two Pre-Application Consultation. The crest height is now up to 14m AOD for the western breakwater and 12.5m AOD for the eastern breakwater. However, the detailed design of the MOLF and associated breakwaters is yet to be finalised and will continue to be developed in preparation for submittal of an application for DCO. The MOLF construction would commence in mid-2018 to mid-2023.			
10084	N	4	No problem.	Thank you for your response, your comment is noted.			✓
10089	N	4	We note that Horizon's preferred option for a cooling water outlet is to use the existing Wylfa-A discharge site. This is eminently sensible. Siting the water cooling inlet and a Marine off-loading facility at Port-y-pistyll is also logical. We welcome the proposal of constructing a MOLF to allow transport of large loads and other materials thus reducing HGV traffic on the road network. We are conscious that the North coast of Anglesey can be subject to extreme weather (the 1859 Royal Charter storm, the storm that created the Cemlyn shingle	Thank you for your response, your comment is noted. See responses to Response IDs 11 (4), 47 (10) and 85 (10)			✓

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			beach, the wreck of the Hindlea in 1959 and the recent February 2014 hurricane). We trust that Horizon will take this into consideration in the design of breakwaters.				
10089	N	10	We recognise the powerful logic for constructing a Marine Off-loading Facility for the transport of Abnormal Indivisible Loads and to reduce the estimated tens of thousands of projected HGV movements. Sea transport in general is more environmentally friendly and should have a lower carbon footprint. As referred to above the presence of a MOLF could be of significant benefit to Wylfa A decommissioning.	Thank you for your response, your comment is noted. Due to security regulations, there are no current plans to allow the use of the MOLF by third parties. However, as part of continued engagement and discussions with the Nuclear Decommissioning Authority (NDA), Horizon is willing to discuss this matter in the future.		✓	
10090	N	4	The breakwaters and MOLF shouldn't cause that much damage to the marine environment, it should soon recover. The warm water discharge at Wylfa Head will be similar to the existing discharge from Wylfa 'A' – grows big fish!	Thank you for your response, your comment is noted. The warmer water from the cooling water discharge would mean that some species of fish would move away from the area around the outfall. Most species will tolerate an increase of a few degrees and may, therefore, not be affected; other species would only be excluded from a small area. The effect of temperature on fish is predicted to be minor adverse as reported in volume B10 of the PEI Report published as part of the Stage Two Pre-Application Consultation.			✓

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10090	N	10	Use of park and ride should reduce the overall traffic on the road. However, despite the MOLF, there is going to be a big increase in heavy traffic for the build period that can't be avoided. All for it (as a former marine engineer, I perhaps am somewhat biased!). It should take most of the really heavy traffic off the island's roads. It's also a very green way of transport.	Thank you for your response, your comment is noted. Use of the MOLF would significantly reduce the number of Heavy Goods Vehicles (HGVs) travelling along the A55 and A5025 to deliver materials. The potentially high traffic and environmental impact of these HGVs would therefore be reduced. Furthermore, the MOLF would reduce significant disruption to traffic travelling along the A55 and A5025 as a result of transporting a significant number of Abnormal Indivisible Loads (AILs) by sea. Although not every AIL would be as disruptive as the largest of these loads, the MOLF would significantly benefit existing drivers.			✓
10091	N	4	Use of marine loading/offloading should be maximised to reduce heavy traffic on A5025. Will tidal flow through Porth Y Pistyll cause manoeuvring problems for vessels? Tides can run a 5 to 6 Kts and may form a circular 'whirlpool' effect?	Thank you for your response, your comment is noted. See response to Response IDs 24 (4) and 47 (4). Construction of the two breakwaters, including a temporary causeway, MOLF and cooling water intake and outfall would all cause a direct loss of seabed area. These activities together with dredging would also be likely to release fine sediment into		✓	

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				Cemlyn Bay in particular and the Irish sea more generally potentially resulting in increased deposition The direction and size of local waves and currents could also be changed, leading to alteration of patterns of erosion and deposition. Volume B9 of the PEI Report published as part of the Stage Two Pre-Application Consultation includes further information on coastal processes, including the effects of tidal flows to the Project, as well as potential mitigation and enhancement measures. Based on assessment work to date, Horizon has identified minor adverse residual effects on coastal processes and coastal geomorphology during construction and potentially during decommissioning that would affect areas of the seabed and Cemlyn Bay. No effects are anticipated on any of the remaining features – Cemaes Bay, Esgair Gemlyn, Cemlyn Lagoon or Hen Borth. No significant effects are anticipated during operation of the Power Station. Horizon is continuing with this assessment work. The computer modelling used to inform this assessment is being updated and extended and will be reported as part of the Environmental Statement submitted alongside the application for DCO.			

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				Further baseline data from Non-Automatic Identification System and Vessel Monitoring System vessel traffic patterns will be collated through consultation with national governing bodies and associations (Royal Yachting Association, Cruising Association, fishing associations, etc.) and anecdotal information from Pilots and the local port communities prior to undertaking the Navigational Risk Assessment.			
10091	N	10	Sea transport should be maximised to minimise the effects of heavy traffic on the A5025.	Thank you for your response, your comment is noted. See response to Response IDs 24 (10) and 47 (10).			✓
10094	N	4	I welcome the proposed construction of jetty/breakwaters. Having experience at first-hand the road congestion caused by heavy loads on the A5025 and also the effects of seaweed ingress in the nuclear power station cooling system, this has to be good.	Thank you for your response, your comment is noted. The PEI Report volume B10, published as part of the Stage Two Pre-Application Consultation materials, includes the latest information on impacts due to the cooling water system and marine life, likely effects as well as potential mitigation and enhancement measures.			✓
10094	N	10	Excellent, but it is a difficult coastline. Often inhospitable in winter north westerly conditions. Will a refuelling berth be required? Who will provide the sea transport? Have you	See response to Response ID 85 (10). The provision of the sea transport services will be considered further as the Project receives consent and moves into the construction phase. However, Horizon has			✓

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			proposals for a British Shipping Company with British built ships and crews?	prepared a Jobs and Skills Strategy as well as a Supply Chain Charter and a Procurement Strategy that informed the Stage Two Pre-Application Consultation materials; this includes a commitment to use of 25% local employment in construction of the Project.			
10099	N	4	Because of the vastness of the project (maps show that Wylfa Newydd will dwarf the current Wylfa) it is obvious that related matters (cooling systems, breakwater etc) are not only necessary and will extend to a large geographical area – hopefully it will all be done in a “kind and sensitive” way to the local eye.	The environmental assessment undertaken to date is set out in the PEI Report, prepared part of the Stage Two Pre-Application Consultation; the assessment identified that there would be a potentially major adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction of the Power Station. There would also be a significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. During operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape restoration of those parts of the Wylfa Newydd Development Area not required for operational purposes. Mitigation measures will be proposed to soften the visual impact of Wylfa Newydd. The aim would be to create well-integrated, well-designed, sustainable buildings, which would respond to the character and identity			✓

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				of the local surroundings through the sympathetic use of materials, architectural treatment and landscaping.			
10099	N	10	Excellent and most welcomed! The lucid diagram on Pg 2b should be publicised in order to allay some fears re. questions 9 above. A bit of “not in my back yard” but hopefully the potential road improvements won’t render parts of beautiful Anglesey large, wide concreted tracks.	Thank you for your response, your comment is noted. The environmental assessment undertaken to date is set out in the PEI Report, prepared part of the Stage Two Pre-Application Consultation; the assessment identified that there would be a potentially major adverse effect on the landscape character of most of the Wylfa Newydd Development Area during construction of the Power Station. There would also be a significant, but localised moderate adverse effect on the landscape character of the AONB, SLA and Heritage Coast. During operation of the Power Station, an adverse effect on landscape character is expected to remain, although it would be mitigated to some extent by landscape restoration of those parts of the Wylfa Newydd Development Area not required for operational purposes. Potential effects on landscape have been taken into consideration in preparation for the Stage Two Pre-Application Consultation exhibitions. The proposed A5025 on-line and off-line highway improvements include localised			✓

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				carriageway widening, resurfacing works, enhancements from Rhosgoch to the A5025, proposed bypasses at Cefn Coch, Llanfaethlu and Llanfachraeth, and a new junction at Valley. The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users. Other than the road improvements noted, there are no plans for new roads. In places where the highway improvements require that dry stone walling is removed, Horizon has committed to replacing walls.			
10111	N	4	I believe that you are destroying that local coast which attracts tourism to our area and are destroying marine life in the construction of breakwaters and cooling systems.	Thank you for your response, your comment is noted. See response to Response IDs 11 (4), 10035 (4) and 10039 (4).			✓
10111	N	10	Who is going to come by sea?	See response to Response ID 24 (10). There are no plans to use the MOLF for passenger transport.			✓
10112	N	10	With unpredictable weather on this North Coast one wonders how often deliveries to the site will still have to be moved by road, but good alternative.	See response to Response IDs 10054 (10) and 10089 (4)			✓

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10117	N	4	Concerns were raised with regard to the bird sanctuary at Cemlyn and the adverse effect of construction and development nearby. It was felt that the development of Wylfa Newydd will wipe out part of the coast with regard to public access and wildlife. Safety concerns were also raised with regard to the weather conditions often experienced on the sea outside Cemaes. Even with the breakwaters, the sea is still a potential issue, and vessels will need an alternative landing point (possibly Cemaes Harbour, but this will need some alterations to accommodate). Lifeboats are based at Moelfre and Holyhead – both some distance away from Cemaes should any problems arise at sea. Another safety concern was the offloading of personnel should anyone be taken ill or have an accident at sea. What is Horizon's plan in this instance? There would possibly be an opportunity to bring a safety boat around to the harbour but the main Pier is only accessible at high tide, and Pier Bach (and access to it by land) is in desperate need of renovation. It was discussed whether it would be beneficial for Horizon to engage with, and consult with the emergency services, and	See response to Response IDs 85 (10), 10054 (10) and 10089 (4) Wildlife: A Noise and Vibration assessment has been undertaken, the preliminary results of which are reported in the PEI Report. The levels of airborne noise and vibration would increase during construction from activities including dredging, construction of the breakwaters and possibly rock fracturing by blasting in the dry. This could lead to disturbance of seabirds, including those in Cemlyn Bay, and to seals when they are above water. Seabirds and marine mammals may experience visual disturbance from the presence of vessels and machinery and/or from artificial lighting. During decommissioning, there is the potential for disturbance to fish, marine mammals and seabirds from an increase in underwater and airborne noise and vibration, and artificial lighting and visual disturbance during removal of structures and blasting activities.	✓		

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			possibly sponsor the services of the Air Ambulance for example. This would benefit both the company and wider local community. It was understood that a separate task group has been set up by the emergency services to address potential issues.	Volume B8 of the Stage Two Pre-Application Consultation PEI Report provides further details, including proposed mitigation. Emergency services: Existing pressures within the health care and emergency response service systems are recognised and work is ongoing with key providers (Betsi Cadawaldr University Health Board, various branches of the NHS, and others, including ambulance services) to identify the full extent of the effects, and therefore the mitigation required to reduce adverse effects. This includes tending to emergencies at sea, as well as accidents and routine medical needs during both construction and operation of the Power Station. A routine engagement structure has been agreed with the Health Board, as well as an established emergency preparedness task group, to ensure that a protocol for handling emergency situations can be agreed, including buy-in of the necessary service providers. Health: Horizon is currently preparing a Health and Well-Being Strategy, and has prepared a Health Impact Assessment that was			

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				published as part of the Stage Two Pre-application Consultation.			
10117	N	10	Safety concerns were raised with regard to the weather conditions often experienced on the sea outside Cemaes. Even with the breakwaters, the sea is still a potential issue, and vessels will need an alternative landing point (possibly Cemaes Harbour, but this will need some alterations to accommodate). Lifeboats are based at Moelfre and Holyhead – both some distance away from Cemaes should any problems arise at sea. Another safety concern was the offloading of personnel should anyone be taken ill or have an accident at sea. What is Horizon's plan in this instance? There would possibly be an opportunity to bring a safety boat around to the harbour but the main Pier is only accessible at high tide, and Pier Bach (and access to it by land) is in desperate need of renovation. It was discussed whether it would be beneficial for Horizon to engage with, and consult with the emergency services, and possibly sponsor the services of the Air Ambulance for example. This would benefit both the company and wider local community. It was understood that a separate task group has been set up by	See response to Response ID 10117 (4).			✓

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			the emergency services to address potential issues. See also question 4 with regard to the concerns regarding disruption of wildlife caused by the development of the breakwaters and the construction general.				
10121	N	4	The marine off loading facility is a good idea as limiting what comes in via road can only be a good thing. Ideally the outfall will be linked into the existing one as this would limit the need to develop further areas. The MOLF is a great idea to limit things arriving via road and can only benefit the project.	Thank you for your response, your comment is noted. See response to Response ID 24 (10) and 10039 (4). A number of Wylfa Newydd Project components would be required in the marine environment to support the construction and operation of the Wylfa Newydd Power Station. Water for the CWS, which is used to condense steam, would be taken from and returned to the Irish Sea via intake and new outfall structures.			✓
10121	N	10	The MOLF is a great idea to limit things arriving via road and can only benefit the project.	Thank you for your response, your comment is noted. See Response ID 55 (10).			✓
10126	N	10	Good – takes traffic off roads.	Thank you for your response, your comment is noted. See Response ID 55 (10).			✓
10127	N	10	Use of sea transport as much as possible to avoid road congestion on the island and beyond is desirable.	Thank you for your response, your comment is noted. See Response ID 55 (10).			✓

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10129	N	10	It would be highly desirable to make more use of the sea transport possibilities if the facility must be there anyway. The road traffic is likely to be horrendous unless as much as possible is conveyed by sea, even if this is more costly.	Thank you for your response, your comment is noted. See response to Response IDs 24 (10) and 55 (10).			✓
10131	N	4	Very good.	Thank you for your response, your comment is noted.			✓
10131	N	10	Very good.	Thank you for your response, your comment is noted.			✓
10133	N	4	It's unfortunate that the marine structures will not benefit the community. I think a more imaginative quay development at Porth yr Ogof or Cemaes Bay could have provided better harbour/marina facilities for the long-term leisure industry – whilst fulfilling Horizon's offloading requirements. Also dumping best part of 5 GW waste heat into sea – can we have some of that please?	As described in the Stage One Pre-Application Consultation materials, Horizon's proposal includes construction of a MOLF to allow deliveries of freight, materials and equipment direct to the Power Station Site. The MOLF is not proposed for the transport of employees or other persons or for recreational uses. Horizon is not considering use of the MOLF as a recreational harbour and/or marina, nor is any quay development proposed at Porth yr Ogof and Cemaes Bay. With regard to the dispersed heat, see response to Response ID 86 (4).			✓
10134	N	4	The proposed marine off-loading facility is to be welcomed. This facility will reduce HGV road traffic, particularly for large and disruptive items. The North coast of Anglesey can be subject to extreme	See response to Response IDs 55 (10), 10054 (10) and 10089 (10).			✓

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			weather and I trust that Horizon will take this into consideration in the design of breakwaters and shore facilities.				
10134	N	10	The Marine Off-loading Facility for the transport of Abnormal Indivisible Loads is logical and will reduce the estimated tens of thousands of projected HGV movements. The MOLF could also be of significant benefit to Wylfa A decommissioning.	Thank you for your response, your comment is noted. See Response ID 55 (10) and 10089 (10).		✓	
10158	Y	4	We are concerned about the major engineering works and proposed structures in Porth y Pistyll. Porth y Pistyll is used by foraging terns associated with the nearby tern colonies. As such the proposed coastal development site is functionally linked to the Ynys Feurig, Cemlyn Bay and the Skerries SPA. We are further concerned about the displacement of foraging terns from Porth y Pistyll during the construction and operation phases. In addition there are potential indirect impacts on terns due to habitat loss for prey, depletion, displacement and/or aggregation of prey. We have concern over the extent and impacts from the thermal plume originating from the cooling water outfall on the marine environment. A thermal plume together with marine structures could	See response to Response IDs 109 (4), 10011 (4), 10017 (10), 10090 (10) and 10117 (10). The PEI Report published as part of the Stage Two Pre-Application Consultation provides information on impacts and likely effects of the Wylfa Newydd Project as well as potential mitigation and enhancement measures. Volume B10 documents potential effects on nearby tern colonies, as well as marine and terrestrial based effects resulting from coastal development. At the existing Magnox power station (maximum abstraction rate of 252,000m^3/hour), the loss of adult sand eel was calculated to be approximately 0.6% of that consumed by the Cemlyn Bay tern population (based on 2013 population			✓

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			create optimum conditions for the establishment of marine Invasive Non-Native Species (INNS). For example the increased sea temperature and shelter created by breakwaters would be conducive for the establishment of Carpet Sea-squirt (Didemnum vexillum). This marine INNS has recently become established in Holyhead Marina and is currently undergoing an eradication programme. The possible introduction of INNS during construction operational phase must be considered and addressed. The RSPB is concerned about indirect impacts of changes in coastal processes on the Cemlyn Lagoon through impacts upon the shingle ridge fronting the lagoon which may adversely affect the Lagoon and its tern colony. The recent coastal storms of December 2013 and January 2014 are noteworthy as these should help highlight the vulnerability of the shingle ridge at Cemlyn to coastal processes. The wave action during the storms altered the topography of the shingle ridge and lagoon.	estimates). These values are based on the existing Magnox power station which does not have any fish protection measures and has an offshore intake so, although the abstraction of the Wylfa Newydd Power Station will be larger, the overall effect is likely to be smaller. Further work will be carried out to predict the loss of fish and invertebrates and to predict effects on species that rely on this food source. The effects of the Project on the marine environment is assessed in volume B10 of the PEI Report. The warmer waters in the vicinity of the new outfall, combined with the presence of new substrate, are conditions that could favour non-native species. There is a risk that if non-native species are introduced, they could replace native marine species and habitats. The effects are predicted to range from minor to moderate adverse, depending on the receptor. The remaining effects are likely to be reduced when additional mitigation is included. This would include a Marine Non-native Species Strategy. This would reduce the risk of introduction and establishment of non-native species that could affect marine habitats, plants and animals. This would include;			

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				• carrying out a biosecurity risk assessments for relevant activities; • adhering to international convention for control and management of ships' ballast water and sediments; and • use of protective matting on the seabed around new structures to avoid erosion. Regarding the potential effect on marine water quality from an increase in temperature from the cooling water discharge, Horizon is carrying out further modelling to assess the effects on the marine water quality. Early modelling indicates that Cemlyn Bay would not be affected by changes to temperature. Cemlyn Bay is located outside the zones where temperature is predicted to rise by up to 1°C at the surface and seabed. Horizon has identified that construction activities are likely to result in no significant effects on the coastal processes and coastal geomorphology features at Cemlyn Lagoon. Sea water rarely inundates the lagoon and therefore sea-borne suspended sediment deposited in the lagoon during construction marine activities are likely to be negligible.			
10161	Y	4	However, at this stage I must point out that preliminary discussions have taken place regarding the cooling water outfall that is currently utilised by DCWW to disburse	Since the Stage One Pre-Application Consultation, design of the Project, including the location of the cooling water outfall, has progressed.			✓

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			effluent discharge from the adjacent Cemaes Wastewater Treatment Works (WwTW) and how this will be incorporated into the decommissioning activities. We understand that a cofferdam is proposed which will require DCWW to change the existing discharge route. This may also affect the potable water usage going forward by the site and so we would welcome more details around this when they are available.	There are now two possible locations for the cooling water outfalls. The preferred location is within Porth Wnal and is located within the boundary of the Porth Wnal Dolerite Regionally Important Geographical Site (RIGS). The alternative location is on Wylfa Head, within the Porth Wnal Granite RIGS. The construction of a cofferdam is necessary to provide a dry working area for construction of the outfall structures, and this would be tied into the cliffs around the outfalls. The preferred location the cofferdam would likely be across Porth Wnal and would, therefore, tie into the RIGS in one location. If the second option on Wylfa Head is used, the cofferdam would tie in at both ends of the cliffs forming part of the RIGS. It is assumed that in the location where the cofferdam ties into the cliffs, the rocks would suffer significant damage as a result of the installation and removal works. The decision as to which option is taken forward for the cooling water outfalls would be based on a combination of factors			

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				including engineering requirements and potential environmental effects. All potable water (i.e. water suitable for drinking, cooking and washing) requirements for Power Station construction activities would be met by mains supply from Dwr Cymru Welsh Water (DCWW). DCWW is currently evaluating the options for this supply. Although they are not likely to be from local sources, provision of the supply could potentially have an effect on the environment. An assessment of the effects that the additional drinking water demand would have on DCWW assets and the environment is underway and Horizon is awaiting confirmation of the potable water supply source that DCWW proposes to use. Horizon is preparing a Utilities Strategy that will ensure connectivity across the utilities.			
10170	N	10	The proposals leave this open as a possibility. The alternative road transport is not acceptable therefore should be made mandatory.	Thank you for your response, your comment is noted. See response to Response IDs 24 (10) and 47 (10).			✓
10171	N	4	No particular comment except that the Porth-y-pistyll site would seem a better option than the other three proposed sites. I would hope that efforts would be made to ensure as little impact as possible on the	See response to Response IDs 11 (1), 10039 (4), 10091 (4) and 10117 (4).			✓

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			tides, currents and environment at Cemlyn which would affect marine and bird life.				
10172	N	4	I have no concerns regarding these proposals – I assume any discharge will be monitored and maintained well below statutory limits. Sometimes the warmer discharge water has been used to create fish farms – is there any request or suitability of the site for such a proposal?	Horizon will be undertaking further hydrodynamic modelling to assess discharges to the marine environment and to look more closely at how the cooling water discharge would be dispersed. A Water Framework Directive Assessment will be carried out to assess the compliance of the Wylfa Newydd Project with environmental legislation. Horizon's Wylfa Newydd Project proposals do not currently include the creation of a fish farm in the waters of the cooling water outfall.		✓	
10172	N	10	It seems sensible to use sea transport – obviously for very large components/structures. Also I expect suitably licensed vessels/barges? For transport of used fuel/waste packages from site during the lifetime of the plant may be arranged?	See response to Response IDs 24 (10), 35 (4), and 55 (10).			✓
10174	N	10	Interesting to revert to using the sea to lessen the burden on the highways!	Thank you for your response, your comment is noted.			✓
10175	Y	4	The view of this organisation is that the MOLF option which should be selected is one which maximises use of seaborne	Regarding the sea transport proposals, see response to Response IDs 11 (4), 24 (10), 35 (4), and 55 (10).			✓

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			transport without damaging the marine environment permanently. We assume that attention has been paid to possible spills of contaminants in bulk coming to the site? Advocate the use of marine transport for radioactive waste and nuclear fuel.	Pollution prevention strategies would form part of the EMPs, which would outline good working practices and measures to protect the environment by, for example, preventing leaks and spills of oils and fuels and including methods for dealing with any leaks or spills that might occur.			
10176	Y	10	Seems like a good idea.	Thank you for your response, your comment is noted.			✓
10177	Y	4	1) The Breakwaters. We request that we are included in further discussions about the design of the main breakwater. We have concerns about the effects it might have on the wave climate in Cemlyn Bay due to reflection and refraction under extreme storm conditions. Although a schematic drawing of a cross section is given, rather more detail is needed on both materials and methods of construction. One assumption might be that it would be constructed primarily of rocks brought in by sea, the largest might be coming from Norway and being temporarily dumped somewhere before being moved into position. Other rocks perhaps might have to come from a coastal quarry in Scotland. We would not consider it appropriate to build the breakwaters using glacial boulder clay from the nearby drumlins with only armouring being added afterwards.	See response to Response IDs 11 (4) for the Marine Assessment, 47 (10) for details on the MOLF, 85 (4) regarding the preliminary impacts identified in the PEI Report, 85 (10) for the storm implications, 10035 (4) for advice on the safe navigation of vessels, 10069 (4) for consideration of the land in National Trust ownership. The design of the breakwaters has progressed since the Stage One Pre-Application Consultation; however, work continues on the design and it is likely to be protected with concrete armour. Where feasible, some excess rock material would be re-used in the cores of the breakwaters. To allow for the construction of the western breakwater, a causeway would be constructed which would support a haul			✓

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			Will it be necessary to get material from land out to the breakwater? If so what consideration has been given to a route? We assume it will be via the Development Area but would welcome clarification on this point. It is noted that using land to the west of Porth y Pistyll would impinge on the National Trust coastal heath on Trwyn Pencarreg and require Cafnan creek to be crossed. We assume that advice has already been taken about navigation particularly of the vessels or barges bringing very large loads into the berth. The manoeuvring space looks tight. It seems possible that the breakwater might have to be positioned on a simple straight alignment a bit further out or as a curved structure. We would urge that modelling studies of storm wave effects should include possible effects as far away as the Cemlyn shingle ridge. Model runs should include any alternative designs of the breakwater. As drawn, the main break water has no foot or vehicle access onto it. Is this correct or will access subsequently be required across the NT coastal heath to a bridge. 2) Blasting Underwater. More information is needed on the amount of blasting and dredging needed to make the new harbour	road. Material for the causeway, and then later for the breakwater, may be transported along the haul road in dump trucks. Construction of building platforms to accommodate the MOLF and a temporary causeway to facilitate construction of the western breakwater would result in the loss of much of the existing rocky shoreline of the Porth-y-pistyll bay. However, Horizon is proposing to mitigate the effects of the temporary causeway at Porth-y-pistyll by restoring (as far as practical) the affected section of shoreline after removal of the temporary structure. For both semi-dry and wet marine excavation options, underwater noise would be generated by dredging and rock fracturing by blasting to remove material to lower the seabed to the required depth. There would be a shorter duration of dredging and blasting underwater for the semi-dry excavation option compared to the wet option, but the method would be the same. The increase in underwater noise from this activity could affect fish and marine mammals. The use of machinery above ground for cutting, piling and blasting of the seabed within the dry area would generate			

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			navigable to -10m OD and for the cooling water inlet channel. We would strongly urge that marine mammal observers be employed when blasting is taking place and procedures followed as to slow start up that are adopted in the Seismic Survey industry. We would suggest that it would be better for most of the blasting operations to be phased in after the breakwater has been built up at least to about the mid tide / OD level. This is to reduce the wider propagation of noise into the Irish Sea. Mitigation measures such as a Bubble Curtain should be considered. At present there is no information on the means of disposal of material dredged from Porth y Pistyll. We assume this will be governed by licences and will be to a licensed disposal ground. Other than very limited jet dredging to remove fine material depositing in excavated trenches this could pose environmental problems. There is no indication about the need for blasting rocks outside the harbour to improve the approaches. Cooling Water: 1) Volumes and Temperatures. It would be helpful to see much more detail on the volumes of seawater required for cooling under peak and other conditions. We would like to see the figures for discharge	airborne noise and vibration which could affect seabirds and grey seals (when they are above water). The predicted effects on fish (including fish of commercial importance and spawning grounds), marine mammals and seabirds from airborne and underwater noise during semi-dry excavation activities range from minor to major adverse depending on the receptor. The remaining effects are likely to be reduced when additional mitigation is included. Further modelling will be carried to assess the final design. It is likely that some material will require disposal, potentially at an existing marine disposal site, such as Holyhead Deep, or at a new marine disposal site for which an additional marine licence may be required. A blasting management plan would set out good practice measures for the minimisation of air overpressure effects. These could include careful orientation of the working face in relation to local receptors, sequencing of detonation and avoiding blasting in adverse weather conditions. Horizon has carried out marine hydrodynamic modelling to assess the			

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			temperatures and the results of dispersal modelling under worst case conditions such as an extreme neap tide in calm summer weather. Our evidence is that the existing power station effect was quite detectable on a not very sensitive hull-mounted thermograph on a vessel following a track passing well off Wylfa Head and Harry Furlong's Rock. More detail is needed on volumes of cooling water to assess impacts on larval / post-larval planktonic stages of fish and invertebrates. 2) Biocides. It appears that the biocide regime has yet to be determined. We would appreciate the opportunity to comment as the options are explored further. The suggestion that marine organisms will pass through unaffected seems overly optimistic. 3) Foam. The consultation makes very brief mention of foam at the outfall. From many years' experience this is really an erratic problem, the causes and impacts of which do not seem to have been fully appreciated. Particularly during blooms of phytoplankton and especially blooms of Phaeocystis, the cells of the organisms get broken by the chlorine biocide and or the turbulence of the pumping process. This	effects of the discharge of temperature and biocide (a chemical substance used to prevent species from settling on surfaces) from the cooling water system. Further detail is provided in volume B10 of the PEI Report. Details of the assessment of resilience to extreme marine flooding events would continue to be tested in the Generic Design Assessment and the site specific Preliminary Safety Report; further details are given in volume B16 of the PEI Report. Biological control of the cooling water would be required to discourage the growth of marine organisms within the cooling water system, known as biofouling. This process takes place in the cooling water biocide treatment building near the cooling water intakes. Biofouling would be controlled by dosing the cooling water with chlorine derived from sodium hypochlorite. Sodium hypochlorite would be stored in bulk. The dose level would be controlled through the relevant Environmental Permit conditions to ensure an acceptable concentration of residual chlorine at the outfall, so that secondary dosing to neutralise the residual chlorine content of the discharge would not be necessary. The dispersion created by the			

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			releases organic substances which influence surface tension so bubbles persist. At times the bubbles of the foam contain residual chlorine. When the foam slicks develop and blow ashore they can have a biocidal effect. Standard dispersal monitoring cannot adequately take account of the spread of foam slicks. There have been anecdotal stories of large amounts of foam blowing ashore from the existing power station outfall. 4) Seals. Over the life time of the present station there have been repeated instances when seals have had to be rescued from the cooling water facility. The design ought to take this into account both in avoiding drawing in seals and in simplifying rescue of any that do. 5) Fish on Screens. The documents mention that 50 species have been recorded on the screens of the existing power station. Having tried to get data in the past we were under the impression that compared to some other stations routine recording did not take place at Wylfa until prompted by the plans for the new station. The occurrence on the screens is unlikely to be normally distributed in the statistical sense. Nevertheless it would have been useful to see the relative abundances by species	currents at the cooling water outfall would rapidly disperse residual biocide and minimise the recirculation of biocide directly back into the intakes. Marine water quality could be affected by dredging and pumping water out of the dry area which could increase the amount of sediment in the adjacent marine waters. Marine water quality could also be affected if sealant enters the water. The adjacent coastal waters are characterised by strong tidal currents. Sediment would be quickly diluted and dispersed and there are no anticipated changes in water quality in Cemlyn Bay or Cemaes Bay. In addition the abstraction of cooling water means there would be a constant draw of new saline water from outside the breakwaters into the sheltered area. These physical mixing processes would reduce the potential for water to become stagnant and, therefore, the effect on marine water quality and plankton is not expected to be significant. Specialist surveyors trained as marine mammal observers recorded mammals between 2010 and 2015 using the			

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			and the size frequency distributions for the commonest species.	recognised techniques of land-based surveys, and opportunistic/casual sightings to record their presence. The levels of airborne noise and vibration would increase during construction from activities including dredging, construction of the breakwaters and possibly rock fracturing by blasting in the dry. This could lead to disturbance of seabirds, including those in Cemlyn Bay, and to seals when they are above water. Seabirds and marine mammals may experience visual disturbance from the presence of vessels and machinery and/or from artificial lighting. During operation, cooling water would be abstracted from the sea, and fish, invertebrates and plankton could be drawn into the cooling water system. Design protection measures include screens on the intake, and a fish and invertebrate recovery and return system. Protection measures unfortunately cannot eliminate the risk of fish loss. Specific monitoring and mitigation is proposed in relation to marine mammals, including the use of acoustic monitoring and marine mammal observers, marine mammal			

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