

## **Wylfa Newydd Project**

### **6.2.4 ES Volume B - Introduction to the environmental assessments B4 - Public access and recreation**

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# Contents

4	Public access and recreation .....	1
4.1	Introduction .....	1
4.2	Legislation, policy and guidance .....	2
	<i>Key legislation</i> .....	2
	<i>Key policy</i> .....	3
	<i>Key guidance</i> .....	9
4.3	Consultation .....	9
	<i>Planning Inspectorate Scoping Opinion</i> .....	10
	<i>Statutory consultation</i> .....	18
	<i>Non-statutory consultation</i> .....	26
	<i>Topic-specific stakeholder engagement</i> .....	28
4.4	Topic-specific methodologies and assessment criteria .....	33
	<i>Introduction</i> .....	33
	<i>Assessment of parameters</i> .....	33
	<i>Identification of study areas</i> .....	33
	<i>Identification of receptors</i> .....	34
	<i>Identification of baseline conditions</i> .....	34
	<i>Assessment of effects</i> .....	36
	<i>Limitations</i> .....	48
4.5	References .....	49

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## 4 Public access and recreation

### 4.1 Introduction

4.1.1 This chapter provides an introduction to the technical basis for the public access and recreation assessment for the Wylfa Newydd Project. It includes a summary of legislation; policy and guidance; key points arising in consultation that have guided the public access and recreation assessment; and assessment methodologies and criteria.

4.1.2 The public access and recreation topic area considers the following aspects.

- Public access – the effect of the Wylfa Newydd Project on Public Rights of Way (PRoWs) (including footpaths and bridleways), permissive paths and Access Land<sup>1</sup>. The effects considered take into account physical access to features as well as the recreational amenity of people using them.
- Onshore recreation – the effect of the Wylfa Newydd Project on informal recreational activities such as horse riding, cycling and the use of open space and playgrounds. It also includes an assessment of the facilities available to enable recreation users to access these facilities, such as car park provision.
- Offshore recreation – the effect of the Wylfa Newydd Project on both formal and informal water-based recreation. For the purposes of this assessment, formal recreation includes organised boat trips and rowing club activities, whereas informal recreation includes ad hoc canoeing and sailing activities undertaken by individuals.
- Active Travel – the effect of the Wylfa Newydd Project on ‘active travel’. Active Travel is defined in the Active Travel (Wales) Act 2013 and includes journeys made on foot or bicycle for non-recreational purposes, for example travel to schools, employment and shops.

4.1.3 The public access and recreation topic area does not consider economic effects on ‘pay for’ recreational facilities. Such effects are considered within the socio-economics assessment chapters (C1, Application Reference Number: 6.3.1; D3, Application Reference Number: 6.4.3; E3, Application Reference Number: 6.5.3; F3, Application Reference Number: 6.6.3; G3, Application Reference Number: 6.7.3; and H3, Application Reference Number: 6.8.3) for the Wylfa Newydd Project.

4.1.4 The assessment of effects for public access and recreation associated with the construction, operation and decommissioning phases of the Wylfa Newydd Project, is included in the following chapters:

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<sup>1</sup> Land mapped as open country (mountain, moor, heath and down) or registered common land under the Countryside and Rights of Way Act 2000.

- C3 (Application Reference Number: 6.3.3) for project-wide public access and recreation effects;
- D4 (Application Reference Number: 6.4.4) for the WNDA Development;
- E4 (Application Reference Number: 6.5.4) for the Off-Site Power Station Facilities;
- F4 (Application Reference Number: 6.6.4) for the Park and Ride;
- G4 (Application Reference Number: 6.7.4) for the A5025 Off-line Highway Improvements; and
- H4 (Application Reference Number: 6.8.4) for the Logistics Centre.

## 4.2 Legislation, policy and guidance

4.2.1 The following legislation, policy and guidance have been used to inform the scope and content of the public access and recreation assessment; assist in the identification of potential effects and mitigation; and influence the design of the Wylfa Newydd Project to reduce the significance of effects.

### ***Key legislation***

4.2.2 The relevant legislation and how it relates to the public access and recreation assessment are set out in table B4-1.

**Table B4-1 Summary of key legislation**

Legislation	Description
Highways Act 1980	<p>The Act provides for the improvement, maintenance and creation of highways (roads and other PRoW) in England and Wales.</p> <p>This legislation states that it is an offence to obstruct a PRoW without it having been formally diverted or closed. In respect of the Wylfa Newydd Project, footpath closures and diversions will be provided for within the Development Consent Order.</p>

Legislation	Description
Active Travel (Wales) Act 2013	This Act places a requirement on Local Authorities to map, plan for and promote suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It requires new road schemes to consider the needs of pedestrians and cyclists at design stage. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provisions for them. It also requires both the Welsh Government and Local Authorities to promote walking and cycling as modes of transport. By connecting key sites such as workplaces; hospitals; schools; and shopping areas with active travel routes, the Act will encourage people to rely less on their cars on short journeys.

### **Key policy**

4.2.3 The relevant national and local plans and policies, and how these relate to the public access and recreation assessment, are described in table B4-2.

**Table B4-2 Summary of key policy**

Policy	Description
National Policies	
<i>Overarching National Policy Statement for Energy (EN-1) [RD1]</i>	<p>NPS EN-1 notes that PRoW, National Trails and other rights of access to land are important recreational facilities.</p> <p>EN-1 also acknowledges that the Infrastructure Planning Commission (now Planning Inspectorate) should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails and other rights of way. Where this is not the case, the Planning Inspectorate should consider what appropriate mitigation requirements might be attached to any grant of development consent.</p> <p>Additionally, the policy statement identifies that the following should be considered:</p> <ul style="list-style-type: none"> <li>• the effects of the proposed project on maintaining coastal recreation sites and features (paragraph 5.5.7);</li> <li>• any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated (paragraph 5.9.10); and</li> </ul>

Policy	Description
	<ul style="list-style-type: none"> <li>opportunities to maintain and enhance access to the coast (paragraph 5.10.16).</li> </ul> <p>Furthermore, NPS EN-1 states that the assessment of effects relating to a Nationally Significant Infrastructure Project should include an assessment of the... <i>“effects of the proposed project on maintaining coastal recreational sites and features”</i>. It refers to the UK Government’s policy to ensure that there is adequate provision of high quality open space (including green infrastructure) and sports and recreation facilities to meet the needs of local communities, taking advantage of opportunities to maintain and enhance access to the coast (see Section 5.10).</p>
<i>National Statement Nuclear Generation (EN-6) [RD2]</i>	<p><i>Policy for Power</i></p> <p>This National Policy Statement, designated by the Secretary of State in July 2011, sets out national policy on new Nuclear Power Stations identified as potentially suitable for deployment by 2025.</p> <p>Section 3.12 addresses the potential effects on human health and well-being and acknowledges that there is the potential for impact on land that has recreational and amenity value.</p>
<i>Planning Policy Wales (Edition 9) [RD3]</i>	<p>This document sets out the land use planning policies of the Welsh Government, forming a strategic framework to guide development.</p> <p>Chapter 5 (Conserving and Improving Natural Heritage and the Coast) states that common land should not be developed and access should not be prevented or impeded unnecessarily.</p> <p>Chapter 8 (Transport) sets out the policy context for interpreting the Active Travel (Wales) Act 2013. In particular, Planning Policy Wales references the need for improved active travel routes and facilities and promotes walking and cycling more generally.</p> <p>Chapter 11 (Tourism, Sport and Recreation) notes that the planning system should ensure that adequate land and water resources are allocated for formal and informal sport and recreation. Reference is made to the social and economic importance of recreation to Wales, highlighting the role of access to informal recreational resources to sustainable tourism. Section 11.1.11 states that formal and informal open green spaces, including parks with significant recreational or amenity value, should be protected from development. Section 11.1.13 provides that rights of way should be protected and</p>

Policy	Description
	enhanced, and that the national cycle network and long-distance footpaths should be promoted.
<i>Technical Advice Note 18: Transport [RD4]</i>	Technical Advice Note 18 sets out how the Welsh Government aims to integrate land use and transport planning to provide an efficient and sustainable transport system to facilitate ongoing economic development. It identifies the need for inclusive mobility and access for disabled people to ensure that everybody can travel everywhere.
<i>Technical Advice Note 16: Sport, Recreation and Open Space [RD5]</i>	<p>Technical Advice Note 16 aims to further integrate the links between health and well-being, sport and recreational activity and sustainable development in Wales through the development of land use planning guidance in accordance with policies set out in Planning Policy Wales.</p> <p>It advises on the role of the planning system in making provision for sport and recreational facilities and informal open spaces, as well as protecting existing facilities and open spaces in urban and rural areas in Wales.</p>
<i>Coastal Tourism Strategy [RD6]</i>	<p>This strategy seeks to identify a clear way for the development of coastal tourism, which realises and builds on the economic potential of the coastline of Wales whilst respecting its environmental quality and recognising the importance of achieving community benefits. The strategy includes coastal activities (including walking) and access to the coast.</p> <p>It seeks an integrated year-round coastal tourism industry, based on an outstanding natural environment whilst bringing economic, social, cultural and environmental benefits to coastal communities. Some key outcomes include:</p> <ul style="list-style-type: none"> <li>• safeguarding and protecting the environment and cultural heritage;</li> <li>• maintaining key coastal wildlife habitats and species;</li> <li>• maximising economic benefits of all Wales Coast Paths (WCP) by linking the path to local attractions and local communities; and</li> <li>• improving the overall interpretation of coastal heritage.</li> </ul>
<i>The Wales Transport Strategy – One</i>	The Wales Transport Strategy promotes sustainable transport networks that safeguard the environment

Policy	Description
<i>Wales: Connecting the Nation</i> [RD7]	<p>while strengthening economic and social life. Key identified priorities include:</p> <ul style="list-style-type: none"> <li>reducing greenhouse gas emissions and other impacts;</li> <li>integrating local transport;</li> <li>improving access between key settlements and sites;</li> <li>enhancing international connectivity; and</li> <li>increasing safety and security.</li> </ul>
	<p>The goal of One Wales is to promote sustainable transport networks (including walking and cycling networks) that safeguard the environment while strengthening the country's economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery.</p>
<i>An Active Travel Action Plan for Wales</i> [RD8]	<p>This plan complements the Active Travel (Wales) Act 2013 and the Well-being of Future Generations (Wales) Act 2015. It sets out the Welsh Government's vision for walking and cycling becoming the preferred ways of getting around for shorter distances. It is focused on active travel journeys, but the guidance regarding cycle provision carries forward for recreational users.</p>
Local Policies	
<i>Anglesey and Gwynedd Joint Local Development Plan 2011 – 2026</i> [RD9]	<p>The Joint Local Development Plan (JLDP) covers the local authorities of the Isle of Anglesey County Council (IACC) and Gwynedd Council and forms the basis for land use planning in these areas. The JLDP covers the period 2011 to 2026.</p> <p>A number of policies within the JLDP are relevant to the public access and recreation assessment.</p> <p>Policy ISA4 includes a set of criteria regarding safeguarding existing open space that has significant recreational, amenity or wildlife value.</p> <p>Policy PS4 provides that the Council will support improvements to maximise accessibility for people on foot, bicycle and public transport. This includes safeguarding, improving, enhancing and promoting public rights of way and cycleway networks. It states that the Council will require “<i>appropriate transport infrastructure elements to be delivered as part of major infrastructure development schemes.</i>”</p>

Policy	Description
	<p>Policy TRA1 (Transport Network Developments) states that improvements to the existing transport network should help to improve road safety.</p> <p>TRA4 (Managing Transport Impacts) provides that proposals should not cause unacceptable harm to pedestrian and cycle routes, public rights of way and bridle routes.</p> <p>Policy PS9 (Wylfa Newydd and Related Development) sets out the considerations that the Councils will take into consideration in the preparation of a Local Impact Report in relation to Wylfa Newydd and related development. It provides that highway proposals should;</p> <p><i>“where feasible make a positive contribution to transportation policy objectives in the locality, and should include multi-modal solutions and investment that encourages travel by public transport, walking and cycling and other sustainable forms of transport”.</i></p> <p>It also suggests that community infrastructure facilities should be provided for construction workers, (for example, shops, healthcare and sports and leisure facilities) and where feasible where provided away from the Wylfa Newydd Development Area should be available for community use during construction and ultimately provide a legacy use where appropriate.</p> <p>Policy PS10 (Campus Style Temporary Accommodation for Construction Workers) states that <i>“where there is insufficient capacity within existing off-site leisure, recreational, retail and healthcare facilities to meet the needs of occupiers of the site or such facilities are not available within an acceptable distance which facilitates pedestrian or cycle access to them, the proposal must include appropriate mechanisms to mitigate negative impacts which may include onsite provision of ancillary facilities for the use of the occupiers”</i>.</p>
<p><i>New Nuclear Build at Wylfa: Supplementary Planning Guidance [RD10]</i></p>	<p>This Supplementary Planning Guidance identifies a clear and ambitious vision for the Wylfa Newydd Project, which aligns with the IACC's wider socio-economic and legacy aspirations in relation to all major development on the island.</p> <p>A number of objectives and policies within the Supplementary Planning Guidance are relevant to the public access and recreation assessment.</p>

Policy	Description
	<p>Objective 5 requires proposals to conserve and strengthen the Welsh language and promote Anglesey as being “...open for business” for tourism prior to, during and following construction.</p> <p>Policy GP 5 (Supporting the Visitor Economy) references PRoWs and the WCP.</p> <p>Policy GP 8 (Supporting Healthy Lifestyles) relates to the loss of existing open space and recreational facilities.</p> <p>Policy GP13 (Maintaining and Strengthening Welsh Language and Culture) includes reference to the provision of bilingual signage.</p> <p>Policy GP20 (Conserving and Enhancing the Natural Environment) and Policy GP26 (Wylfa New Nuclear Build Power Station Site – Key Development Principles) both cover access to the coast including improvement to the WCP and PRoWs.</p> <p>Policy GP32 (Cemaes and Environs) states that the Power Station should not adversely affect the tourism potential of the area. It directs that mitigation in the area could include maintenance and, where possible, enhancement of access to the coast allied with improvements to the WCP; maintenance and strategic improvements to the PRoW network, cycle routes and walking trail networks; improvements to visitor centre infrastructure; and facilities and destination marketing.</p>
<i>Rights of Way Improvement Plan 2008 – 2018 [RD11]</i>	<p>This plan sets out a 10-year strategy to improve existing and provide additional PRoWs across Anglesey. The document promotes the use of, improvements to and the provision of new PRoWs across Anglesey.</p>
<i>Isle of Anglesey County Council Cycling Strategy (unadopted) [RD12]</i>	<p>This strategy has been produced to coordinate the IACC’s approach to cycling, and to ensure that the IACC is aware of and able to fulfil the requirements of the Active Travel (Wales) Act 2013 along with other legislation that has a bearing on cycling. Existing cycling provision has been reviewed and potential future provision considered. The strategy will form the basis of a delivery plan which will highlight the way the IACC wants to see the cycle network on Anglesey develop, as well as allowing for available resources to be targeted effectively.</p>
<i>Destination Management Plan</i>	<p>This plan seeks to develop a sustainable tourism industry which generates wealth for the island,</p>

Policy	Description
<p><i>2016–2020: The Strategy</i> [RD13]</p>	<p>sustains its special environment and culture and contributes to residents' quality of life. The Destination Management Plan seeks to:</p> <ul style="list-style-type: none"> <li>• benefit the wider economy through strengthening the image of Anglesey and developing linkages with other sectors;</li> <li>• sustain Anglesey's special natural assets and culture;</li> <li>• support the upgrading, extension and development of the accommodation stock;</li> <li>• enhance access to the coast;</li> <li>• protect the coastal and rural environment; and</li> <li>• promote and develop cycling networks.</li> </ul> <p>Destination management is a process of coordinating the management of all the aspects of a destination that contribute to a visitor's experience, taking account of the needs of visitors, local residents, businesses and the environment. The Destination Management Plan is a shared statement of intent to manage a destination over a stated period of time, articulating the roles of the different stakeholders and identifying clear actions that they will take.</p>

### ***Key guidance***

4.2.4 The public access and recreation assessment has been informed by the technical guidance document described in table B4-3.

**Table B4-3 Summary of key guidance**

Guidance	Description
<p><i>A handbook on environmental impact assessment (4th edition)</i> [RD14]</p>	<p>A guidance document prepared by Scottish National Heritage to assist various bodies involved in Environmental Impact Assessments. This guidance includes appendix 5, which considers factors relevant to outdoor access impact assessments. While this guidance is aimed at EIAs in Scotland, it is equally relevant to development in Wales.</p>

## **4.3 Consultation**

4.3.1 This section provides a topic-specific account of scoping, statutory and non-statutory consultation undertaken to support the assessment. For a full overview of the environmental consultation activities undertaken for the Wylfa Newydd Project, please refer to chapter A6 (EIA scoping report and addendum) (Application Reference Number: 6.1.6) and chapter A7

(consultation with environmental stakeholders) (Application Reference Number: 6.1.7).

### ***Planning Inspectorate Scoping Opinion***

4.3.2 In March 2016, Horizon submitted an updated Wylfa Newydd Project EIA Scoping Report to the Planning Inspectorate. In May 2017, Horizon submitted an Addendum to the March 2016 Wylfa Newydd Project EIA Scoping Report to the Planning Inspectorate (and to NRW). Following a period of consultation with stakeholders, a further Scoping Opinion was received from the Secretary of State (via the Planning Inspectorate) on 14 June 2017.

4.3.3 The Wylfa Newydd Project EIA Scoping Report, Addendum and the subsequent Scoping Opinions inform the approach to the assessment. Table B4-4 provides an account of how comments raised by stakeholders in the Scoping Opinion have been considered in the public access and recreation assessment.

**Table B4-4 Key issues raised**

<b>Key issue raised</b>	<b>Action taken</b>
<p>“Given the proposed construction programme as shown in figure 3.4, the Secretary of State would expect the assessment of any ‘temporary’ impacts on [public access] and recreation assets to be aligned with the work stages and timescales outlined in the construction programme. Residual impacts should also be reported bearing this in mind.”</p> <p>(Planning Inspectorate)</p>	<p>The assessment of effects in chapter D4 (Application Reference Number: 6.4.4) of the Environmental Statement has been subdivided by construction activity. This has identified the timescales associated with temporary effects during construction. Temporary effects within the other public access and recreation chapters are also aligned with identified work stages and timescales; see chapters C3 (Application Reference Number: 6.3.3), E4 (Application Reference Number: 6.5.4), F4 (Application Reference Number: 6.6.4), G4 (Application Reference Number: 6.7.4), and H4 (Application Reference Number: 6.8.4).</p>
<p>“The Applicant refers to possible enhancements and mitigation measures being identified (for example in relation to re-routing of public rights of way, provision of a visitor centre and the like). The Applicant will need to consider how these can be secured and if not, the extent to which they can be relied upon as mitigation for significant effects identified in the EIA (if they are</p>	<p>Chapters C3 (Application Reference Number: 6.3.3), D4 (Application Reference Number: 6.4.4), E4 (Application Reference Number: 6.5.4), F4 (Application Reference Number: 6.6.4), G4 (Application Reference Number: 6.7.4), and H4 (Application Reference Number: 6.8.4) of this Environmental Statement provide details of the proposed mitigation measures that</p>

Key issue raised	Action taken
<p>to be delivered under separate consenting processes). Any mitigation measures proposed in terms of public access and recreation should be considered and assessed in the context of other measures that may be proposed to mitigate any adverse environmental effects identified in other topic areas (e.g. ecological management / enhancement plans and landscaping strategies)” (Planning Inspectorate)</p>	<p>have been identified as being required and the mechanism for achieving these. These include PRoW diversions under the DCO as well as under Temporary Traffic Regulation Orders.</p> <p>Chapter D4 (Application Reference Number: 6.4.4) also sets out enhancement measures that are proposed in respect of the Power Station Site. Where they involve PRoW they will be set out in a schedule to the DCO, otherwise they will be delivered by Horizon under their schedule of environmental commitments.</p>
<p>“The effects of the off-site facilities on public access and recreation should also be considered. The Enabling Works, associated development and highway improvement works identified in figure 1.1 of the Scoping Report should also be considered in terms of cumulative effects or otherwise.” (Planning Inspectorate)</p>	<p>The scope of the Wylfa Newydd Project has been broadened as a result of the Wales Act 2017, which enables associated development to be included within the main DCO. The Environmental Statement is set out as a number of volumes and these together consider the potential effects that arise from the Off-Site Power Station Facilities and Associated Development.</p>
<p>“The Secretary of State recognises the importance of the Wales [Coast] Path as a receptor and the potential need for its temporary diversion during the construction phase and permanent diversion during the operational phase. The Secretary of State will expect to see consideration of suitable mitigation measures with regard to the routing of the [Wales Coast Path] and strongly encourages further consultation with Natural Resources Wales (NRW) and IACC in this respect.” (Planning Inspectorate)</p>	<p>The WCP is an important recreational feature, and mitigation measures to ensure the continuation of a route throughout construction and operation have been embedded into the Power Station design. These routes are set out in a schedule to the DCO and shown on figures D4-4 and D4-5 (Application Reference Number: 6.4.101) respectively.</p> <p>Consultation has been undertaken with the IACC and NRW to discuss the potential mitigation and enhancement measures.</p>
<p>“The Secretary of State also expects that the assessment considers users of the National Trust land and other</p>	<p>The assessment has considered loss of access to and the reduction in recreational amenity of National</p>

Key issue raised	Action taken
<p>areas of public recreation (in addition to [PRoWs]. The [Environmental Statement] should also consider the potential for inter-related environmental effects on these receptors such as landscape, visual, noise and air quality effects.”</p> <p>(Planning Inspectorate)</p>	<p>Trust land, open access land and National Parks. The National Trust land at Cemlyn Bay and Llanbadrig has been identified as being of high sensitivity.</p> <p>The assessment has considered recreational amenity, which includes the combined effect of noise and dust as well as changes to tranquillity and landscape.</p> <p>Intra-project and inter-project cumulative effects on public access and recreation are described in chapters I4 (intra-project cumulative effects) (Application Reference Number: 6.9.4) and I5 (inter-project cumulative effects) (Application Reference Number: 6.9.5).</p>
<p>“The [Environmental Statement] should identify the [PRoW] diversions required, including details of where they have been diverted to and for how long the diversion would be in place for.”</p> <p>(Planning Inspectorate)</p>	<p>The WCP would be diverted during the construction of the WNDA Development. The proposed diversion is described in chapter D4 (Application Reference Number: 6.4.4) and shown on figure D4-4 (Application Reference Number: 6.4.101). The proposed new alignment for the WCP during operation of the Power Station is described in chapter D4 (Application Reference Number: 6.4.4) and shown on figure D4-5 (Application Reference Number: 6.4.101). Diversions of PRoW required during construction of the A5025 Off-line Highway Improvements are also described in chapter G4 (Application Reference Number: 6.7.4).</p>
<p>“The scoping chapter identifies the potential effects associated with construction. It includes for the potential influx of construction workers to push existing recreational facilities to a point of over-capacity. This potential is also recognised by the [IACC] and the [Environmental Statement] should set out the</p>	<p>The potential effects of the Site Campus (which will provide accommodation for construction workers within the Wylfa Newydd Development Area) on existing recreational facilities are considered within chapter D4 (Application Reference Number: 6.4.4).</p>

Key issue raised	Action taken
<p>measures that will be taken to mitigate such effects. Notwithstanding this comment however, the council questions whether this effect is as a direct result of the construction of the [Power Station] or is more appropriately considered as a cumulative effect with other intra-project developments (i.e. the [Town and Country Planning Act] application for [Temporary Workers' Accommodation]. Alternatively, it may be that such effects could occur as a result of the [On-site Temporary Workers' Accommodation]. Given the inter-related effects of the [Power Station] and the other intra-project developments it is vital that the applicant's assessment clearly identifies and considers all potential cumulative effects.”</p> <p>(IACC)</p>	<p>As stated in paragraph 4.1.3 of this chapter, effects on 'pay for' recreational facilities are covered within the assessment of socio-economics rather than under public access and recreation.</p> <p>Assessments of intra-project and inter-project cumulative effects are presented in chapter I4 (Application Reference Number: 6.9.4) and I5 (Application Reference Number: 6.9.5).</p>
<p>“The potential operational effects focus upon the [PRoW] network and should be expanded to include the operational effects upon recreational users of the National Trust land and other areas used for public recreation within the study area particularly as a result of operational views, noise and lighting etc.”</p> <p>(IACC)</p>	<p>Potential operational effects on public access and onshore recreation are included in chapters C3 (Application Reference Number: 6.3.3), D4 (Application Reference Number: 6.4.4), E4 (Application Reference Number: 6.5.4), F4 (Application Reference Number: 6.6.4), G4 (Application Reference Number: 6.7.4), and H4 (Application Reference Number: 6.8.4). This includes an assessment of the operational effects on the National Trust Access Land at Cemlyn Bay and areas of open space within the study area relevant to each element of the Wylfa Newydd Project.</p>
<p>“Government policy advice as set out within [National Policy Statement for Nuclear Power Generation (EN-6)] Volume II identifies that mitigation measures should be considered by the applicant on the matter of coastal recreation and access to the coast</p>	<p>These matters are included within the scope of the public access and recreation assessment for the Power Station Site (see chapter D4, Application Reference Number: 6.4.4).</p>

Key issue raised	Action taken
<p>advising that the decision-maker consider the implications for development of the creation of a continuous signed and managed route around the coast. [IACC] will expect to see such proposals within the [Environmental Statement] document.”</p> <p>(IACC)</p>	
<p>“It is noted that information will be provided on the usage of the access and recreation network within the study area in order to inform the assessment of significance. It will be important for the [Environmental Statement] to identify the nature of effects upon the [PRoW] network, the extent to which effects are likely to be direct or indirect and the extent to which they will occur during either part or all of the construction phase and operational phase. Plans showing the temporary and permanent diversions proposed should be provided.”</p> <p>(IACC)</p>	<p>Appendix D4-1 (Public Access and Recreation Baseline Report) (Application Reference Number: 6.4.19) provides baseline information regarding the condition and use of the PRoW network within the Wylfa Newydd Development Area. The assessment of effects on PRoW and identification of mitigation measures are presented within chapter D4 (Application Reference Number: 6.4.4) of this Environmental Statement. Figure D4-3 (Application Reference Number: 6.4.101) shows the PRoW which would be closed under the DCO. Figure D4-4 (Application Reference Number: 6.4.101) shows the PRoW that would be retained on the Wylfa Newydd Development Area during construction.</p>
<p>“NRW advise that disruptions to the Wales [Coast] Path should be minimised. NRW advise that full consideration should be given to providing any alternative routing of the Wales [Coast] Path away from the road side, and closer to the sea.”</p> <p>(NRW)</p>	<p>Horizon has sought to minimise the disruption to the WCP during construction and to identify a suitable route for the WCP during operation. Neither the route during construction nor the route during operation would be within the highway boundary, though during construction the route would necessarily be routed close to the A5025 (though not within the highway boundary). Mitigation measures are proposed to reduce the potential adverse effects on the WCP during construction and operation of the Power Station. The assessment of effects on the WCP</p>

Key issue raised	Action taken
	and identification of mitigation measures are presented within chapter D4 (Application Reference Number: 6.4.4). Figure D4-4 (Application Reference Number: 6.4.101) shows the proposed diversion of the WCP during construction. The proposed new alignment during operation is shown on figure D4-5 (Application Reference Number: 6.4.101).
<p>“We consider it useful to include a summary of NRW’s Wales [Coast] Path route criteria which should be considered in the preparation of the [Environmental Statement]:</p> <ul style="list-style-type: none"> <li>• RC1 There should be a continuous route around the coast of Wales;</li> <li>• RC2 The public should have a permanent right of access;</li> <li>• RC3 The route should be physically available at all times; and</li> <li>• RC4 The route should be as close to the sea as practicable and desirable.”</li> </ul> <p>(NRW)</p>	The assessment of effects on the WCP and identification of mitigation measures presented within chapter D4 (Application Reference Number: 6.4.4) of this Environmental Statement has taken the WCP Route Criteria into account. The diversions identified during construction and operation form a continuous route. During construction there would be an additional linear route to maintain access to Wylfa Head from Cemaes. The public would have a right of access to the path and it will be available at all times. Due to the operational and safety requirements for construction and operation of the Power Station the route would not be along the coast but would be as close as practicable and desirable. During operation the route has been identified to afford maximum views of the sea even where it is routed in land.
<p>“Public roads which are shared with motor vehicles should only be utilised if there is no practical alternative – especially if there is no pavement or verge suitable for users.”</p> <p>(NRW)</p>	<p>Proposed diversions of recreational routes have avoided sections of public road where feasible. For example, the diversion route of the WCP would avoid the public highway (see figures D4-4 and D4-5, Application Reference Number: 6.4.101 for details).</p> <p>The Copper Trail cycle path is currently routed along a public road (Cemlyn Road), this route would be</p>

Key issue raised	Action taken
	diverted along another rural road (Nanner Road). The Copper Trail would follow the A5025 for a short distance, and a new section of segregated cycle way will be provided alongside the main carriageway as part of section 8 of the A5025 On-line Highway Improvements.
<p>“Section 19.2.1 [of the 2017 Scoping Report] identifies a number of public access and recreation receptors which could be impacted by the logistics centre, none of which are shown on the corresponding constraints plan (Figure C2) [in the Scoping Report].”</p> <p>(Planning Inspectorate)</p>	The study area of 250m from the site boundary of the Logistics Centre is considered to be sufficient to assess the potential effects on public access and recreation (including active travel). All potential receptors have been identified.
<p>“Chapter 6 of paragraphs 14 to 16 of the (2017) Scoping Report addendum propose to scope out the following topics in their entirety: ‘Public Access and Recreation’ for the park and ride facility – on the basis that there are no public rights of way (PRoW) or permissive trails across or along the boundaries of the proposed site and as there would be no direct impacts on any recreational activities or on a footpath that passes to the north west of the site. The constraints plan for the park and ride facility (Scoping Report addendum, Figure C1, Appendix C) identifies a PRoW and also National Cycle Route 8. As no scale is provided on the plan the proximity of these receptors to the facility cannot be determined. The SoS also notes the presence of the go-karting centre in proximity to the facility. In addition, consideration should be given not only to direct, but also indirect, impacts of the Proposed Development. Therefore, the SoS does not agree that this matter can be scoped out as insufficient information has been provided at this stage, in</p>	<p>Chapter F4 (Application Reference Number: 6.6.4) considers the potential effects on public access and recreation as a result of the Park and Ride facility at Dalar Hir.</p> <p>National Cycle Network Route 8 is outside the study area and would not be directly affected by the Park and Ride.</p> <p>Cartio Môn is located to the east of the Park and Ride. This is a commercial recreational facility and is beyond the scope of the public access and recreation chapter. The effects on businesses are covered in the socio-economics assessment (C1, Application Reference Number: 6.3.1; D3, Application Reference Number: 6.4.3; E3, Application Reference Number: 6.5.3; F3, Application Reference Number: 6.6.3; G3, Application Reference Number: 6.7.3; and H3, Application Reference Number: 6.8.3) within the Environmental Statement.</p>

Key issue raised	Action taken
<p>relation to these receptors and the location of any other PRoW or recreational activities in the area, to justify such an approach. The SoS notes that similarly, the IACC response does not agree this topic should be scoped out.”</p> <p>(Planning Inspectorate)</p>	
<p>“The SoS acknowledges the Applicant’s response to the SoS’s comments made in the 2016 Scoping Opinion about the consideration of potential impacts on the Wales Coastal Path and reiterates the importance of consulting with NRW and IACC on this matter.”</p> <p>(Planning Inspectorate)</p>	<p>Consultation has been undertaken with both IACC and NRW regarding the WCP and is reported below under ‘Topic Specific Stakeholder Engagement’. The potential effects of the Wylfa Newydd Project on the WCP are set out in chapter D4 (Application Reference Number: 6.4.4).</p>
<p>“The study area for the assessment of potential effects of the logistics centre is not specified within this topic chapter, other than a statement in relation to the consideration of PRoW within 2km of the ‘development areas for the Logistics Centre’. It is unclear what area is covered by the ‘development areas’ and no justification is provided for selecting a 2km study area. The SoS expects the study area(s) to be clearly identified, be fully justified and encompass all potential receptors affected by the Proposed Development.”</p> <p>(Planning Inspectorate)</p>	<p>The study area for the Logistics Centre is the same as for the Off-Site Power Station Facilities, Park and Ride, and A5025 Off-line Highway Improvements, and is 250m from the Logistics Centre site boundary.</p> <p>The study area of the Power Station Site is 2km. The reasoning for this difference is the scale of the work to be undertaken on the site and the potential for this to give rise to effects on public access and recreation over a wider area.</p>
<p>“The SoS considers that the [Environmental Statement] should include an assessment of the potential effects of the accommodation campus on the coastal footpath (see comments of the IACC).”</p> <p>(Planning Inspectorate)</p>	<p>Chapter D4 (Application Reference Number: 6.4.4) sets out the assessment of effects on public access and recreation as a result of the work to be undertaken on the Wylfa Newydd Development Area. This assessment includes consideration of the potential effects of the accommodation campus.</p>
<p>“The Applicant considers that there is only limited potential for long term</p>	<p>Noted.</p>

Key issue raised	Action taken
<p>operational effects on bus travellers to occur, and, likewise, only limited potential for significant changes to views from the road. The SoS considers such impacts are unlikely to be significant due to the nature of the receptors and the duration of the impacts and therefore agrees that this can be scoped out.”</p> <p>(Planning Inspectorate)</p>	
<p>“The SoS notes the concerns from Llanbadrig Community Council and Amlwch Town Council of the impact on tourism accommodation (including caravan and bed &amp; breakfast facilities); this should be considered as part of the assessment in the Environmental Statement.”</p> <p>(Planning Inspectorate)</p>	<p>The effect on tourist accommodation is considered within the socio-economics chapters C1 – Socio-economics (Application Reference Number: 6.3.1), D3 (Application Reference Number: 6.4.3), E3 (Application Reference Number: 6.5.3), F3 (Application Reference Number: 6.6.3), G3 (Application Reference Number: 6.7.3), and H3 (Application Reference Number: 6.8.3).</p>

## ***Statutory consultation***

### **Pre-Application Consultation Stage One**

4.3.4 The aim of Pre-Application Consultation Stage One, undertaken in late 2014, was to share information available at the time with Horizon’s key consultees and stakeholders, in order to consider feedback in ongoing design development. Table B4-5 outlines how key issues raised during Pre-Application Consultation Stage One have been considered in the assessment.

**Table B4-5 Key issues raised during Pre-Application Consultation Stage One**

Key issue raised	Action taken
<p>The need to investigate the potential to route the WCP along the coast rather than inland of the Wylfa Newydd Development Area.</p> <p>(NRW and general comments)</p>	<p>Two options for the route of the WCP during the operation of the Power Station were considered by Horizon. One of these would have been routed along the coast, although it has subsequently been dismissed due to the security and operational requirements of the Power Station. The proposed alignment is shown in figure D4-5 (Application Reference Number: 6.4.101).</p>

Key issue raised	Action taken
<p>The loss of coastline at Porth-y-pistyll. (General comment)</p>	<p>Section 4.7 of chapter D4 (Application Reference Number: 6.4.4) has considered the loss of access to the coastline at Porth-y-pistyll.</p>
<p>Suggestions for mitigation, including improvements to existing PRoWs and the potential to use landscape mounds for a nature trail. (General comment)</p>	<p>This assessment has considered a range of potential mitigation measures including the use of landscape mounds and establishing nature trails. Mitigation on the Power Station Site, including the provision of a nature trail, is set out in chapter D4 (Application Reference Number: 6.4.4).</p>
<p>Concerns over the diversion of the Copper Trail and WCP. (General comments)</p>	<p>It will be necessary to close PRoWs in order to construct the Power Station. The Copper Trail and the WCP will be diverted and the design of these diversions have sought to reduce any adverse effects associated with these closures and diversions.</p>
<p>Concerns regarding effects on Cemlyn as a visitor destination. (General comments)</p>	<p>The Assessment set out in chapter D4 (Application Reference Number: 6.4.4) includes effects on Cemlyn Bay as a recreational feature.</p>
<p>Consideration should be given to a cycle path between Amlwch and the Power Station Site and along the A5025. (General comment)</p>	<p>Consideration of the traffic impacts associated with the Wylfa Newydd Project are contained in chapter C3 (Application Reference Number: 6.3.3). Based on the location of the proposed Site Campus, Logistics Centre, Park and Ride and Off-Site Power Station Facilities no requirement for road improvements, including the provision of a cycle path, between Amlwch and the Power Station has been identified.</p>
<p>People were pleased to see that access to Wylfa Head would be retained throughout. (General comment)</p>	<p>The WCP between Cemaes and Wylfa Head will be retained throughout construction and operation.</p>
<p>It is essential that Cestyll Garden is kept.</p>	<p>Mitigation measures associated with public access and recreation have</p>

Key issue raised	Action taken
(General comment)	been developed to ensure that access to Cestyll Garden at Porth y Felin from the WCP can be maintained throughout construction and operation of the Power Station. These are described in chapter D4 (Application Reference Number: 6.4.4). However, Horizon is not the owner of Cestyll Garden and the current level of public access provided by a third party cannot be assured.
The safety of jet-skiers around coastline. (General comment)	The potential effects of the Wylfa Newydd Project on offshore recreation have been considered within section 4.7 of chapter D4 (Application Reference Number: 6.4.4).
The effect on bird watching activities by boat. (General comment)	Further information regarding shipping movements are included in chapter D15 (shipping and navigation) (Application Reference Number: 6.4.15).

### Pre-Application Consultation Stage Two

4.3.5 In September 2016, Horizon shared a Preliminary Environmental Information Report as part of Pre-Application Consultation Stage Two. This presented preliminary details of the predicted environmental effects and mitigation measures for any adverse effects identified. Table B4-6 outlines how key issues raised during Pre-Application Consultation Stage Two have been considered in the assessment.

**Table B4-6 Key issues raised during Pre-Application Consultation Stage Two**

Key issue raised	Action taken
The British Horse Society should be consulted with regards to proposals to divert or close PRoWs. Where new cycle routes would be provided, Horizon should also provide segregated facilities for horse riders. (British Horse Society)	Due to the lack of existing bridleways or commercial recreational stables in the study area the British Horse Society has not been specifically consulted. The potential use of the A5025 and adjoining minor roads (including Cemlyn Road) has been considered as part of the assessment.
Cemlyn Nature Reserve is located 150m from the Wylfa Newydd Development Area, and can be	Cemlyn Nature Reserve has been included in the public access and recreation assessment for the WNDA Development (see section

Key issue raised	Action taken
considered a key tourist destination in the local area. (North Wales Wildlife Trust)	4.5 of chapter D4, Application Reference Number: 6.4.4).
The proposals should include measures that reflect the importance of the WCP to the economy of the island. (General comment)	Measures proposed to mitigate effects on users of the WCP have been identified and are set out in chapter D4 (Application Reference Number: 6.4.4).
Anglesey is a popular destination for cyclists, and their needs should be considered. (Anglesey Tourism Association)	The potential effects of the Wylfa Newydd Project on National Cycle Network routes and on cyclists as recreational road users have been considered in the public access and recreation assessment presented within chapters C3 (Application Reference Number: 6.3.3), D4 (Application Reference Number: 6.4.4), E4 (Application Reference Number: 6.5.4), F4 (Application Reference Number: 6.6.4), G4 (Application Reference Number: 6.7.4), and H4 (Application Reference Number: 6.8.4).
Construction of the Power Station would restrict access to the WCP and other PRoWs within the vicinity of the Power Station Site. (General comment, various)	The construction of the Power Station will necessitate the closure of PRoWs and a diversion to the WCP. Mitigation measures for the WCP and other PRoWs affected by the Wylfa Newydd Project are described in full within chapter D4 (Application Reference Number: 6.4.4).
Construction of the Power Station would restrict access to Wylfa Head for local residents (General comment)	Mitigation measures to maintain access for residents are considered in chapter D4 (Application Reference Number: 6.4.4).
Construction of the Power Station would reduce the value of the area for recreational naturalism (General comment)	The assessment has taken into account potential effects on accessibility to sites of natural interest and potential effects on recreational amenity of people visiting the area interested in the natural environment. These are set

Key issue raised	Action taken
<p>“The potential impact on major tourism features such as the Wales/Anglesey Coastal Path which will be closed/relocated during the Enabling Works is not properly explained”.</p> <p>(Conwy County Borough Council)</p>	<p>Effects on public access and recreational receptors are described in section 4.7 of chapter D4 (Application Reference Number: 6.4.4). Figures have been provided which detail routes that would be available during construction and operation of the Power Station (figures D4-4 and D4-5, Application Reference Number: 6.4.101).</p>

### Pre-Application Consultation Stage Three

4.3.6 Table B4-7 outlines how key issues raised during Pre-Application Consultation Stage Three have been considered in the assessment.

**Table B4-7 Key issues raised during Pre-Application Consultation Stage Three**

Key issue raised	Action taken
<p>Concern regarding enjoyment of the area for dog walking. (individual)</p>	<p>Chapter D4 (Application Reference Number: 6.4.4) sets out the assessment of effects on recreational users during the construction and operation of the Power Station. This includes the use of the local area by dog walkers.</p>
<p>Queries regarding diversion of the Copper Trail (IACC)</p>	<p>The diversion of the NCR 566 and Copper Trail is necessary during construction for the safety and the interest of the public. Additional provision from the proposed access road to the Existing Power Station access will be implemented as early as practicable during the construction phase of the project.</p>
<p>Concerns regarding the WCP. (Llanbadrig Community Council)</p>	<p>More detail regarding the closures and diversions during construction is provided in chapter D4 (Application Reference Number: 6.4.4) and shown on figure D4-4 (Application Reference Number: 6.4.101), Further detail of these closures is shown on the Rights of Way Plans</p>

Key issue raised	Action taken
	(Application Reference Number: 2.4).
<p>Concerns regarding the routeing of the WCP. (Friends of the Earth)</p>	<p>Horizon has considered several options for the route of the WCP during the operational phase of the Power Station. Horizon's preferred option is a seaward route, due to health and safety and security grounds. The WCP route between Cemaes and Wylfa Head would be retained and a new car park provided to enable access to the WCP at the location of the existing Fisherman's car park. It is acknowledged that by diverting the WCP inland of the Power Station there would be a loss of approximately 600m of path that currently affords walkers with sea views.</p>
<p>To help mitigate the inland diversion of the WCP, a network of footpaths is proposed within the Wylfa Newydd Development Area, to provide alternative sea views and other attractive routes for recreational walkers during operation of the Power Station. These will include a route along the Afon Cafnan and a route over the new drumlin landform. These new footpaths could add value by providing views and interpretative information relating to the landscape, ecology, archaeology and cultural heritage of the area, e.g. views to significant monuments and landscape features such as the hill top standing stones at Llanfeschell. Any long term / legacy benefits from the archaeological programme could feed into interpretative material for users of the footpaths and these footpaths could connect with and provide access to Cestyll Registered Historic Park and Garden. (IACC)</p>	<p>Chapter D4 (Application Reference Number: 6.4.4) describes the proposed mitigation measures for public access and recreation. These include the provision of interpretation boards. Input from the IACC and the local community regarding the favoured topics is welcomed.</p>

Key issue raised	Action taken
<p>The IACC would strongly advocate for the Coastal Path to be re-instated on the coast following the completion of the main construction, and Horizon is requested to re-examine this option. (IACC)</p>	<p>Horizon has considered a number of options for the routeing of the WCP during the operational phase of the Power Station. The proposed route would link Porth y Felin with Wylfa Head through the Wylfa Newydd Development Area. This route would enable recreational users of the WCP to follow the existing route along the National Trust headland at Cemlyn Bay between Cemlyn Bay and Porth y Felin before routing south along existing public rights of way before entering the Wylfa Newydd Development Area.</p> <p>A new car park would be established at the site of the existing Fisherman's car park which would provide access to the WCP and improve access to Wylfa Head. The existing route along the north coast between Wylfa Head and Cemaes would also be maintained.</p> <p>In addition to the WCP there would be additional public rights of way created, some of which would afford recreational users with sea views.</p> <p>Details of the effect of the WCP diversion during construction is described in section 4.5 of chapter D4 (Application Reference Number: 6.4.4) and shown on figure D4-5 (Application Reference Number: 6.4.101).</p> <p>Details of the proposed mitigation measures for public access and recreation during operation are set out in section 4.5 and shown on figure D4-5 (Application Reference Number: 6.4.101), measures include new public rights of way with sea views and the provision of interpretation boards.</p>
<p>Potential for heavy recreational use of Wylfa Head by workers. (North Wales Wildlife Trust)</p>	<p>The potential effects on recreational features, including Wylfa Head, has been considered in chapter D4</p>

Key issue raised	Action taken
	(Application Reference Number: 6.4.4).
Concerns regarding closures to PRoW and the routeing of the WCP Diversion (individual)	<p>All footpaths within the perimeter fencing would be closed upon approval of the DCO. A route for the WCP around the boundary of the construction site, providing access from Cemaes to Wylfa Head, would be maintained throughout construction. Once construction is complete new PRoWs would be created within the Wylfa Newydd Development Area to re-create a network of paths for recreational users.</p> <p>The options for the WCP during the operational phase of the Power Station were considered and an option inland of the Power Station was selected on health and safety and security grounds.</p> <p>Chapter D4 (Application Reference Number: 6.4.4) describes the proposed mitigation measures for public access and recreation.</p>
The National Trust land at Llanbadrig should be considered. (National Trust)	An assessment of the effect on National Trust land within the study area is set out in chapter D4 (Application Reference Number: 6.4.4), this includes land at Cemlyn and Llanbadrig.
The potential effects of the worker accommodation on National Trust land at Llanbadrig should be considered. (National Trust)	An assessment of the effect on National Trust land within the study area is set out in chapter D4 (Application Reference Number: 6.4.4), this includes land at Cemlyn and Llanbadrig.

### Consultation on Additional Land

4.3.7 In February 2018, Horizon undertook consultation on additional land that had not been consulted on previously. The additional land was required to:

- accommodate proposals to create or enhance wetland sites across Anglesey as Ecological Compensation Sites;

- create two new ecological mitigation areas, and minor changes to the connection to the national grid at the Wylfa Newydd Development Area; and
- update the order limits for the A5025 Off-Line Highway Improvements, and minor refinements to the boundaries of the Off-Site Power Station Facilities and Logistics Centre.

4.3.8 The feedback from the consultation has been reviewed and the following points were noted with respect to the wetland creation sites:

- NRW advised in relation to the Ecological Compensation Site at Cors Gwawr that, although it is unlikely there will be any significant adverse effects on public rights of way, if the ground becomes wetter, footpaths may become inaccessible and raised banks or boardwalks may need to be considered.
- The IACC noted that for the Ecology Compensation Sites, public footpaths are likely either to be temporarily stopped up or diverted to allow the topsoil layer to be removed. The IACC would expect the DCO to include the provision of a footpath strategy that explains the approach together with details of any mitigation proposals if required.

4.3.9 An assessment of potential effects on public access, and required mitigation, is provided in Appendix D1-2 (Ecological Compensation Sites: Assessment of Environmental Effects) (Application Reference Number: 6.4.18). This includes proposals to maintain and manage public rights of way throughout construction and operation of the Ecological Compensation Sites. The improvement of public rights of way, including provision of boardwalks where appropriate, will be secured in the DCO via the design and management principles in the Landscape and Habitat Management Strategy (Application Document Reference: 8.16).

### ***Non-statutory consultation***

#### ***Environmental Impact Assessment Progress Report***

4.3.10 An EIA Progress Report was provided to the IACC and NRW in 2016 with updated information on the design development and associated environmental assessment. Table B4-8 outlines how key issues raised in feedback from these stakeholders have been considered in the assessment.

**Table B4-8 Key issues raised in response to the EIA Progress Report**

<b>Key issue raised</b>	<b>Action taken</b>
Disruption arising from the diversion and closure of PRoWs, including the WCP, should be kept to a minimum. (NRW)	Chapter D4 (Application Reference Number: 6.4.4) explains how diversion routes and new PRoWs would be provided to minimise disruption to users.

Key issue raised	Action taken
<p>A programme of PRoW diversions and closures could be maintained on an easily accessible website.</p> <p>(NRW)</p>	<p>On the basis of security and safety requirements associated with the construction of the Power Station all PRoW within the site would be closed at the same time on grant of DCO. PRoW diversions and closures associated with the construction and operation of the Associated Development would be provided as necessary during the construction programme. Mitigation measures to provide information on diversions and closures, including consideration of how these will be communicated to the public, are presented in chapter D4 (Application Reference Number: 6.4.4), E4 (Application Reference Number: 6.5.4), F4 (Application Reference Number: 6.6.4), G4 (Application Reference Number: 6.7.4), and H4 (Application Reference Number: 6.8.4) of this Environmental Statement. A Community Liaison Group will be set up to co-ordinate communication with key stakeholders and local communities, details of this are provided in section 3.2 of the Wylfa Newydd Code of Construction Practice (Application Reference Number: 8.6).</p>
<p>The proposed diversion of the WCP and access to Wylfa Head should both be in place during the construction phase.</p> <p>(NRW)</p>	<p>A diversion route for the WCP would be provided throughout construction and operation with access to Wylfa Head retained.</p>
<p>Anglesey Area of Outstanding Natural Beauty should be included within the public access and recreation assessment as a receptor of high value.</p> <p>(NRW)</p>	<p>Anglesey Area of Outstanding Natural Beauty (AONB) has been assessed as a high value receptor within the Environmental Statement. There is an area of AONB within the Wylfa Newydd Development Area and potential effects on this feature are described in chapter D4 (Application Reference Number: 6.4.4).</p>

### **Draft Environmental Statement**

4.3.11 During September 2017, draft Environmental Statement chapters were provided to statutory and key non-statutory stakeholders. No comments were made in respect of the Public Access and Recreation topic area.

### ***Topic-specific stakeholder engagement***

4.3.12 In addition to the three formal stages of consultation outlined above, topic-specific consultation has been undertaken with relevant stakeholders. Table B4-9 summarises the details of the consultation that has taken place with respect to the public access and recreation assessment.

**Table B4-9 Summary of topic-specific consultation**

Date	Stakeholder	Title and format	Issues Arising	Action taken
9 October 2014 25 March 2015 27 May 2015 21 July 2015 18 March 2016 5 July 2016 12 October 2016	IACC	Meetings	<p>Five meetings have taken place regarding public access. These meetings have focused on the potential mitigation and enhancement measures that could be employed to mitigate the loss of PRoWs in the Wylfa Newydd Development Area, with particular focus on the WCP.</p> <p>The extent of the study areas for the various project elements were presented and discussed.</p> <p>Two further meetings focused on cycle provision, primarily the Copper Trail.</p>	<p>The proposed mitigation measures are discussed in chapter D4 (Application Reference Number: 6.4.4). Proposed diversion routes during construction and proposed route realignment during operation are shown in figures D4-4 and D4-5 (Application Reference Number: 6.4.101).</p>
25 March 2015 27 May 2015 5 July 2016 12 October 2016	NRW	Meetings	<p>Four meetings have taken place focusing on potential mitigation and enhancement measures that could be employed to mitigate the loss of PRoWs in the Wylfa</p>	<p>The proposed diversion route during construction and proposed route realignment during operation are shown in figures D4-4 and D4-5</p>

Date	Stakeholder	Title and format	Issues Arising	Action taken
			<p>Newydd Development Area, with particular focus on the WCP.</p> <p>The extent of the study areas for the various project elements were presented and discussed.</p>	(Application Reference Number: 6.4.101).
9 October 2014 21 July 2015 5 July 2016	Sustrans	Meetings	<p>Three meetings have taken place between Horizon and Sustrans regarding cycle provision as part of the Wylfa Newydd Project. These have focused on the diversion of the Copper Trail and cycle provision along the A5025.</p>	<p>The proposed diversion of the Copper Trail is shown on figures D4-4 and D4-5 (Application Reference Number: 6.4.101). Additional cycle provision has been incorporated into the proposed A5025 On-line Highway Improvements to provide a link for the diverted Copper Trail (see figure G4-7, Application Reference Number: 6.7.48).</p> <p>Cycle provision included as part of the A5025 Off-line Highway Improvements are considered in chapter G4 (Application Reference Number: 6.7.4).</p>

Date	Stakeholder	Title and format	Issues Arising	Action taken
8 May 2015	Ramblers Cymru	Meeting	A meeting with Ramblers Cymru took place in Cardiff where the construction and operation of the Power Station were discussed, along with the approach to closure, diversion and creation of PRoWs across the Wylfa Newydd Development Area. Potential effects on walkers using PRoWs that intersect with the A5025 were also discussed.	Horizon has sought to maintain access to the coastline and key footpath routes during construction and new routes would be created that would become adopted PRoW once the Power Station is operational. The proposed mitigation measures are presented in chapter D4 (Application Reference Number: 6.4.4) and shown in figures D4-4 and D4-5 (Application Reference: 6.4.101).
25 August 2015	Ynys Môn Ramblers	Meeting	Horizon explained its approach to closure, diversion and creation of PRoWs across the Wylfa Newydd Development Area. The potential opportunities for both mitigation and enhancement during construction were discussed alongside options for restoration	Horizon has sought to maintain access to the coastline and key footpath routes during construction and new routes will be created that would become adopted PRoW once the Power Station is operational. The proposed mitigation measures are presented in chapter D4 (Application

Date	Stakeholder	Title and format	Issues Arising	Action taken
			<p>once the Power Station is operational.</p> <p>While not the focus of the meeting, the potential effects on PRoWs along the A5025 was also discussed.</p>	<p>Reference Number: 6.44) and shown in figures D4-4 and D4-5 (Application Reference Number: 6.4.101).</p>

## 4.4 Topic-specific methodologies and assessment criteria

### ***Introduction***

4.4.1 The overarching approach to the EIA, including the approach to the assessment of cumulative effects, is provided in chapter B1 (introduction to the assessment process) (Application Reference Number: 6.2.1). This section outlines the specific methodology used to assess the effects of the Wylfa Newydd Project on public access and recreation. It outlines the methods and criteria used to:

- define the study area and identify topic receptors;
- establish the environmental baseline for topic receptors; and
- determine the value/sensitivity of receptors, the magnitude of change and significance of effect.

### ***Assessment of parameters***

4.1.2 As outlined in chapter B1 (Application Reference Number: 6.2.1) the approach adopted for the design of the WNDA Development, Off-Site Power Station Facilities and Associated Development is to set parameters, where necessary, for the extent of the development and key aspects of that development. The final design and construction methodology would be limited to these parameters and limits of deviation. As these parameters and limits of deviation vary between the various developments in the Wylfa Newydd Project they are considered on a site specific basis in chapter 4 within volumes D (Application Reference Number: 6.4.4), E (Application Reference Number: 6.5.4), F (Application Reference Number: 6.6.4), G (Application Reference Number: 6.7.4) and H (Application Reference Number: 6.8.4).

### ***Identification of study areas***

4.4.2 The study areas for public access and recreation were defined individually for each development within the Wylfa Newydd Project using professional judgement.

4.4.3 Each study area was designed to enable consideration of receptors within or in close proximity to each development that may experience a loss of access or recreational amenity, and also receptors further afield which may experience a reduction in recreational amenity.

4.4.4 The extent of the study areas used individual developments within the Wylfa Newydd Project differ depending on the specific construction, operational and decommissioning activities undertaken at that location. The extent of the study area is sufficiently large to identify all receptors that could potentially be affected. The following study areas have been applied:

- volume C (Application Reference Number: 6.3) – 250m from the highways transportation route (excluding the A55);

- volume D (Application Reference Number: 6.4) – 2km from the boundary of the Power Station Site;
- volume E (Application Reference Number: 6.5) – 250m from the site boundary;
- volume F (Application Reference Number: 6.6) – 250m from the site boundary;
- volume G (Application Reference Number: 6.7) – 250m from the boundary of the existing A5025 between Valley and Tregele and 250m from boundary of Off-line Highway Improvements; and
- volume H (Application Reference Number: 6.8) – 250m from the site boundary.

### ***Identification of receptors***

4.4.5 Receptors were identified primarily from a desk-based review of the following information sources:

- relevant plans and policies;
- local tourism websites (including Visit Wales [RD15], the Beach Guide [RD16] and Visit Anglesey [RD17]);
- online aerial mapping resources;
- Ordnance Survey mapping; and
- the relevant definitive map [RD18] (the definitive map is a statutory record of PRoWs, which is held by the local authority and may differ from Ordnance Survey mapping where recent updates have taken place).

4.4.6 Consultation with key stakeholders and statutory consultees (as described in section 4.3 above) and the IACC's Rights of Way Officer also assisted in the identification of receptors and interpretation of baseline information.

4.4.7 This information was ground-proofed during a site visit in July 2014.

### ***Identification of baseline conditions***

4.4.8 Baseline conditions were determined using a combination of desk-based assessment, site walkovers, footpath user surveys and traffic surveys as appropriate.

### **Desk-based assessment**

4.4.9 The information sources described in paragraph 4.4.5 were used to inform the desk-based assessment of the baseline.

### **Site walkovers**

4.4.10 Where necessary, site walkovers were undertaken in order to review baseline information gathered from the desk-based assessment.

### ***Wylfa Newydd Development Area***

4.4.11 A site visit was undertaken from 14 to 16 July 2014 to review the initial baseline information, assess all of the PRoWs within the Wylfa Newydd Development Area and consider their linkages with the wider PRoW network in the study area (see appendix D4-1, Application Reference Number: 6.4.19). The survey noted the following:

- surface condition;
- vegetation state (e.g. was the route passable, if not how old was the undergrowth blocking the route);
- signage;
- evidence of recent or regular use;
- connectivity;
- accessibility;
- lawful obstructions (e.g. stiles, gates);
- unlawful obstructions (e.g. locked access routes, walls or hedges blocking the route);
- user classes (e.g. footpath, bridleway, access to motorised vehicles);
- presence of features to enhance user experience (e.g. picnic tables, benches, interpretation boards);
- features that are of particular interest and presence of viewpoints;
- access points, including location of closest car parks;
- proximity to closest public toilet facilities; and
- proximity to refreshment facilities.

4.4.12 This included a review of the condition of each PRoW. Further information regarding the condition of the routes is provided in the baseline section of volume D (Application Reference Number: 6.4).

4.4.13 In addition to a review of the PRoWs themselves, key linkages with those located outside the Wylfa Newydd Development Area were considered.

4.4.14 Visitor facilities are an important factor for many people, and facilities such as access to refreshments and toilets were considered along with access to car parking.

4.4.15 A further site visit was undertaken in July 2015 to assess whether there had been any changes to the PRoW network within the Wylfa Newydd Development Area over the past 12 months.

4.4.16 While formal user counts were not undertaken during these site visits, the condition survey informed the understanding of the degree of usage of footpaths and other areas such as Wylfa Head and the local beaches. Incidental observations regarding the level of use on the day of the survey were also noted.

### ***A5025 between Valley and Cemaes***

4.4.17 In February 2016, a site visit was undertaken to inspect the condition of PRoWs affected by Section 3 of the A5025 Off-line Highway Improvements. While the purpose of this site visit was not to record actual user numbers, it was noted that no members of the public were observed using these footpaths.

### ***Footpath user counts and surveys***

4.4.18 Footpath user surveys were undertaken at four locations within the Wylfa Newydd Development Area during 2014 (two days in August and two days in November). These were Cestyll Garden, Wylfa Information Centre (which has now closed), the Fisherman's car park and the coastal path above Porth Wylfa. The location of these survey sites are presented in appendix D4-1 (Application Reference Number: 6.4.19).

4.4.19 At each location, a record of the number of walkers using the PRoWs was taken and people were asked a series of questions. The questions were designed to obtain further information on the reasons for which people were accessing the area, how often they visited and where they were coming from. A total of 75 people or groups of people agreed to answer the questionnaire in August, with a further 74 questionnaires being completed in November.

4.4.20 The findings of the baseline PRoWs condition survey and the footpath user surveys can be found in appendix D4-1 (Application Reference Number: 6.4.19).

### ***Traffic surveys***

4.4.21 Traffic surveys were undertaken in 2014 and 2015 to identify the Annual Average Daily Traffic flows at various locations across Anglesey. The data for cyclists obtained from these traffic surveys are relevant to the assessment of effects on public access and recreation. Further information regarding these survey locations and the baseline data obtained from them is provided in chapters C3 (Application Reference Number: 6.3.3) and G4 (Application Reference Number: 6.7.4) as relevant.

### ***Assessment of effects***

4.4.22 Chapter B1 (Application Reference Number: 6.2.1) described a general process for assigning the 'value' of each receptor, and determining a degree of 'sensitivity' to the effect. There is limited guidance relevant to the assessment of effects on public access and recreation. The criteria used in this chapter have been developed using guidance provided in *A handbook on environmental impact assessment* [RD14], through consideration of planning policy objectives, consultation responses and feedback. It is recognised that people may have different sensitivities to changes in access provision or recreational amenity effects, depending on where they are and what they are doing. It is acknowledged that the public access and recreation assessment is, to a certain extent, subjective and based on professional judgement.

- 4.4.23 The assessment of effects on active travel users has been informed by Volume 11, Section 3, Part 8 (Pedestrians, Cyclists, Equestrians and Community Effects) of the *Design Manual for Roads and Bridges* (DMRB) [RD19].
- 4.4.24 The assessment of effects on recreational users as a result of the construction of the A5025 Off-line Highway Improvements (chapter G4, Application Reference Number: 6.7.4) and project-wide traffic related effects reported in chapter C3 (Application Reference Number: 6.3.3) is also informed by DMRB [RD19].
- 4.4.25 The effect of severance within communities as a result of the A5025 Off-line Highway Improvements is assessed chapter G3 (Application Reference Number: 6.7.3).

### Value of receptors

- 4.4.26 The value of the receptors has been assessed based on a range of factors which include usage, designations and attractiveness. These factors have been informed by the baseline studies and were presented to the IACC and NRW in a meeting held on 12 October 2016.
- 4.4.27 Higher values have been attributed to those recreational receptors which offer opportunities that are matched by few alternatives (i.e. have limited potential for substitution) and/or for which any effect on the receptor would affect a higher number of recreational users.
- 4.4.28 Tables B4-10, B4-11, B4-12 and B4-13 set out the value criteria applied to each public access and recreation sub-topic.

**Table B4-10 Criteria for determining the value/sensitivity of public access**

Value/sensitivity	Topic-specific criteria
High	<p>National or regional trail.</p> <p>These routes would be very sensitive to change on the basis of the effect on a promoted recreational resource.</p>
Medium	<p>A PRoW that forms part of a wider network of routes or provides an access route to a specific onshore recreational feature (such as a playground or beach).</p> <p>These routes would be sensitive to change on the basis that it would affect established patterns of recreational use.</p>

Value/sensitivity	Topic-specific criteria
Low	<p>PRoW that does not form part of a wider network of routes or provide an access route to a specific onshore recreational feature.</p> <p>These routes would be unlikely to be sensitive to change as there is no evidence of established patterns of use.</p> <p>Permissive path (other than sections of the WCP) where use by the public is not restricted on a regular basis.</p> <p>These routes would be sensitive to change on the basis that it would affect established patterns of recreational use but users do not have a legal right to use them.</p>
Negligible	<p>Permissive path where use by the public is restricted on a regular basis and the landowner has taken significant efforts to demonstrate the right to close the footpaths without the need for consent.</p> <p>Undesignated route that is informally taken by low numbers of people as a link between PRoWs and permissive path(s).</p> <p>These routes would not be sensitive to change as they are regularly restricted or are only used by low numbers of informal walkers would be affected and alternative formal recreational routes could be taken.</p>

**Table B4-11 Criteria for determining the value/sensitivity of onshore recreation<sup>2</sup>**

Value/sensitivity	Topic-specific criteria
High	<p>A site designated as an area for public access such as National Parks; open access land; registered common land; and village greens.</p> <p>Areas of Outstanding Natural Beauty (AONB) that are accessible from PRoWs.</p> <p>National Trust land where no access fee is payable, such as areas of coast or countryside.</p> <p>An internationally recognised recreation resource e.g. a United Nations Educational, Scientific and Cultural Organisation global Geopark [RD20].</p> <p>Areas that are promoted (e.g. via local advertising and tourism websites (including Visit Wales [RD15], Visit Anglesey [RD17] and for formal wildlife-watching tours.</p>

<sup>2</sup> The attribution of a value / sensitivity to recreational features is based on site visits, consultation and internet searches of Visit Wales and Isle of Anglesey County Council websites.

Value/sensitivity	Topic-specific criteria
	<p>A Blue Flag or Green Coast Award 2017 beach. A beach that holds a 2016 'Seaside Resort' award from Keep Wales Tidy.</p> <p>A highly attractive area which is tranquil in nature without influence from industry and is popular on the basis of these characteristics. Used by local residents and tourists for informal recreational purposes, such as picnicking, sunbathing or dog walking.</p> <p>A site that is used by the public for the purposes of recreational activities in an informal manner, such as public open space and playgrounds. Used by both recreational users from the local community and recreational users from further afield due to the recreational amenity and facilities experienced on the site.</p> <p>A National Nature Reserve which is promoted as a recreational site.</p> <p>An off-road National Cycle Network cycle route.</p> <p>Facilities/locations in this category are considered to be very sensitive to change on the basis that they are well promoted and recognised in the tourism sector.</p>
Medium	<p>An area where wildlife watching is known to occur based on known bird colonies.</p> <p>A 'Seaside Rural' award beach, based on the 2016 Keep Wales Tidy award listings. A beach that is listed in the Beach Guide and subject to a dog ban during the summer months. [RD16]</p> <p>A highly attractive area which is tranquil in nature despite influences from industry and is popular on the basis of these characteristics. Used by both local residents and tourists.</p> <p>A Local Nature Reserve that is promoted as a recreational site.</p> <p>A formal recreational site that is used by the public for the purposes of recreational activities in an informal manner, such as public open space and playgrounds. Used by recreational users from the local community.</p> <p>An on-road National Cycle Network Route, a promoted on-road cycle race route or an off-road local cycle route.</p> <p>A minor road that forms links between PRoW that can be used as part of a recreational journey.</p> <p>A minor road that could be used by horse-riders in so far as it forms a link between farms and other minor roads without requiring a link along an 'A' road</p>

Value/sensitivity	Topic-specific criteria
	<p>Facilities/locations in this category are considered to be sensitive to change on the basis that they are used regularly by residents and tourists and/or they offer opportunities for which there are limited alternatives in the area.</p>
Low	<p>An area where wildlife watching takes place in an informal manner, such as areas of headland which are not promoted for these activities.</p> <p>An informal recreational site that is widely used by the public for the purposes of recreational activities in an informal manner, such as coastline, where access is not restricted and access from the cliff tops provides access to the sea and beaches.</p> <p>An attractive area that, while having elements of tranquillity, is influenced by industrial activities that detract from the enjoyment of the area but is still popular with recreational users from the local community.</p> <p>A site that is used by the public for the purposes of recreational activities in an informal manner, such as public open space and playgrounds. Used by recreational users from the local community.</p> <p>Facilities/locations in this category are considered to have low sensitivity to change since relatively few people would be affected and/or there are alternative facilities/locations offering similar opportunities for recreation.</p>
Negligible	<p>Areas of coastline where public access is currently restricted to less than one day per week by the landowner (for example areas of coastline used for Ministry of Defence purposes).</p> <p>An unattractive industrial area that is highly influenced by those industries but is used by recreational users from the local community.</p> <p>A site that forms an area of public open space or a playground that shows little evidence of use by the community and is not maintained to a good standard.</p> <p>Facilities/locations in this category are considered to have very low sensitivity to change since very few people would be affected and/or there are preferable alternative facilities/locations for recreation available in the area.</p>

**Table B4-12 Criteria for determining the value/sensitivity of offshore recreation**

Value/sensitivity	Topic-specific criteria
High	<p>Features of national or regional importance, such as marinas.</p> <p>Areas of importance for wildlife watching, such as waters close to bird colonies or seal colonies.</p> <p>Areas of the sea where swimming is encouraged through the provision of a lifeguard service during the summer.</p> <p>Areas which are popular diving locations (such as wreck sites or reefs) that are widely known and promoted to the diving community.</p> <p>Facilities/locations in this category are considered to be very sensitive to change on the basis that they are well promoted and recognised in the tourism sector.</p>
Medium	<p>Areas of the sea where swimming is encouraged through the provision of car parking, signage and access to beach areas; these are advertised to tourists and local residents but no lifeguard service is provided.</p> <p>Areas where diving activities are promoted but there are no specific dive sites.</p> <p>Areas that are known to provide excellent sea fishing opportunities that are facilitated by commercial sea fishing trips.</p> <p>Facilities/locations in this category are considered to be sensitive to change on the basis that they are used regularly by residents and tourists and/or they offer opportunities for which there are limited alternatives in the area.</p>
Low	<p>Sites used for offshore recreation, which may be used for a variety of water sports and activities, such as kayaking, swimming, diving and non-commercial sea fishing, but which offer no specific facilities over and above other locations in the area.</p> <p>Facilities/locations in this category are considered to have low sensitivity to change since relatively few people would be affected and/or there are alternative facilities/locations offering similar opportunities for recreation.</p>
Negligible	<p>Areas of the sea where public access is not encouraged or is physically restricted due to industrial operations, or where access to the shore is not facilitated by any official route or footpath.</p> <p>Facilities/locations in this category are considered to have very low sensitivity to change since very few</p>

Value/sensitivity	Topic-specific criteria
	people would be affected and/or there are preferable alternative facilities/locations for recreation available in the area.

**Table B4-13 Criteria for determining the value/sensitivity of active travel routes used by walkers and cyclists**

Sensitivity	Description
High	A route that could be used regularly for the purposes of an active travel journey <sup>3</sup> by vulnerable travellers such as the elderly, school children and people with disabilities. These include routes to schools, parks, play areas, doctors' surgeries, aged persons' homes, shops, post offices, churches and libraries.
Medium	An active travel route within a designated locality (under the Active Travel (Wales) Act 2013).
Low	Roads that form a logical route that could potentially be used for an active travel journey from a settlement to a designated locality (as defined in the Active Travel (Wales) Act 2013) or a relevant active travel destination (for example business park or leisure centre).
Negligible	Routes that could be used occasionally for active travel journeys and for which alternative routes can be taken.

### Magnitude of change

4.4.29 The magnitude of change is a measure of the scale or extent of the change in the baseline condition, irrespective of the value of the receptor(s) affected. The magnitude criteria relate to the scale of change predicted to occur as a result of the Wylfa Newydd Project. Tables B4-15, B4-16, B4-17 and B4-18 set out the magnitude criteria that have been applied for this assessment.

4.4.30 In determining the magnitude of effect to public access or onshore recreation, the implication to utility, convenience, tranquil nature and attractiveness (recreational amenity) has been considered. Where an effect is attributed to recreational amenity, this is based on the likelihood that users would find the resources less attractive for recreation, be that as a result of noise, dust, vibration, visual intrusion, the ease of access or other disturbance.

4.4.31 Effects attributed to recreational amenity take into account the effects identified for different receptor groups within chapters B5 (air quality) (Application Reference Number: 6.2.5) and B6 (noise and vibration) (Application Reference Number: 6.2.6).

<sup>3</sup> "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities. (Active Travel (Wales) Act 2013).

4.4.32 The extent to which a resource is affected is based on the likelihood that a specific activity that utilises the resource would be less enjoyable and potentially no longer undertaken by recreational visitors. This change will be dependent on activities, their timing and the perception of the user. The assessment presented is based on professional judgement and it is acknowledged that it is, to a certain extent, subjective. Some users may be more sensitive to change than others.

4.4.33 In assessing the magnitude of the change, the duration of effect is an important factor. Table B4-14 explains the definitions of long-term, medium-term and short-term for the purposes of the assessment of effects on public access and recreation.

**Table B4-14 Definitions of duration of effects used in this topic assessment**

Duration	Criteria
Long-term	More than twelve months.
Medium-term	Between three and twelve months.
Short-term	Up to three months.
Summer Season	The period in which dogs are banned from beaches on Anglesey – in 2017 this is 1 May to 30 September at Cemaes Beach (IACC website [RD17], accessed 5 June 2017).

**Table B4-15 Criteria for determining the magnitude of change for public access**

Magnitude of change	Topic-specific criteria
Large	<p>Permanent closure of a PRoW.</p> <p>Long-term or permanent diversion to a National Trail or a medium-term diversion that occurs during the summer season which results in an increase or decrease in the length of the route by more than 1.5km (more than 18 minutes' leisure walking).</p> <p>Short-term closure of a National Trail or long-distance path.</p> <p>Long-term loss or reduction of the utility, convenience, tranquil nature or attractiveness (recreational amenity) of a PRoW that would affect people's enjoyment to the extent that it discourages use.</p> <p>Long-term or permanent loss of an area of Access Land or Common Land.</p>
Medium	<p>Long-term or permanent diversion of a National Trail or PRoW which results in an increase or decrease in the length of the route by between 0.5km and 1.5km (6–18 minutes' leisure walking).</p>

Magnitude of change	Topic-specific criteria
	<p>Medium-term diversion to a National Trail that occurs outside the summer season or a short-term diversion during the summer season which results in an increase or decrease in the length of the route by more than 1.5km (more than 18 minutes' leisure walking).</p> <p>Loss or reduction of the utility; convenience; tranquil nature; or attractiveness (recreational amenity) of a PRoW that would affect people's enjoyment of the route to the extent that it discourages use.</p> <p>Medium-term loss of access to an area of Access Land or Common Land.</p>
Small	<p>Permanent diversion of a PRoW which results in an increase or decrease in the length of the route of less than 0.5km (less than six minutes' leisure walking).</p> <p>Short-term closure of a PRoW.</p> <p>Temporary or intermittent loss or reduction of the utility; convenience; tranquil nature; or attractiveness (or recreational amenity) of a PRoW that would affect people's enjoyment of the route.</p> <p>Short-term loss of an area of Access Land or Common Land.</p> <p>Permanent or temporary closure of a permissive path not forming part of a National Trail.</p>
Negligible	<p>Minor temporary or permanent diversion of a National Trail, PRoW or National Cycle Network Route where there is no overall increase or decrease in the length or nature of the route.</p> <p>Additional loss of recreational amenity by way of increased industrial activities on an existing industrial site but not to the extent that it would affect people's enjoyment of the route.</p>

**Table B4-16 Criteria for determining magnitude of change for onshore recreation**

Magnitude of change	Topic-specific criteria
Large	<p>Permanent or long-term loss of access to an onshore recreational receptor.</p> <p>Long-term or permanent diversion of a National Cycle Network Route which results in an increase or decrease in the length of the route by more than 7km (more than 20 minutes' leisure cycling).</p>

Magnitude of change	Topic-specific criteria
	Loss or reduction of the tranquil nature or attractiveness (recreational amenity) of recreational resources that would result in the area no longer being used by members of the public for recreational purposes.
Medium	<p>Medium-term loss of access to an onshore recreational receptor.</p> <p>Loss or reduction of the tranquil nature or attractiveness (recreational amenity) of recreational resources that would result in the area being used less frequently by members of the public.</p> <p>Short or medium-term diversion of a National Cycle Network route which results in an increase or decrease in the length of the route by more than 7km (more than 20 minutes' leisure cycling).</p>
Small	<p>Short-term (between two weeks and six months, excluding the summer season) loss of access to an onshore recreational receptor.</p> <p>Loss or reduction of tranquil nature or attractiveness (recreational amenity) of the recreational resources but not to the extent that it affects use by members of the public.</p> <p>Long-term or permanent diversion of a National Cycle Network route which results in an increase or decrease in the length of the route of less than 1.5km.</p> <p>Short or medium-term diversion of a National Cycle Network route which results in an increase or decrease in the length of the route of between 1.5km and 7km.</p>
Negligible	<p>Temporary (up to two weeks) loss of access to an onshore recreational receptor.</p> <p>Occasional or slight loss or reduction of tranquil nature or attractiveness (recreational amenity) of the recreational resource but not really noticeable to members of the public for the principal purpose of their visit.</p> <p>Minor diversion of a National Trail, PRoW or National Cycle Network route where there is no overall increase or decrease in the length or nature of the route.</p>

**Table B4-17 Criteria for determining the magnitude of change for offshore recreation**

Magnitude of change	Topic-specific criteria
Large	<p>Long-term or permanent loss of access to an area of coastal waters for recreational activities.</p> <p>Long-term noticeable increase in large shipping movements that would result in the loss of access to coastal waters for recreational purposes.</p> <p>Reduction in the recreational amenity (as a result of noise, visual amenity and additional shipping movements) of coastal waters to the extent that recreational users would cease to use the area.</p>
Medium	<p>Medium-term loss of access to an area of coastal waters for recreational activities.</p> <p>Reduction in the recreational amenity (as a result of noise, visual amenity and additional shipping movements) of coastal waters for recreational activities that would discourage use.</p>
Small	<p>Short-term loss of access to an area of coastal waters for recreational activities.</p> <p>Reduction in the recreational amenity (as a result of noise, visual amenity and additional shipping movements) of coastal waters for recreational activities but not to the extent that it would discourage use.</p>
Negligible	Occasional restriction in access or loss of amenity of an area of coastal waters.

**Table B4-18 Criteria for determining the magnitude of change for active travel routes as a result of severance**

Magnitude of change	Topic specific criteria
Major adverse	<p>An increase in the length of the journey of 500 metres or greater.</p> <p>A new pedestrian at grade crossing of a new road with over 16,000 vehicles per day.</p> <p>An increase of traffic flows on an existing road of greater than 90%.</p>
Moderate adverse	<p>An increase in journey length of between 250m and 500m.</p> <p>A new pedestrian at grade crossing on a new road carrying between 8,000 and 16,000 vehicles per day.</p>

Magnitude of change	Topic specific criteria
	An increase in traffic flows on an existing road of between 75-90%.
Minor adverse	<p>An increase in journey length of up to 250m.</p> <p>A new pedestrian at grade crossing of a new road carrying below 8,000 vehicles per day.</p> <p>An increase in traffic flows on an existing road of between 60-75%.</p>
Negligible	No significant change to route used by walkers or cyclists.
Minor beneficial	<p>Provision of a new designated crossing point (not at grade) to allow movements across an existing road.</p> <p>Reduction in traffic flows of between 60-75% on an existing road.</p> <p>A new section of segregated cycleway/footway (below full Active Travel (Wales) Act 2013 Design Guidance [RD21]) of up to 500m.</p>
Moderate beneficial	<p>Introduction of new cycleway/footway that separates vehicular traffic from pedestrian and cyclist traffic.</p> <p>Reduction in traffic flows of between 75-90% on an existing road.</p> <p>A new section of segregated cycleway/footway (designed to Active Travel (Wales) Act 2013 Design Guidance [RD21]) of up to 250m.</p> <p>A new section of segregated cycleway/footway (below full Active Travel (Wales) Act 2013 Design Guidance [RD21]) of between 500m and 1km.</p>
Major beneficial	<p>Reduction in traffic flows of 90% or greater.</p> <p>A new section of segregated cycleway/footway (designed to Active Travel (Wales) Act 2013 Design Guidance [RD21]) of more than 250m.</p> <p>A new section of segregated footway/cycleway (below full Active Travel (Wales) Act 2013 Design Guidance [RD21]) of more than 1km.</p>

4.4.34 The assessment of magnitude of change for people undertaking active travel journeys along linear routes as a result of increases or decreases of traffic is based on professional judgement. This is informed by the increase or decrease in traffic flows but standard percentage figures are not appropriate to the assessment of effects for the Wylfa Newydd Project as they relate to average traffic flows over a 24-hour period and do not differentiate between the types of vehicles that may increase or decrease.

### ***Assessment of significance***

4.4.35 The assessment of the degree of significance of an effect on public access and recreation is determined through professional judgement, guided where appropriate by the matrix shown in figure B1-2 in chapter B1 (Application Reference Number: 6.2.1), developed from the Institute of Environmental Management and Assessment guidance [RD22]. The degree of significance is influenced by the value or sensitivity of a receptor and the magnitude of the predicted change from the baseline condition. Degrees of significance are described on a scale from 'negligible' to 'major', with intermediate terms of 'minor' and 'moderate'.

### ***Limitations***

4.4.36 This assessment has used a number of sources including footpath user surveys undertaken in August and November 2014. The results from these surveys record a snapshot in time and rely on users being willing to answer questions. Where multiple reasons for visiting the site were recorded it is sometimes unclear what the primary purpose was.

4.4.37 The user surveys were undertaken over a summer bank holiday as well as over a weekend to reflect the seasonality of use of the WCP and other uses of Wylfa Head.

4.4.38 The footpath condition surveys have been used to inform the classification of the sensitivity of a path to change but this is considered alongside the access to the wider footpath network of recreational or community features. The assessment takes into account that footpaths fall into disuse for a number of reasons and that obstructions on the path, such as the erection of fencing or growth of vegetation that is not properly managed cannot be taken to mean that there is no desire from members of the public to use these legal rights of access.

4.4.39 The Wylfa Newydd Project will result in changes to physical access to a number of footpaths, where this is the case sufficient information has been obtained either from site surveys or from aerial photography sources to assign a value from which it is possible to assess the potential effects on the public. Footpath condition surveys were not undertaken on land where it is not proposed to undertake physical works as such surveys are not considered necessary in order to assess the potential effects on recreational amenity, which is linked to the proximity of these routes to activities undertaken as part of the Wylfa Newydd Project and the utility of these routes for recreational purposes. The accessibility of a route at any one given point in time should not be used as a judgement that this degree of access would not change over the lifetime of the Wylfa Newydd Project within the wider footpath network.

## 4.5 References

**Table B4-19 Schedule of references**

ID	Reference
RD1	Department for Energy and Climate Change. 2011. <i>Overarching National Policy Statement for Energy (EN-1)</i> . [Online] [Accessed: 7 April 2017] Available at: <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf</a> .
RD2	Department for Energy and Climate Change. 2011. <i>National Policy Statement for Nuclear Power Generation (EN-6)</i> . [Online] [Accessed: 7 April 2017] Available at: <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/47859/2009-nps-for-nuclear-volumel.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/47859/2009-nps-for-nuclear-volumel.pdf</a> .
RD3	Welsh Government. 2016. <i>Planning Policy Wales</i> . Edition 9. [Online] [Accessed: 7 April 2017] Available from: <a href="http://gov.wales/docs/desh/publications/161117planning-policy-wales-edition-9-en.pdf">http://gov.wales/docs/desh/publications/161117planning-policy-wales-edition-9-en.pdf</a> .
RD4	Welsh Assembly Government. 2007. <i>Technical Advice Note 18: Transport</i> . [Online] [Accessed: 7 April 2017] Available from: <a href="http://gov.wales/docs/desh/publications/070301tan18en.pdf">http://gov.wales/docs/desh/publications/070301tan18en.pdf</a> .
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