



Wylfa Newydd Project

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4 Public access and recreation

4.1 Introduction

- 4.1.1 This chapter describes the assessment of potential public access and recreation effects resulting from the construction, operation and decommissioning of the Power Station, other on-site development (as described in chapter A1 (introduction) of this Environmental Statement (Application Reference Number: 6.1.1), Marine Works and the Site Campus within the Wylfa Development Area.
- 4.1.2 The chapter excludes the construction and operational traffic-related effects on public access and recreation receptors. These are considered in the assessment contained within chapter C3 (public access and recreation effects of traffic) (Application Reference Number: 6.3.3), which covers project-wide effects of traffic on public access and recreation.
- 4.1.3 Please refer to chapter B4 (public access and recreation) (Application Reference Number: 6.2.4) for the technical basis for the assessment including a summary of legislation, policy and guidance; key points arising in consultation that have guided the public access and recreation assessment; and assessment methodologies and criteria.

4.2 Study area

- 4.2.1 This section describes the study area relevant to the public access and recreation assessment for the Wylfa Newydd Development Area.
- 4.2.2 As described in chapter B4 (Application Reference Number: 6.2.4), the scope of the public access and recreation assessment within chapter D4 (public access and recreation) (Application Reference Number: 6.4.4) is split into three subsections: public access; on-shore recreation; and off-shore recreation.
- 4.2.3 The study area is shown in figure D4-1 (Application Reference Number: 6.4.101). The study area reflects a radius of 2km from the Wylfa Newydd Development Area boundary. This study area has been defined based on professional judgement and the area is considered appropriate for public access and onshore recreation as well as offshore recreation. While there is no industry standard for determining the study area of public access and recreation assessments, the distance of 2km is considered to provide a sufficient distance from the works to identify recreational receptors, including Public Rights of Way (PRoWs) which could be adversely affected by the construction, operation and decommissioning of the Power Station. This study area has been discussed with the Isle of Anglesey County Council (IACC) and Natural Resources Wales during consultation meetings and presented at Pre-Application Consultation Stage One and Pre-Application Consultation Stage Two, the details of which are reported in chapter B4 (Application Reference Number: 6.2.4).

- 4.2.4 Onshore, this study area incorporates Wylfa Head to the north, Cemaes and Llanbadrig Point to the east, Cemlyn Bay to the west and extends south to include Tregele and Llanfechell. It captures the network of PRoWs in the vicinity of the Wylfa Newydd Development Area and access routes to the local foreshore, taking into account features such as key access points to the network, car parks and logical start/finish points for recreation journeys. For example, the car park at the western side of the causeway at Cemlyn Bay is included within the study area to the west of the local area. The car park adjacent to St Patrick's Church is included within the study area to the east. Cemaes itself forms another logical start and finish point for journeys.
- 4.2.5 Offshore, the study area extends north into the Irish Sea and incorporates Cemlyn Bay and Cemaes Bay, along with smaller coves. This study area enables the identification of recreational receptors within these inshore waters in order to undertake the assessment of the potential effects on users.

4.3 Baseline environment

- 4.3.1 This section provides a summary of the baseline conditions for public access and recreation within the study area described in section 4.2.

Public access

- 4.3.2 Figure D4-2 (Application Reference Number: 6.4.101) shows the routes of PRoWs, permissive paths and areas of open access land within the study area. The value assigned to each public access feature is based on the methodology set out in chapter B4 (Application Reference Number: 6.2.4).

Wales Coast Path

- 4.3.3 The Wales Coast Path (WCP) is a long-distance trail that follows the entire coastline of Wales. Some sections of the route divert inland where access is restricted, as is the case where the path runs inland of the Existing Power Station. The Isle of Anglesey Coastal Path (which is now incorporated into the WCP) is an important resource for the county, both for local residents and tourists, and has been marketed as such with guidebooks and leaflets published to describe the route. The importance of this path has increased since its incorporation into the WCP.
- 4.3.4 The WCP within the study area is primarily routed along local PRoWs that are recorded on the IACC's Definitive Map [RD1]. However, some sections of the path in this area are permissive paths, including sections along the coast between Cemlyn Bay and Porth y Felin, routed across National Trust land, a section along the Magnox nature trail between the access road to the Existing Power Station and Ty Croes car park (Fisherman's Car Park), and a section around Wylfa Head.
- 4.3.5 From the east, the WCP within the study area is permissive to Hen Borth along the coastline before joining PRoWs 18/004/1 and 18/002/1 as it approaches and crosses the beach at Cemlyn Bay. It then follows the National Trust owned coastline on a permissive path between Cemlyn Bay

and Porth y Felin before joining PRoW 18/001/2. Heading east it then links to PRoW 38/034/1 across the beach at Porth y Felin. Climbing out of Porth y Felin, the WCP enters the Wylfa Newydd Development Area as PRoW 38/034/1.

- 4.3.6 The route of the WCP through the Wylfa Newydd Development Area continues along PRoWs 38/034/1, 38/034/2, 38/034A/1, and 38/034A/2 to the access road to the Existing Power Station. It then follows the access road and the Wylfa Nature Trail as a permissive route linking to PRoW 20/057/1 opposite Fisherman's Car Park and heads towards Wylfa Head. At the end of PRoW 20/057/1 it follows a permissive route around Wylfa Head and links to PRoW 20/056/2 to the north of Porth yr Ogof. The route then continues east towards Cemaes using PRoW 20/056/1, part of PRoW 20/002/1 and PRoWs 20/002/2 and 20/002/5. It then drops seaward to the north of PRoW 20/002/3 and along the headland as a permissive route into Cemaes.
- 4.3.7 Through Cemaes it uses PRoWs 20/065/2 and 20/064/1 before following the seafront road to Traeth Mawr, where it connects with PRoW 20/023/1 along Cemaes Beach and then goes into National Trust land along PRoW 20/058/1 to Porth Padrig. It then follows a permissive route around Llanbadrig Point and links to PRoW 20/045/1 and continues east towards Porth Llanlleiana beyond the study area (see figures D4-2 and D4-3, Application Reference Number: 6.4.101).
- 4.3.8 The WCP within the Wylfa Newydd Development Area is unsurfaced for much of its length; the only exception to this is where it has been surfaced in stone and enclosed by stock fencing to avoid conflict with vehicles during geotechnical investigations. There is currently no access for wheelchair users and little provision for those with limited mobility, including those with young children, as there are kissing gates and stiles that would cause an obstacle for people with pushchairs.
- 4.3.9 Within the wider study area, the majority of the WCP is unsurfaced, though some sections of the route run along pavements and roads. Except where it is routed along roads, the WCP within the study area is limited to use on foot rather than being open to cyclists and horse-riders.
- 4.3.10 The IACC undertakes user counts of the WCP at numerous locations around Anglesey, and data is available from 2003 through to 2013, these user counts provide information on the annual number of visitors. The closest survey location is within the study area at Llanbadrig where the number of users has fluctuated over the 10-year period, with the lowest usage recorded in 2003 (3,986 users) and the highest usage in 2013 (12,492).
- 4.3.11 As referred to in chapter B4 (Application Reference Number: 6.2.4), Horizon undertook baseline surveys in 2014 and 2015 to establish the condition of PRoW and permissive routes across the Wylfa Newydd Development Area. In August and November 2014 they also undertook user surveys, which included people counts and questionnaires. During the surveys in August 2014 (which took place over a two-day period), 22 people were recorded on the WCP near Porth y Felin, 72 using the WCP to exit the Fisherman's Car

Park and 66 people on the WCP near Porth Wylfa. A further two people were recorded using the WCP on the Existing Power Station access road near the Wylfa Information Centre. Numbers were generally lower in November 2014 when four people were recorded at Cestyll Garden, 18 at Fisherman's Car Park, 27 near Porth Wylfa, and five people near the Wylfa Information Centre.

- 4.3.12 Since the surveys were undertaken the Wylfa Information Centre has closed and the associated car park is no longer available to the public. Given the low numbers of people who used this car park to access the Wylfa Newydd Development Area, it is considered to be an appropriate assumption that people who previously parked at the Wylfa Information Centre to access the Magnox Nature Trail now park at Fisherman's Car Park. Minor diversions to PRow across the Wylfa Newydd Development Area have occurred in the intervening period in order to facilitate survey work but the surveys in 2014 and 2015 are considered appropriate for this assessment as they provide the baseline prior to significant work being undertaken in respect of the Wylfa Newydd Project. A review of the Definitive Map has confirmed that there have been no permanent diversions or closures to PRow within the study area since the 2014 surveys.
- 4.3.13 More detail regarding the finding of these surveys is provided in appendix D4-1 Public Access and Recreation Baseline Report (Application Reference Number: 6.4.19).
- 4.3.14 On the basis that the WCP forms part of a National Trail the value of this receptor is considered to be high.

PRow – footpaths

- 4.3.15 All PRow are recorded on the IACC's Definitive Map [RD1], which is a legal record of each route, along with features such as gates and stiles. Where there is a conflict between a route shown on an Ordnance Survey map and the Definitive Map, the Definitive Map takes precedence.
- 4.3.16 The historical purpose of the footpaths within the wider PRow network across the UK was mainly as access routes for work and services, while today the rural PRow network is primarily used for recreational purposes. Similarly, the network of paths within the study area is used both for recreational routes in their own right and to access other recreational resources such as beaches, Wylfa Head and the National Trust headland.
- 4.3.17 The study area contains an extensive network of footpaths. There are 40 PRow within the Wylfa Newydd Development Area (inclusive of those which form part of the WCP), which cover a total distance of over 10km. These PRow link into the wider rights of way network throughout the study area.
- 4.3.18 A footpath condition survey was undertaken in 2014 which noted the condition of all of the PRow within the Wylfa Newydd Development Area. Given the importance of the WCP this was surveyed as it extends beyond the boundary west to Cemlyn Bay and east to Cemaes, at which points there

are car parks that provide logical start and end points for people walking the section of WCP within the Wylfa Newydd Development Area. A further site walkover was undertaken in 2015 to establish the existing route of the WCP along the route of the Magnox nature trail. While not the purpose of the site visit, observations regarding the condition and usage were made in an informal manner. The findings of this condition survey are provided in the baseline report (see appendix D4-1, Application Reference Number: 6.4.19) and summarised below.

- 4.3.19 As explained above, all PRoWs that form part of the WCP have been assigned a high value.
- 4.3.20 The majority of the remaining PRoWs have been assigned a medium value as they form part of a wider network of footpaths that provide a recreational purpose in their own right as well as linking to other recreational features, such as beaches and Wylfa Head.
- 4.3.21 No evidence of recent use was recorded on six footpaths (PRoWs 20/029/1, 20/029/2, 20/030/1, 20/030/2, 20/039/1 and 38/039A/1) at the time of the surveys in 2014, as extensive overgrowth of vegetation or other obstructions were recorded on the routes. Further detail regarding the condition of these footpaths is provided in Section 6 (Footpath Condition Surveys) of appendix D4-1 (Application Reference Number: 6.4.19).
- 4.3.22 Some of these routes have fallen into disuse as a result of their historical purpose falling away. On this basis, PRoWs 20/029/1, 20/029/2, 20/030/1, 20/030/2 have been assigned a low value. Each of these PRoWs leads to the centre of the same field, where it is understood there was a well in the past.
- 4.3.23 PRoWs 20/050/1 and 38/038/1 have also been assigned a low value. These PRoWs do not link to the wider PRoW network, and instead form a link from the A5025 to a residential property (Penrallt).
- 4.3.24 Table D4-1 provides details of the PRoWs within the Wylfa Newydd Development Area.

Table D4-1 PRowS within the Wylfa Newydd Development Area

PRow number	WCP	Description	Connectivity	Value
20/002/1	No	This is a grassed path which follows the boundary of an agricultural field. The field is used for grazing and hay and therefore there is grass of varying lengths throughout the year.	20/057/1 20/056/1 20/002/2 Road to Fisherman's Car Park	Medium
20/002/2	Yes	<p>This is a grassed path which is routed across an open agricultural field (used for grazing and hay-making) and then along the cliff edge.</p> <p>As the footpath is routed along the cliff, vegetation closes in and the path narrows so that there is gorse to the north of the path. There are extensive sea views to the north across Cemlyn Bay and across to Wylfa Head and Llanbadrig Point. To all other directions there is an open aspect across agricultural fields, though the Existing Power Station and 400kV overhead power lines are visible.</p> <p>The footpath is clearly signed at both ends as well as at locations where other footpaths join.</p> <p>The footpath is well worn, though the route on the ground differs slightly from that recorded on the Definitive Map.</p> <p>Porth Wylfa is accessed from this footpath.</p> <p>There is a kissing gate and a stile along this footpath and these could limit access for some users.</p>	20/002/1 20/056/1 20/002/5 20/003/3 20/006/1	High
20/002/3	Yes	This is a grassed path across agricultural fields. The path is well signposted and there is evidence of regular use. There are long-range sea views to the north of Cemlyn Bay and across to Wylfa Head and Llanbadrig Point. In other directions, the immediate landscape is one of	20/002/4 20/002/2 20/006/1 20/004/5	High

PRoW number	WCP	Description	Connectivity	Value
		<p>agricultural fields.</p> <p>The path is well worn but not contained and so people do not always walk on the exact alignment recorded on the Definitive Map.</p>		
20/002/4	Yes	<p>This footpath is a predominantly surfaced track that is used to access residential properties. The access gate to the footpath is overgrown but there is evidence that people have gained access from a slightly different location.</p> <p>The path is clearly signed. Due to the surface conditions, the regularity of use cannot be assessed. While the footpath itself would be accessible for people with limited mobility, there are obstructions in the forms of gates that limit accessibility.</p> <p>The section of cliff path is unsurfaced: due to regular usage and vegetation in the form of gorse the surface is not grassed, but instead is bare earth.</p> <p>The footpath is narrow and the mature vegetation has reduced the width of the footpath further. Despite this, the route is well used.</p> <p>The path is well signposted and forms part of the WCP.</p> <p>There are views across Cemlyn Bay as well as across to Wylfa Head and Llanbadrig Point. To the south, there are agricultural fields. To the east, there are views towards Cemaes and some residential properties within the village are visible.</p>	<p>WCP</p> <p>Cemaes</p> <p>20/002/3</p> <p>20/005/1</p> <p>20/004/5</p>	High
20/002/5	Yes	<p>This section of cliff path is unsurfaced. Due to regular usage and vegetation in the form of gorse the surface is not grassed but instead is bare earth.</p> <p>The footpath is narrow and the mature vegetation has reduced the width of the footpath further. Despite this, the route is well used.</p> <p>The path is well signposted and forms part of the WCP.</p>	<p>20/002/3</p> <p>20/002/2</p> <p>20/006/1</p>	High

PRoW number	WCP	Description	Connectivity	Value
		There are views across Cemlyn Bay as well as across to Wylfa Head and Llanbadrig Point. To the south, there are agricultural fields. To the east, there are views towards Cemaes and some residential properties within the village are visible.		
20/003/1	No	A surfaced track which is used to access residential properties as well as providing farm access to agricultural fields. There is no vegetation on the path due to its use for vehicular traffic; it is not possible to determine the level of use from ground conditions.	A5025 20/003/2 20/005/2	Medium
20/003/2	No	This footpath is a surfaced track which is used for farm access. There is evidence of some recent use. There are mature hedgerows on both sides of the path which obscure to a certain degree the long-range views. To the north, there are some long-range views of the sea.	20/003/1	Medium
20/003/3	No	This section of footpath is grassed and crosses agricultural fields that are used for grazing. The path is well signposted and there is evidence of use on the ground where vegetation has been worn. Walkers were observed using this route at the time of the survey.	20/003/2 20/002/2	Medium
20/004/2	No	This footpath is an unsurfaced track with hedgerows on both sides. The route is well signposted.	20/007/2, 20/004/3 20/005/1	Medium
20/004/3	No	This footpath is a surfaced track with hedgerows on both sides. The route is well signposted.	20/005/2 20/004/2 20/004/4 20/005/1	Medium
20/004/4	No	This footpath is a surfaced farm track with hedgerows on both sides. The path is well signposted.	20/006/1 20/004/5	Medium

PRoW number	WCP	Description	Connectivity	Value
			20/004/3	
20/004/5	No	This footpath is a surfaced farm track with hedgerows on both sides. The path is well signposted.	20/002/4 20/002/3 20/006/1 20/004/4	Medium
20/005/2	No	This footpath is routed along a grassed track with mature hedgerows on both sides. The footpath is well signposted.	20/004/3	Medium
20/006/1	No	This is a grassed path across agricultural fields. The field boundary along which the footpath is routed is a stone wall and there is no overhanging vegetation. The path is well signposted and worn as it crosses the field showing evidence of recent usage.	20/002/2 20/002/5 20/004/4 20/004/5	Medium
20/029/1	No	This footpath leads from the road to the Fisherman's Car Park into the middle of a field. There is no obvious destination for this footpath but it appears to lead to a historic well. There is a stile as the footpath joins the highway and it is well signposted. However, the stile is overgrown and there is no evidence of recent use.	20/029/2 20/030/1 20/030/2	Low
20/029/2	No	This footpath leads from Cemlyn Road into the middle of a field. There is no obvious destination for this footpath but it appears to lead to a historic well. The path is overgrown but there is some evidence that the path may be accessed for a short section from the road to the boundary wall of the field. The footpath is well signed.	20/029/1 20/030/1 20/030/2 Cemlyn Road	Low
20/030/1	No	This footpath leads from the road to the Fisherman's Car Park, through a	20/031/1	Low

PRoW number	WCP	Description	Connectivity	Value
		<p>gate and along a track for a few metres before opening out into an agricultural field. There is no obvious destination for this footpath but it appears to lead to a historic well.</p> <p>The entrance to the path is very overgrown with undergrowth as well as a mature tree, which blocks the route. While it is possible to access the path, it is difficult to do so.</p> <p>The footpath is well signed.</p>	<p>20/029/1</p> <p>20/029/2</p> <p>20/030/2</p> <p>Road to the Fisherman's Car Park</p>	
20/030/2	No	<p>This footpath leads from the A5025 over a stone stile towards the centre of a field. There is no obvious destination for this footpath, but it appears to lead to a historic well.</p> <p>The footpath is well signposted from the A5025, but the stile is very overgrown and there is no evidence of recent use.</p>	<p>20/029/1</p> <p>20/029/2</p> <p>20/030/1</p> <p>A5025</p>	Low
20/031/1	No	<p>This section of footpath runs along the Existing Power Station access road. There is a pavement along one side of the road at this location but people have been observed walking on both sides of the road.</p> <p>The entrance to the Existing Power Station site has signage stating that it is private property and that no unauthorised access is allowed. However, the footpath is clearly signed and it would appear that walkers are aware of this route and are not deterred by the sign.</p> <p>The access road is a tarmacked road with a pavement on the northern side of the carriageway. There is a cattle grid as this access road leaves the public highway, but access to pedestrians avoids this as an access gate is provided (which is left open).</p> <p>This footpath runs along the boundary of the Wylfa Information Centre and so there is a car park along with a café and toilet within easy distance. There are also picnic tables that are accessible to the public.</p>	<p>38/034A/2</p> <p>20/030/1</p> <p>Permissive Existing Power Station access road and Wylfa Nature Trail</p> <p>Road to the Fisherman's Car Park</p>	Medium
20/038/1	No	<p>The first 75 metre stretch of this path, as it leaves the public highway, is</p>	20/039A/1	Medium

PRoW number	WCP	Description	Connectivity	Value
		<p>farm track. The path then is routed through a farmyard (Ty Croes) before travelling south-east across an agricultural field that is used for grazing. The path then crosses a field boundary before following a historic field boundary (aerial photography shows where it used to exist) before reaching the property Tyddyn Goronwy. The path is then routed through the garden across the lawn.</p> <p>The track section of this footpath is still accessible though vegetation has grown up on either side due to lack of use. At the time of survey, this access was padlocked as a result of demolition work that was being undertaken at Ty Croes. It is not possible to walk the full extent of this footpath as it appears to be blocked up near Tyddyn Goronwy.</p> <p>The footpath is well signposted as it leaves the highway (road to the Fisherman's Car Park). At the time of the survey, this footpath was not accessible.</p>	<p>20/038/2</p> <p>Road to the Fisherman's Car Park</p>	
20/038/2	No	<p>This footpath is routed along an access track to the residential property Tyddyn Goronwy. As the path approaches the garden, the route of the footpath is lost. There is anecdotal evidence from the property tenant that people do try to find the footpath, but she is not aware of it ever having existed in her time at the property.</p> <p>The footpath is clearly signed from the A5025.</p>	<p>20/039A/1</p> <p>20/038/1</p> <p>A5025</p>	Medium
20/039/1	No	<p>Surfaced track as it leaves the A5025, and then becomes unsurfaced as it passes through a gate and follows a field boundary. Vegetation near the gate was overgrown and the gate was locked.</p>	<p>20/039/2</p> <p>20/039A/1</p> <p>A5025</p>	Medium
20/039/2	No	<p>The footpath was not readily identifiable on the ground as it passes through agricultural fields used for grazing. The path follows field boundaries. It is muddy in places due to animal activity but passable. There is limited signage at entry points to this route.</p>	<p>20/039A/1</p> <p>20/039/1</p> <p>20/003/2</p>	Medium

PRoW number	WCP	Description	Connectivity	Value
			20/003/3	
20/039A/1	No	The footpath was not readily identifiable on the ground and field boundaries appear to have grown across the route so that it is blocked in places, though some stiles are along the route. The survey did not continue for the full length of the footpath, as the route was unclear.	20/039/2 20/039/1 20/038/1 20/038/2	Medium
20/050/1	No	This footpath follows the same route as an access track to a residential property. Use as a footpath is unclear due to its use for vehicular traffic. This footpath does not link to a wider footpath network.	38/038/1 A5025	Low
20/056/1	Yes	This footpath crosses open fields along the headland between Porth yr Ogof and Porth Wylfa. It is not surfaced and, while well worn, the route remains grass-covered. It is apparent on the ground that many people use this route, though the exact alignment can vary. This footpath is easily accessible from the Fisherman's Car Park and appears to provide a key link to the beaches and Wylfa Head as well as a circular walk from the car park. There are long-range views of the sea, Wylfa Head and across to Llanbadrig Point.	20/002/1 20/002/2 20/056/2 20/057/2	High
20/056/2	Yes	A stone track leading from the top of the path to Porth yr Ogof towards Wylfa Head. There is evidence of regular use. This route is part of a circular path around Wylfa Head and is readily accessible from the Fisherman's Car Park. There are attractive views of Wylfa Head, local beaches and across to Llanbadrig Point. There are also views of the electricity substation and the Existing Power Station.	20/056/2 20/057/1 20/056/1 Permissive Wylfa Head	High
20/057/1	Yes	This path connects to a local road near the Fisherman's Car Park through	20/057/2	High

PRoW number	WCP	Description	Connectivity	Value
		<p>a kissing gate. Forming part of the WCP, this route is a key link towards Wylfa Head and is a logical part of a circular walk from the car park.</p> <p>The path is well signed. The ground is uneven and on a foot-worn track initially before opening out into open fields.</p> <p>There are picnic tables along this route but they are in a very poor state of repair and therefore unusable. Part of the route is under broadleaf tree cover before opening out onto the headland. There are views of the coastline, Wylfa Head and across to Llanbadrig Point.</p>	<p>20/002/1</p> <p>Permissive Wylfa Head</p> <p>Permissive Wylfa Nature Trail</p> <p>Road to the Fisherman's Car Park</p>	
20/057/2	No	<p>This short section of footpath connects 20/057/1 to the beach at Porth yr Ogof and provides part of a circular loop of Wylfa Head. It follows a field boundary and is well signposted. There is clear evidence that this path is in regular use.</p> <p>There are also views of the electricity substation and Existing Power Station.</p>	<p>20/056/2</p> <p>20/057/1</p> <p>Permissive Wylfa Head</p>	Medium
38/034/1	Yes	<p>This short section of footpath leads up a hill away from the coast at Porth y Felin past Cestyll Gardens. There are sea views across Porth-y-pistyll from this section of the WCP. It is well signposted and the boundary features from the beach are in good condition.</p>	<p>38/034/2</p> <p>18/001/2</p> <p>Permissive WCP at Cemlyn</p>	High
38/034/2	Yes	<p>A short section of the WCP, this footpath has a gravel surface and is a narrow path between two field boundaries. It is well signposted.</p> <p>There are also views of the electricity substation and Existing Power Station.</p>	<p>38/034/1</p> <p>38/035/1</p> <p>38/034/3</p> <p>38/034A/1</p>	High
38/034/3	No	<p>This section of path is gravel-surfaced and clearly demarcated. It appears that this gravel surfacing and the fencing were provided during</p>	<p>38/034A/1</p>	Medium

PRoW number	WCP	Description	Connectivity	Value
		the ground investigation works to make the footpath clear and keep walkers away from machinery. There is a kissing gate where this path joins Cemlyn Road; this is in a poor state of repair and is not suitable for walkers with dogs or rucksacks. There are long-range views across Porth-y-pistyll as you head north along this path.	38/034/2 Cemlyn Road	
38/034A/1	Yes	This section of path forms part of the WCP. It is well defined and has a gravel surface. There are also views of the electricity substation and Existing Power Station. There is clear signage.	38/034/2 38/034/3 38/034A/2	High
38/034A/2	Yes	This section of path forms part of the WCP. It is well defined and has a gravel surface. There is clear signage.	20/031/1 38/034A/2 Existing Power Station access road	High
38/035/1	No	A grassed path across an open field. The footpath does not have any apparent end destination and it would seem that its historic purpose has been lost. There are views across Porth-y-pistyll from this footpath to the west and towards the Existing Power Station to the north, this PRoW is within the Anglesey Area of Outstanding National Beauty (AONB). The path is not readily identifiable on the ground. The footpath cannot run along its route recorded on the Definitive Map due to vegetation overgrowth and fencing at the corner of the field as it leaves the junction of 38/034/1 and 38/034/2. However, the fencing that restricts access stops after a few metres and people seeking to use this route would likely	38/035/2 38/035A/1 38/034/2 38/034/1	Medium

PRoW number	WCP	Description	Connectivity	Value
		divert around this obstruction without acknowledging that it was not the official alignment where it is then possible to re-join the route. The grass across the field is seasonally mown for hay and so at certain times of year it is longer than at others.		
38/035/2	No	A grassed path running close to the boundary of a field and then along the top of Porth-y-pistyll. While this footpath does not officially join the beach, it is considered likely that this was its original purpose. There are also views of the electricity substation and Existing Power Station. However, the PRoW is within the Anglesey AONB. There is no evidence of regular use.	38/035/1 38/035A/1	Medium
38/035A/1	No	A grassed path across an open field. The footpath does not have any apparent end destination and it would seem that its historic purpose has been lost. There are views across Porth-y-pistyll from this footpath to the west and towards the Existing Power Station to the north, this PRoW is within the Anglesey AONB. The path is not readily identifiable on the ground and no evidence of recent use by the public has been recorded. It appears that the footpath cannot run along its route recorded on the Definitive Map due to vegetation overgrowth. Despite this overgrowth, the footpath is accessible should the public choose to use it. The grass across the field is seasonally mown for hay and so at certain times of year it is longer than at others.	38/035/1 30/035/2	Medium
38/036/1	No	A grassed path across agricultural fields. The footpath is well signed from Cemlyn Road and can be identified on the ground. There are obstructions in the form of stiles on this footpath but it is readily accessible. There is anecdotal evidence that an alternative route from Cemlyn Road on to the footpath has been used in recent years but	38/036/2 38/037/1 Cemlyn Road	Medium

PRoW number	WCP	Description	Connectivity	Value
		<p>signage is clear and, since demolition of some farm buildings, the route is back on its official alignment. There are some farm animals in the fields at times, as it is part of a working farm.</p> <p>There are no particular views from this footpath but it is part of a rural landscape setting.</p>		
38/037/1	No	<p>This footpath leaves Cemlyn Road on to a surfaced track which continues as far as Tyddyn Gele. After this point, the track is a farm track up as far as Caerdegeg Isaf. At the time of survey, access beyond this point was not in place.</p> <p>There is no evidence of recent use by walkers because the track is widely used by vehicles.</p> <p>There is poor signage on this route and the footpath is not signposted off Cemlyn Road.</p>	<p>38/036/1</p> <p>30/036/2</p> <p>Cemlyn Road</p>	Medium
38/038/1	No	<p>This footpath runs along an access track to a residential property and has no other evident destination. It would appear that this route must have had some historic purpose that has now been lost.</p> <p>The track is used to access the property and therefore use or lack of use by walkers cannot be distinguished. However, due to the limited purpose of this footpath, it is considered unlikely that it is in regular use by the general public.</p>	20/050/1	Low

- 4.3.25 Beyond the Wylfa Newydd Development Area, but within the study area, there is a wide network of footpaths that form linkages between other paths and communities; these have all been assigned a medium value except where they form part of the WCP, in which case they have been assigned a high value, these routes are shown on figures D4-2 and D4-3 (Application Reference Number: 6.4.101).

Permissive footpaths

- 4.3.26 Within the Wylfa Newydd Development Area there are two sections of permissive path that form part of the WCP; these have been described within the WCP section above and have been assigned a high value. There are four additional permissive routes within the Wylfa Newydd Development Area, details of these are set out below.
- There is a link from the WCP within the woodland on Dame Sylvia Crowe's mound, up to a viewpoint where there is a seating area where people can gain views to Wylfa Head and seaward across the Irish Sea.
 - A route from the road to Fisherman's Car Park (close to where PRoW 20/038/1 joins the road) to the former Wylfa Information Centre.
 - A route from the WCP (PRoW 20/056/1) to Porth yr Ogof. This route heads down the cliff on metal steps; these steps were installed after the 2014 footpath condition survey but prior to the 2015 site visits.
 - A route from the WCP (PRoW 20/002/2) and Porth Wylfa; this route is a single track route down the cliff on to the beach.
- 4.3.27 On the basis that there is no legal right to use these permissive routes but access has not been restricted on a regular basis in recent years these routes have been assigned a low value.

PRoWs – bridleways

- 4.3.28 Anglesey is served by five horse-riding centres but none are located within the study area. There are no bridleways within the study area.

Onshore recreation

- 4.3.29 In addition to PRoWs, there are a range of other recreational resources relevant to the onshore recreation assessment. Figure D4-2 (Application Reference Number: 6.4.101) shows the location of the key features that are relevant to the assessment of potential effects on onshore recreation. The value assigned to each onshore recreation feature is based on the methodology set out in chapter B4 (Application Reference Number: 6.2.4).

Cycling – National Cycle Network (NCN)

- 4.3.30 The Copper Trail is part of the NCN (Route 566) and, as such, is of national importance. The NCN on Anglesey is primarily routed along rural lanes, though there is a short off-road route along the Lôn Las Cefni, running south from Llangefni towards the coast.

- 4.3.31 This route is a recreational resource for local people and tourists and is widely advertised, with leaflets describing the route published by Sustrans. Figure D4-2 (Application Reference Number: 6.4.101) shows the cycle route sections in the study area, which includes a link between Cemlyn Bay and Llanfechell, via Tregele using Cemlyn Road.
- 4.3.32 This route is considered to be of medium value to recreation as it is an on-road part of the NCN.

Wylfa Head

- 4.3.33 Wylfa Head is a rocky area of headland which forms the northern extent of the Wylfa Newydd Development Area. This area is rural in nature and provides views of the Irish Sea and across the headland towards Llanbadrig Point. While the area is highly attractive and has elements of tranquillity, it is influenced by the presence of the Existing Power Station, which is located to the south.
- 4.3.34 A footpath user survey was undertaken in 2014 which has provided information regarding the use of this area of headland. The survey results indicate that this area is widely used by local residents and tourists for a range of purposes. These include walking, fishing, watching wildlife and dog walking.
- 4.3.35 The 2014 user surveys (reported in appendix D4-1, Application Reference Number: 6.4.19) identified that Wylfa Head was used by people from the local villages and across Anglesey as well as tourist visitors from further afield. The main reasons for visiting Wylfa Head were dog walking and fishing, though many people were on the paths for their intrinsic value and the coastal views that they provide. Other reasons included bird-watching, mushroom/blackberry picking, access to the outdoors, including for lunch, and to access the beaches.
- 4.3.36 Wylfa Head has been assigned a medium value as, despite its rural nature and attractiveness, it is influenced by the Existing Power Station.

The Anglesey AONB

- 4.3.37 The Anglesey AONB is predominantly a coastal designation which covers most of Anglesey's 201km coastline and also encompasses Holyhead Mountain and Mynydd Bodafon [RD2]. There is a section of the AONB within the Wylfa Newydd Development Area which is accessed from PRowS 38/034/1, 38/034/2, 38/035/1, 38/035/2 and 38/035A/1. While AONBs are primarily a landscape feature (and this is considered further in chapter D10 (landscape and visual) of this Environmental Statement (Application Reference Number: 6.4.10) the value of this AONB for recreational purposes is considered to be high on the basis that it is accessible to the public via PRowS.

National Trust land

- 4.3.38 There is National Trust land to the east and west of the Wylfa Newydd Development Area, providing access to the coastline and including a permissive section of the WCP between Cemlyn Bay and Cestyll Garden. A small section of this land near Cemlyn Bay is also open access land. Further afield, to the west of Cemlyn Bay and at Llanbadrig Point, are two additional areas of National Trust land. This land is a resource used for recreational purposes and has been assigned a high value.

Cestyll Garden

- 4.3.39 Cestyll Garden is a Registered Park and Garden and Felin Cafnan, the mill in the grounds, is a Grade II Listed Building (see chapter D11 (cultural heritage) (Application Reference Number: 6.4.11) for further information). The mill is owned by the National Trust and is not open to the public. The garden is owned by the Nuclear Decommissioning Authority and in recent years has been open to the public for two days a year as a visitor attraction. Cestyll Gardens is located in Porth y Felin and the WCP runs along its seaward boundary. While the garden is a recreational feature, there is limited access and it has therefore been valued as negligible for the purposes of the assessment of public access and recreation. Horizon is aware that some members of the public may also have private access rights to the gardens where they have scattered ashes. As these are private rights they have not been considered further in this assessment of public access and recreation.

GeoMôn Geopark

- 4.3.40 The Isle of Anglesey was designated a European Geopark (the GeoMôn Geopark) [RD3], as a result of its outstanding geodiversity and geological heritage, in 2009. Furthermore, in November 2015, the GeoMôn Geopark was designated a UNESCO Global Geopark at UNESCO's 38th General Conference [RD3]. The involvement of local communities and economic growth through geotourism are key aims of the designation. Public access to key geological features is therefore important for the Geopark. Further information regarding the designation can be found in chapter D7 (soils and geology) (Application Reference Number: 6.4.7) of this Environmental Statement. The key features within the study area are four Regionally Important Geodiversity Sites (RIGS) present along the coastline in Porth Wnal and Cemaes Bay. On the basis of the importance of the geology in the area, the GeoMôn Geopark is considered to be a high value receptor.

Beaches

- 4.3.41 There are several beaches and coves within the Wylfa Newydd Development Area used by people accessing the shore for recreational purposes: key amongst these are Porth Wylfa and Porth yr Ogof. Beyond this area, but within the study area, are larger beaches at Cemlyn Bay and Cemaes along with numerous smaller coves.

- 4.3.42 Cemlyn Bay, located to the west of the Wylfa Newydd Development Area, includes a large expanse of beach, two coastal car parks and its proximity to the Cemlyn Bay North Wales Wildlife Trust Reserve all contribute to it being widely used by recreational users. Cemlyn Bay is a Green Coast Award beach and a Marine Conservation Society recommended beach [RD4], and has been assigned high value on this basis.
- 4.3.43 Cemaes Bay is located to the east of the Wylfa Newydd Development Area and contains a large sandy beach (referred to as Cemaes Beach) which is served by three coastal car parks. There is also a harbour and slipway which could attract additional recreational users. While popular with local people and tourists visiting Cemaes, Cemaes Beach does not hold a Green Coast Award, blue flag award or a seaside rural award. However, this is a popular beach within the village and used by locals and tourists. There is a dog ban on this beach in summer months [RD5] and it is listed in the Beach Guide [RD4] and on this basis it has been assigned a medium value.
- 4.3.44 Porth Padrig, which is located to the east of the study area at Llanbadrig Point, has been assigned a medium value as it is referenced in the Beach Guide [RD4].
- 4.3.45 Porth Wylfa and Porth yr Ogof are located to the north of the Wylfa Newydd Development Area; these coves are popular with local people. The use of these beaches was observed during the walkovers in July 2014 and July 2015. No formal counts of users were undertaken and therefore the following incidental observations have informed this assessment. In July 2014, six people were seen using Porth Wylfa during a half-hour period around midday. In July 2015, more than 30 people were seen using Porth yr Ogof over a half-hour period around 14:00. Both days were sunny, but the walkover in July 2015 was during the summer holiday period for many schools on Anglesey, and therefore they are not directly comparable. Further, access to Porth yr Ogof was restricted in 2014 due to erosion, whereas new access steps have now been installed. Both of these beaches are readily accessed from the WCP (though requiring a route down from the cliff along a permissive path). While these beaches are used by local people neither beach holds any award and they are not listed in the Beach Guide [RD4] and on this basis they are both assigned a low value.
- 4.3.46 Porth-y-pistyll lies within the Wylfa Newydd Development Area, this is a shingle beach and there is no direct access to the foreshore from PRowS, though PRowS 38/035/1 and 38/035/2 could be used to get close to the shore with people then walking across the grass to reach the beach. No people were observed on Porth-y-pistyll during the 2014 or 2015 site visits. This beach does not hold any awards and is not listed in the Beach Guide [RD4] and has been assigned a low value.
- 4.3.47 There are several other coves within the study area, including Porth y Felin, and Hen Borth. There is access along the cliffs to each of these coves and it is understood that they are all used for recreational purposes. Neither Porth y Felin or Hen Borth appear in the Beach Guide [RD4], on this basis they have been assigned a low value.

Cemaes Recreation Ground

- 4.3.48 Within Cemaes, there is a large play area known as Cemaes Recreation Ground which has the benefit of a wide range of playground equipment, including a zip wire and multi-sport pitches. Cemaes Recreation Ground is regularly used by the local population but is unlikely to be used more widely by tourists (except those who are staying in Cemaes). There is a large car park within Cemaes, which is located adjacent to Cemaes Recreation Ground. Due to its usage, Cemaes Recreation Ground has been assigned a medium value.

Public open space within Cemaes

- 4.3.49 There is a large area of public open space within Cemaes that runs along the Afon Wygyr and consists of an area of wooded valley with numerous footpaths routed through it. There are numerous access points to this open space and it is widely used by the public for leisure walking, walking dogs and general recreation. Due to its usage, this area has been assigned a medium value.

Car parking

- 4.3.50 Car parking is an important factor when considering access to the countryside. This includes access for local residents as well as visitors from further afield. Car parks have not been assigned a value for the purposes of this assessment but they form an important part of the baseline when considering the potential effects of the Wylfa Newydd Project on recreational receptors.
- 4.3.51 Within the Wylfa Newydd Development Area, there have been two car parks facilitating public access in recent years: a car park at the Wylfa Information Centre and Fisherman's Car Park. However, the Wylfa Information Centre closed at the end of 2015, and the associated car park is no longer available to the public. The primary use of the Wylfa Information Centre car park was by visitors to the centre itself, therefore the increase in visitor numbers to Fisherman's Car Park is likely to have been minimal. No further surveys of the Fisherman's Car Park are therefore considered necessary.
- 4.3.52 Fisherman's Car Park is the closest car park to Wylfa Head, Porth yr Ogof and Porth Wylfa and provides access to the WCP and the wider PRoW network. There are two picnic tables and information boards within the car park. The user surveys recorded 29 cars parked in the car park on both 23rd and 24th August 2014; usage was lower in November with 6 and 11 cars on 8th and 9th November 2014 respectively.
- 4.3.53 The survey results indicate that the majority of people accessing the footpaths from Fisherman's Car Park visit for less than one hour, and it is used by people going to Wylfa Head for a short walk in preference to walking along the coastline from Cemaes.
- 4.3.54 Within the study area, there are a further six car parks: two at Cemlyn Bay and four in the village of Cemaes. Parking is limited and it is not uncommon

for some or all of these car parks to be full. Three of the car parking areas in Cemaes and one car park at Cemlyn Bay afford sea views as they are located on the seafront.

Offshore recreation

- 4.3.55 The value assigned to each offshore recreation feature is based on the methodology set out in chapter B4 (Application Reference Number: 6.2.4).

Sailing

- 4.3.56 Anglesey offers a wide range of sailing activities. There are mooring points for boats within Cemaes Bay. Larger sailing boats have permanent moorings/berths at various towns around the Anglesey coast with many sailors using the waters off Wylfa Head. The mooring points at Cemaes Bay have a medium value for recreational sailors, who may use these facilities as part of a recreational journey.
- 4.3.57 The coastline of Anglesey is an attractive backdrop for coastal sailing trips. While the waters around Wylfa Head may be used by recreational sailors there are no particular features of interest that would specifically attract people to that area of the Anglesey coast. The waters around Wylfa Head have been assigned a low value for recreational sailing.

Wildlife watching

- 4.3.58 Wildlife watching by boat is an increasingly popular pastime along the Anglesey coastline. Whilst there is a gull colony on Wylfa Head it is not considered to be of such importance as to be a main draw for water-based wildlife watching. The tern colony at Cemlyn Bay has the potential to attract visitors, though these are unlikely to be water-based. There are no promoted marine wildlife watching tours that make particular reference to waters within the study area, and on this basis they have been assigned a low value for this recreational purpose.

Sea fishing

- 4.3.59 Sea fishing is a popular pastime locally, and pleasure trips are known to operate out of Cemaes and Amlwch using waters within the study area [RD6]. There are no features within the study area that make it of particular importance for sea fishing from vessels, or any more attractive than other areas of the local coastline. Therefore, the coastal waters are considered to be of low value for this offshore recreational activity.

Kayaking, jet skiing, small craft and rowing

- 4.3.60 Both Cemlyn and Cemaes Bays offer slipways from which small boats can be launched. Powered watercraft such as jet skis can also be launched from slipways at Cemaes Bay harbour. Further access to the sea can be achieved from various coves along the coastline and kayakers have been observed launching from Porth Wylfa and Cemlyn Bay during recent site visits.

- 4.3.61 Windsurfing and sea kayaking are known to take place along much of the Anglesey coastline and this includes the waters within the study area.
- 4.3.62 The Trireme Ynys Môn Rowing Club is based in Amlwch and uses the coastal waters along the north coast of Anglesey for training and racing [RD7]. One of their rowing training routes heads west to Cemaes Bay, which is within the eastern extent of the offshore recreation study area.
- 4.3.63 On the basis that the waters in the study area have facilities for small boats, kayaking and jet skiing, and are known to be used by the Trireme Ynys Môn Rowing Club, they are considered to be of medium value to offshore recreational water sports.
- 4.3.64 The Round Anglesey Race is a sailing race that takes place each year on one day as part of the Menai Strait Regatta [RD8]. The race involves a timed non-stop circumnavigation of Anglesey, travelling in a clockwise direction and starting and ending in Menai Bridge. The race is undertaken in sailing dinghies, the route through the study area on the day of the race is considered to be of medium value given the importance of the event in Anglesey's sailing calendar.

Swimming

- 4.3.65 Porth Wylfa and Porth yr Ogof are popular coves for swimming, as are Cemaes Bay and Cemlyn Bay. Swimming has also been observed at other locations around Wylfa Head but this is not encouraged. Whilst these sites may be popular among swimmers, there are no lifeguard services and there are alternative locations for swimming. Therefore, the waters in the study area have been valued as low for swimming. Much of the value associated with swimming relates to the value of the beach and there is a crossover between swimming and the assessment of potential effects on beaches.

Diving

- 4.3.66 Diving is a popular pastime and there are numerous wreck sites around the Anglesey coastline as well as a range of marine habitats. There are no identified official dive spots in the study area. The presence of the Existing Power Station and its associated Cooling Water intake infrastructure has meant that diving was not encouraged. Therefore, the waters in the area are considered to be of negligible value for diving.

Evolution of the baseline

- 4.3.67 No changes to the baseline environment as described above are predicted in the absence of the Wylfa Newydd Project.

4.4 Design basis and activities

- 4.4.1 This section sets out the design basis for this assessment of effects. It sets out where any assumptions have been made to enable the assessment to be carried out at this stage in the evolution of the design. This section also identifies the embedded and good practice mitigation that will be adopted to

reduce adverse effects as inherent design features or by implementation of standard industry good working practice.

- 4.4.2 As described in chapter D1 (proposed development) (Application Reference Number: 6.4.1), the application for development consent is based on a parameter approach. The principal public access and recreation effects are related to the development footprint within the Wylfa Newydd Development Area, and are therefore not affected by the flexibility afforded by the parameters. However, consideration has also been given to the outputs of the air quality, noise and vibration, and landscape and visual assessments in relation to the potential implications of the parameters on public access and recreation. Each of those topic chapters has assessed parameter conditions that are representative of a worst case from the range of parameter variables presented in chapter D1 (Application Reference Number: 6.4.1). A worst case scenario has therefore been assessed from a public access and recreation perspective. within the parameters described.

Construction

Basis of assessment and assumptions

- 4.4.3 The assessment of effects on public access and recreation assumes that no Site Preparation and Clearance Works have commenced on the Wylfa Newydd Development Area pursuant to a planning application under the Town and Country Planning Act 1990 for Site Preparation and Clearance Works.

Embedded mitigation

- 4.4.4 Embedded mitigation measures relevant to the assessment of public access and recreation effects during construction are described below and shown on the illustrative reference point drawings in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16) and/or the Rights of Way Plans (Application Reference Number: 2.4) of the Main Power Station Site sub-Code of Construction Practice (sub-CoCP) (Application Reference Number: 8.7).
- A diversion of the WCP would be provided around the construction fence between Cemlyn Bay (junction of Nanner Road and the access road to Cemlyn Bay car park) and Cemaes with access to Cemaes being routed along PRow 20/007/2. This route would be unsurfaced and wooden bridges suitable for use by walkers would be provided where the diverted route crosses a watercourse.
 - PRow 20/004/2 from Cemaes to Tre-r Gof Isaf would be stopped up during construction with a temporary diversion implemented around the perimeter of the work site as soon as practicable. The temporary diversion would be removed on completion of the new final PRowS.
 - Access to Wylfa Head would be retained throughout construction by retaining PRowS 20/056/1, 20/056/2, 20/002/2, 20/002/5, 20/002/3 and

20/002/4 along the north coast between Cemaes and Wylfa Head as a linear route, though a localised diversion of PRoW 20/056/1 and 20/002/2 may be required. The route of the permissive section of the WCP around Wylfa Head would be diverted as required based on the boundary of Site Campus.

- Access to Porth Wylfa and Porth yr Ogof from the WCP would be retained throughout construction.
- Phased implementation of landscape mounding to include early creation of the outer slopes of the linear landscaped mound adjacent to Tregele and landscape mounding on the edge of Cemaes in line with the landscape and habitat management principles in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16).

Good practice mitigation

4.4.5 The assessment of public access and recreation effects has assumed that following good practice mitigation measures would be implemented.

- The effects of dust on general amenity would be reduced by the measures included within the air quality management strategy set out in section 7 of the Main Power Station Site sub-Code of Construction Practice (CoCP) (Application Reference Number: 8.7) and the Wylfa Newydd CoCP (Application Reference Number: 8.6).
- The effects of noise on general amenity would be reduced by the measures included within the noise and vibration management strategy set out in section 8 of the Main Power Station Site sub-CoCP (Application Reference Number: 8.7) and the Wylfa Newydd Code of Construction Practice (CoCP) (Application Reference Number: 8.6).
- As described in the Main Power Station Site sub-CoCP (Application Reference Number: 8.7) bilingual notices and information boards of the diversion route of the WCP would be installed to inform users of PRoW of the diversions and closures. These would be in addition to the legal notices erected by the IACC. The information boards will explain what is happening on site along with showing a map of the PRoW and WCP route and short interpretation about what is happening on site and what people can see from that location. The information boards would be updated three times during construction to reflect the changes to activities within the Wylfa Newydd Development Area. These boards would be at Porth y Felin, as the WCP leaves the temporary visitor viewing area and as the WCP diversion link connects to Cemaes.
- As described in the Main Power Station Site sub-CoCP (Application Reference Number: 8.7) signage informing users of the new route for the Copper Trail would be in place prior to the permanent closure of Cemlyn Road.

- As described in the Workforce Management Strategy (Application Reference Number: 8.5) employers will seek to control workforce access to existing public facilities, footpaths and open spaces in proximity to the Site Campus. This could include physically limiting access to these areas, or limiting the number of workers allowed within these areas at any one time.
- As described in the Workforce Management Strategy (Application Reference Number: 8.5) all personnel will be required to behave in accordance with the Code of Conduct at all times, regardless of whether they are on-site and off-site within the community. All personnel will receive a copy of the Code of Conduct and will be required to comply with it. Horizon will require construction workers, as part of their orientation, to sign a copy of the code of conduct (acknowledging they have read and understood it).
- As described in the Workforce Management Strategy (Application Reference Number: 8.5) all personnel must be aware of nearby sensitive ecological receptors (such as Wylfa Head, Tre'r Gof and Cemlyn SSSIs, Cemlyn Lagoon, and nature reserves) and their legal protection, and ensure no damage or interference of any kind is caused to these areas through, for example:
 - keeping to defined paths at all times;
 - refraining from littering;
 - refraining removing or damaging vegetation or habitats; and
 - impacting on any species within these areas (particularly nesting species).

Operation

Basis of assessment and assumptions

- 4.4.6 The assessment of the public access and recreation effects has been undertaken based on the illustrative reference point drawings in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16) and the Rights of Way Plans (Application Reference Number: 2.4).

Embedded mitigation

- 4.4.7 Embedded mitigation measures relevant to the assessment of public access and recreation effects during operation are described below and shown on the illustrative reference point drawings in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16) and/or the Rights of Way Plans (Application Reference Number: 2.4).
- A car public park would be provided at the same location as the current Fisherman's Car Park accessible from the public highway along its

existing route. The car park would be surfaced and suitable for wheelchair users. Within the car park there would be interpretation boards and picnic tables. Clear signage to the WCP and other PRow that lead away from the car park would be provided.

- New PRowS would be created on re-profiled land outside the Power Station Site, linking to the WCP, existing PRow network and Cemaes (these PRow routes are shown on the Rights of Way Plans (Application Reference Number: 2.4)).
- The WCP would be further diverted via a shorter route.
- A new nature trail would be created and encompass a route along various new footpaths. It would include information boards and interest points suitable for all ages, with digital and paper-based maps of the trail made available, information provided would be available in Welsh and English.
- A new wildlife watching shelter and information boards regarding wildlife that can be seen on or from Wylfa Head would be provided at the location of the former coastguard lookout on Wylfa Head.
- As described in the Wylfa Newydd Code of Operational Practice (Application Reference Number: 8.13) interpretation boards would be provided at Porth Wnal which would reference the GeoMôn Geopark and the specific geology of this area, these interpretation boards will set out the information in Welsh and English.
- A picnic area with bilingual interpretation boards would be provided above Porth yr Ogof; this area would be accessible by wheelchair from the new car park at a similar location to the existing Fisherman's Car Park.
- Access to the Dame Sylvia Crowe designed woodland would be provided to recreational walkers, including a route to the existing viewpoint.
- Additional interpretation boards at the proposed Visitor and Media Reception Centre, Port yr Felin, on Mound C and at the Penrhyn entrance to the Wylfa Newydd Development Area would be provided. These would provide information on a range of topics, including ecology, the copper trail, cultural heritage and geology. Specific content of these interpretation boards would be determined at a later date.

Good practice mitigation

- 4.4.8 No good practice mitigation has been identified as required for public access and recreation.

Decommissioning

Basis of assessment and assumptions

- 4.4.9 The assessment of public access and recreation effects during decommissioning has assumed that no changes to the landscaping of the area beyond the Power Station Site would be required.

Embedded mitigation

- 4.4.10 No embedded mitigation has been identified in respect of public access and recreation.

Good practice mitigation

- 4.4.11 The assessment of public access and recreation effects has assumed that following good practice mitigation measures would be implemented.
- The effects of dust on general amenity would be reduced by measures similar to those included within the air quality management strategy set out in the Main Power Station Site sub-CoCP (Application Reference Number: 8.7). Compliance with the Main Power Station Site sub-CoCP is a DCO requirement as set out in the Draft Development Consent Order (Application Reference Number: 3.1).
 - The effects of noise on general amenity would be reduced by measures similar to those included within the noise and vibration management strategy set out in the Main Power Station Site sub-CoCP (Application Reference Number: 8.7). Compliance with the Main Power Station Site sub-CoCP is a DCO requirement as set out in the Draft Development Consent Order (Application Reference Number: 3.1).

4.5 Assessment of effects

- 4.5.1 This section presents the findings of the assessment of effects associated with the construction, operation and decommissioning of the Power Station, other on-site development (as described in chapter A1 (introduction) (Application Reference Number: 6.1.1) of this Environmental Statement), Marine Works and the Site Campus within the Wylfa Newydd Development Area.

Construction

Public access

WCP

Erection of perimeter fencing

- 4.5.2 Sections of the WCP would be permanently closed on grant of a Nuclear Site Licence during construction in order to provide for the erection of the perimeter fencing, which would be in place throughout construction. This would affect users of PRowS 38/034/1, 38/034/2, 38/034A/1, 38/034A/2, 20/057/1 and the permissive route along the Existing Power Station access road and the Wylfa Nature Trail. The WCP between Cemaes and Wylfa

Head would be retained on its existing alignment along with PRow 20/056/2, 20/056/1, 20/002/2, 20/002/3, 20/002/4 and 20/002/5.

- 4.5.3 An alternative route between Cemlyn Bay and Cemaes around the boundary of the perimeter fencing linking to Cemaes along PRow 20/007/2 has been identified (see figure D4-5, Application Reference Number: 6.4.101). This would increase the distance of the route between Cemlyn Bay and Wylfa Head from approximately 3.4km to 8.1km (though the diversion would avoid the National Trust coastline between Cemlyn Bay and Porth y Felin, which would add a further 2.1km if this section of coast were to be walked as a circular loop, which would involve utilising PRow 18/001/1 and 18/001/2). The magnitude of change of this effect on access would be large as the additional journey length resulting from this diversion is substantially in excess of 1.5km. The WCP is a high value receptor, and the significance of the effect on access as a result of this diversion would be major adverse.
- 4.5.4 The perimeter fencing which would be in place throughout construction would be approximately 2m in height and would be a wire-mesh style. These fences would change the nature of the footpath as they would introduce a more urban view than that currently presented by stock fencing, walls or hedgerows and there would also be a loss of sea views, which are currently afforded along PRow 38/034/2, 38/034A/1 and 38/034A/2. The resulting reduction in attractiveness of the route would discourage use of the WCP between Cemlyn Bay and Wylfa Head for the duration of the construction period, representing a medium magnitude of change in the recreational amenity of the route. The significance of effect on amenity for walkers using the WCP would be major adverse.
- 4.5.5 The WCP between Cemaes and Wylfa Head would be retained on its existing alignment along PRow 20/056/2, 20/056/1, 20/002/2, 20/002/3, 20/002/4 and 20/002/5, and there would be no loss of access for users or of sea views along this section of the route. However, there would be a reduction in amenity as a result of the introduction of this boundary feature. As the attractiveness of this section of the WCP is strongly influenced by the sea views, it is considered that the introduction of views of the perimeter fencing inland would not discourage the use of this route. On this basis the magnitude of change in recreational would be small. The significance of the reduction in recreational amenity for users of these PRow sections of the WCP has been assessed as minor adverse.
- 4.5.6 There would be longer range views of the perimeter fencing from other sections of the WCP as they extend west towards Cemlyn Bay and east towards Llanbadrig Point. The views would be intermittent and the reduction in the recreational amenity of these routes would not be such that it would discourage use. The magnitude of change would be small and the resulting effect of the perimeter fencing on these sections of path would be minor adverse.

Site clearance

- 4.5.7 There would be a reduction in recreational amenity for walkers using the diverted WCP between Cemlyn Bay and Cemaes and along the link from Cemaes and Wylfa Head. This reduction in recreational amenity would be as a result of the noise and dust generated by the clearance work, and also the changes to the landscape that would result. However, the magnitude of change in recreational amenity would be small, and the significance of the effect would be a minor adverse.
- 4.5.8 Site clearance works would not be noticeable to the extent that a reduction in recreational amenity is incurred for walkers using the WCP west of the Wylfa Newydd Development Area towards Cemlyn Bay or between Wylfa Head and Cemaes. The magnitude of change and significance of effect for these sections of the WCP would be negligible.

Construction of the Site Campus

- 4.5.9 The construction of the Site Campus would reduce the amenity of the WCP between Porth Wylfa and Wylfa Head. The construction work would create noise and dust as well as introducing accommodation blocks and associated buildings and car parking. The accommodation blocks, when built to their full extent would result in the need to divert the WCP as it loops around Wylfa Head. This diversion would not increase or decrease the length of the route significantly and would be a negligible magnitude of change. The diversion would have a negligible effect on this section of permissive path.
- 4.5.10 The effect on the recreational amenity of the WCP would be greatest where the route heads west from Porth Wylfa towards Porth yr Ogof and on up towards Wylfa Head (PRoW 20/056/1 and 20/056/2) a minor diversion of PRoW 20/056/1 may be required to the west of Porth Wylfa. The reduction in amenity resulting from construction of the Site Campus would be ongoing for a period of over three years and would be sufficient to discourage walkers from using this section of the route. On this basis, the magnitude of effect on amenity would be medium, and the significance of the effect has been assessed as major adverse.

Earthworks (including topsoil strip and stockpiling)

- 4.5.11 The earthworks associated with the construction of the Power Station would have an effect on the recreational amenity of the WCP. These works would generate noise and dust and cause a visual intrusion, both in terms of the works being undertaken, but also in terms of the resultant change in landform. The site would be visible from the sections of the WCP routed west of Porth y Felin towards Cemlyn Bay and the diverted WCP routed along the perimeter fence of the works.
- 4.5.12 The earthworks would be phased and affect some sections of the WCP more than others as the work progresses.
- 4.5.13 The earthwork mound to the west of the site and the eastern part of the mound to the east of the site would be completed early within the construction programme, as would construction of a noise bund north of the

A5025 where it borders the Wylfa Newydd Development Area. This phase of the work would result in a reduction in recreational amenity for the WCP as a result of noise across Cemlyn Bay and the National Trust land at Cemlyn (PRoW 18/002/1 and permissive route) as well as the diverted route around the perimeter of the Wylfa Newydd Development Area between Cemlyn and Tregele. These works would be such that they could discourage the use of these routes. Due to the duration of the work, which is approximately two years, there would be a medium magnitude of change, resulting in a major adverse effect on these sections of the WCP. Other sections of the WCP within the study area would also be affected as a result of the noise, and where the work is visible, a reduction in the visual amenity of the area. However, as the work would be more remote from the path the magnitude of change would be small, with a resultant minor adverse effect on users.

- 4.5.14 Once complete, these mounds would buffer users of the WCP west of Cemlyn Bay from noise, dust and the visual effects of further earthworks undertaken in the eastern part of the site. With mounding complete, the magnitude of change would be small and significance of effect on amenity for users of the WCP near Cemlyn Bay would be minor adverse as they are further away from these features and the mounding would act as a noise buffer.
- 4.5.15 The mound to the west of Cemaes and the noise bund at Tregele, once completed, would help lessen the effect on recreational amenity associated with earthworks in the centre of the site for a substantial proportion of the diverted WCP. The magnitude of change in recreational amenity for the diverted WCP once these have been completed would be small due to the noise attenuating benefits of the bund and the fact that further work within the construction site would no longer be visible, and the significance of effect would be minor adverse.
- 4.5.16 The earthworks towards the centre and east of the site would also affect the amenity of the WCP along the retained linear section to Wylfa Head. While the earthworks are taking place the magnitude of change in recreational amenity for the linear route from Cemaes to Wylfa Head as well as the diverted WCP between Tregele and Cemaes, which would be routed along the foot of the earthwork mounds, would be medium as a result of noise, dust and a reduction in visual amenity. The significance of the effect would be moderate adverse.

Construction of the breakwaters, temporary causeway and Marine Off-Loading Facilities (MOLF)

- 4.5.17 As with the construction of the main plant, there would be a reduction in the amenity of some stretches of the WCP during construction of the breakwaters, temporary causeway and MOLF as a result of noise, dust and a reduction in visual amenity.
- 4.5.18 The sections of the route that would be most affected would be the routes along the National Trust headland to the west of Cemlyn Bay (Trwyn Cemlyn) and between Cemlyn Bay and Porth y Felin as it rounds the

headland, as a result of the construction noise as well as the visual impact of the physical works.

- 4.5.19 In areas where the work is not visible there would still be a reduction in the recreational amenity of the route as a result of the noise generated from the construction.
- 4.5.20 The reduction in recreational amenity associated with construction of the breakwaters, temporary causeway and the MOLF would reduce the attractiveness and tranquillity of the WCP near Cemlyn Bay to the extent that it would be likely to discourage people from using the route, representing a medium magnitude of change. The significance of the effect of construction of the breakwaters, temporary causeway and MOLF would be major adverse effect.
- 4.5.21 The construction of the breakwaters, temporary causeway and the MOLF would not be visible from the WCP as it is routed around the boundary of the Wylfa Newydd Development Area, and as the distance away from the coast increases the potential effect of the noise associated with these construction activities is reduced. In the context of the construction work being undertaken at the Power Station Site the effect of these operations would be of a small magnitude and the potential effect on the WCP between Porth y Felin or Cemlyn to the A5025 near Groes-fechan would be minor adverse. As the WCP heads on towards Cemaes and Llanbadrig point the magnitude of change is further reduced to negligible with a potential effect of negligible.
- 4.5.22 Once constructed, the breakwater would continue to have an adverse effect as a result of the loss of sea views from sections of the WCP looking across the Irish Sea, this would result in a medium magnitude of change but the effect would reduce to moderate adverse effect and would continue through the remainder of the construction phase and the operational phase of the Power Station.

Main plant construction (Units 1 and 2), including operation of the MOLF and Site Campus

- 4.5.23 The construction of the main plant, including the operation of the MOLF, would have an adverse effect on sections of the WCP within the study area. This would result from a reduction in the amenity of the route due to the noise and dust generated along with the visual intrusion from the physical works. There would also be visual intrusion from further afield as a result of the number and size of cranes that would be required.
- 4.5.24 The stretches of the WCP that would experience the greatest effect from the main plant construction would be where the path heads around the National Trust headland between Cemlyn and Porth y Felin (from Cerrig Brith), as this is the closest point to the construction and users would also experience the physical intrusion associated with the breakwaters, temporary causeway and MOLF. This section of WCP would be a circular loop from Cemlyn Bay that would utilise 18/001/2 and 18/001/2 and Cemlyn Road, the magnitude of change on this short section of WCP (approximately 700m) would be large and there would be a major adverse effect on the route. While it is likely to

discourage existing users of the WCP, it is acknowledged that some people may choose to walk this route in order to watch the construction operations; the recreational amenity of these users has not been assessed.

- 4.5.25 Users of the existing WCP from the west of Cemlyn (Trwyn Cemlyn) would be able to see the operation of the MOLF as well as the increase in shipping movements and would experience the associated noise; this would reduce the recreational amenity of this section of the route. As the path heads east across Cemlyn Bay and wraps around the headland towards Porth y Felin, the most significant effect would be from noise. Noise would also be the most significant effect on the diverted route from Cemlyn Bay to Groesfechan and along the A5025 towards Cemaes (once the landscape mounds shown in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16) have been created). On the basis that the increase in length of the WCP has been assessed under the construction of the perimeter fencing, the potential effect on this section of WCP is considered to be moderate adverse as there would be a medium magnitude of change.
- 4.5.26 The linear section of the WCP between Cemaes and Wylfa Head would also experience an adverse effect. The physical construction work would be further away than from some sections of the path and the operation of the MOLF, breakwaters and temporary causeway would not be visible. However, drainage associated with the mitigation of potential effects on Tre'r Gof may require a minor diversion of PRoW 20/002/1 (section that is not closed) and 20/002/2 near Porth Wylfa. The visual effect of the physical construction of the Power Station would also be reduced as a result of the landscape mounds.
- 4.5.27 Despite this, users of this path would still experience increased noise and dust and the cranes would be visible. However, the most significant effect would be the operation of the Site Campus which would also have an adverse effect on the recreational amenity of the WCP as it heads along the coast towards Wylfa Head. The construction and operational phases of the Site Campus would overlap, with the earliest units anticipated as being operational from late year 1 and the final units not anticipated to be under construction until early year 5 respectively following grant of development consent. Effects would result from the presence of these physical structures in the landscape and the noise and disruption caused by the residential use of this facility. The reduction in amenity would be sufficient to discourage walkers from using the WCP between Porth Wylfa and Porth yr Ogof, and therefore the magnitude of effect is considered to be large and the significance of effect would be major adverse.
- 4.5.28 The WCP between Cemaes and east to Llanbadrig Point would also experience a reduction in recreational amenity as a result of the construction of the Power Station. Close to Cemaes the greatest effect would be from noise; as the path heads further east the effect of the noise would reduce. As the path rises around the coast onto the cliffs towards Trwyn y Parc the greatest effect would be on landscape. These sections of the WCP are likely

to experience a small magnitude of change and the construction of the Power Station would have a minor adverse effect.

- 4.5.29 Further afield, as the WCP heads east towards Porth Padrig and Llanbadrig Point and west from Trwyn Cemlyn towards Hen Borth the magnitude of change would be small to negligible and the effect of construction is considered to be negligible.
- 4.5.30 The construction workforce who would be living at the Site Campus are likely to want to access local PRow for recreational purposes. These PRow would include the WCP, with the greatest numbers anticipated to use the route closest to the Wylfa Newydd Development Area. Horizon would seek to control workforce access to existing footpaths in proximity to the Site Campus and therefore the potential increase in use would have a negligible magnitude of change and minor adverse effect on existing recreational users.

Demolition of the Site Campus

- 4.5.31 The Site Campus would be demolished as part of the construction phase of the Wylfa Newydd Project. This would cause loss or reduction in amenity for users of the WCP due to increased noise levels and visual intrusion which would be similar in nature to those experienced during its construction. In the context of the construction of the Power Station the magnitude of effect on amenity would be small, though still likely to reduce the amenity of recreational users due to the proximity of the work to the WCP. The significance of the effect would be minor adverse. However, once demolition is complete the land occupied by the Site Campus would be landscaped, the effect of this landscaping is considered as part of the assessment of the operational Power Station.

Removal of temporary causeway

- 4.5.32 Removal of the temporary causeway during construction would cause a temporary loss of recreational amenity for the WCP. This would be due to increased noise levels associated with the works. This would be a localised effect and largely limited to the WCP around the National Trust headland at Cemlyn. Seen in the context of the overall construction of the Power Station this additional work would be of a medium magnitude and have a minor adverse effect on the WCP for approximately 700m. Further afield the additional noise associated with this demolition would have a small magnitude of change and there would be a minor adverse effect on the WCP towards Cemlyn. Other sections of the WCP within the study area would experience a negligible magnitude of change, and a negligible adverse effect.

PRowS and permissive paths

Erection of perimeter fencing

- 4.5.33 The erection of the perimeter fencing would result in the permanent closure of 32 PRowS (as shown in figure D4-4, Application Reference Number:

6.4.101). These are listed in table D4-2 and are in addition to the PRow sections that form part of the WCP that would also be closed. In addition, the permissive routes along the Wylfa Nature Trail and those linking the road to Fisherman's Car Park and the former Wylfa Information Centre would also be closed. These closures equate to approximately 9.7km of footpaths. This would have a major adverse effect on walkers who currently use these routes.

Table D4-2 PRowS permanently closed during construction

PRowS			
38/034/1	38/035/1	38/035/2	38/035A/1
38/034/2	38/034/3	38/034A/1	38/034A/2
20/031/1	20/029/1	20/029/2	20/030/1
20/030/2	38/038/1	20/050/1	38/036/1
38/037/1	20/057/2	20/057/1	20/002/1
20/038/1	20/038/2	20/039A/1	20/039/1
20/039/2	20/003/2	20/003/3	20/005/2
20/006/1	20/004/4	20/004/5	20/004/2

- 4.5.34 PRowS outside the Wylfa Newydd Development Area, but in close proximity to it, may also experience a negligible reduction of recreational amenity on the basis of the introduction of this industrial type feature into the rural landscape. However, the effect on these paths is considered negligible.

Site clearance

- 4.5.35 While people walking on PRow close to the Wylfa Newydd Development Area would see the perimeter fencing and the site clearance works, the magnitude of change on their recreational amenity would be negligible. On this basis the effect of these works would also be negligible.

Earthworks (including top soil stripping and stockpiling)

- 4.5.36 There would be no effect on any of the PRow within the Wylfa Newydd Development Area as they would, by this stage, have been closed. The earthworks associated with the construction of the Power Station, which are shown on the illustrative reference point drawings in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16) would have the greatest effect on users of PRowS 18/001/1, 18/001/2 near Porth y Felin, 18/011/1, 18/010/1, 38/013A/1, 38/036/2, 38/013/5, 38/013/4, 38/013/3, 38/013A/2 and 20/028/1 to the south of the site and 20/010/1, 20/040/1, 20/004/1, 20/007/2, and 20/007/1 towards Cemaes as these are nearest to the site. The effect would be as a result of the noise and dust generated by the earthworks as well as the effect on visual amenity. The medium-term reduction in recreational amenity for users of these PRowS would be sufficient to affect people's enjoyment of the route, representing a medium magnitude of change. The significance of the effect on amenity for

these routes would be minor to moderate adverse depending on the sensitivity of the PRow in question as explained in the description of baseline above and as a result of the distance between the PRow and each phase of the earthworks.

- 4.5.37 There would also be an adverse effect on amenity for users of PRows within the wider study area as a result of noise or visual intrusion due to the earthworks. The effect would have medium magnitude of change in amenity for those PRow within the wider study area that are closest to the Wylfa Newydd Development Area, but with distance the magnitude of change would become small. The significance of effect on users of PRows within the wider study area would be minor adverse. The significance of effect on users of PRows greater than 1km from the site would be negligible.

Main plant construction (Units 1 and 2)

- 4.5.38 The main plant construction has the greatest effect on users of PRows 18/001/1, 18/001/2 near Porth y Felin, 18/011/1, 18/010/1, 38/013A/1, 38/036/2, 38/013/5, 38/013/4, 38/013/3, 38/013A/2 and 20/028/1 to the south of the site and 20/010/1, 20/040/1, 20/004/1, 20/007/2, and 20/007/1 towards Cemaes as these are nearest to the site. The effect would be as a result of the noise and dust generated as well as the reduction in visual amenity from certain locations. This medium-term reduction in recreational amenity for users of these PRows would be sufficient to affect people's enjoyment of the route, representing a medium magnitude of change. The significance of the effect on amenity for these routes would be minor to moderate adverse depending on the sensitivity of the PRow in question, as explained in the description of baseline above and as a result of the distance between the PRow and the various construction activities.
- 4.5.39 Further afield, as the noise impact is reduced through distance and the visual amenity is reduced as a result of the landscape mounding that is shown on the illustrative reference point drawings in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16) the magnitude of change reduces to small, with the potential for a minor adverse effect within the study area. Beyond the study area, any potential effects are likely to be negligible given the distance from the construction operations.
- 4.5.40 As described in paragraph 4.5.30 the construction workforce who would be living at the Site Campus are likely to want to access local PRow for recreational purposes, particularly those in close proximity to the Site Campus. Horizon would seek to control workforce access to existing footpaths in proximity to the Site Campus, and therefore this potential increase in use would have a negligible magnitude of change and minor adverse effect on existing recreational users.

National Trust Open Access Land

- 4.5.41 There is an area of Open access land within the National Trust headland to the south of the Wylfa Newydd Development Area, accessed from the WCP from the east and west. While as open access land it is considered within the public access section of this assessment, it should be considered

alongside the other National Trust land at Cemlyn and on this basis the assessment for this area is set out below in the assessment for onshore recreation.

Onshore recreation

Copper Trail

Perimeter fencing

- 4.5.42 The erection of the perimeter fencing would result in the permanent closure of Cemlyn Road (as shown on figure D4-4, Application Reference Number: 6.4.101). The Copper Trail (NCN Route 566) currently uses Cemlyn Road as its route between Cemlyn Bay and Llanfechell (via Tregelle). Once the perimeter fencing has been erected the Copper Trail cycle route would need to be diverted onto Nanner Road. There would be additional traffic on Nanner Road, which is narrower than Cemlyn Road. Additionally, cyclists would need to use the A5025 to link between minor roads to Llanfechell.
- 4.5.43 Horizon has completed improvements to Nanner Road in anticipation of the closure of Cemlyn Road as part of the Wylfa Newydd Project. Highway improvements involved the provision of new passing places for vehicles and the resurfacing of the entire route. Nanner Road is in many ways more attractive as a cycle route than Cemlyn Road, as it is a narrow rural lane with mature hedges and other vegetation with occasional longer range views across the surrounding countryside. However, the level of traffic using this narrower route would have a resultant reduction in the recreational amenity of the Copper Trail. From the junction of the A5025 and Nanner Road the route of the Copper Trail would then follow the A5025 for a short distance before heading east to Llanfechell on a local road. The diverted route would avoid Tregelle and the overall length of this section of the cycle route remains broadly the same. The effect on the recreational amenity of this route would be negligible.
- 4.5.44 In addition to the improvements to Nanner Road, as part of the A5025 On-line Highway Improvements, Horizon would provide a segregated cycle path along the A5025 for the section that is required in order to complete the link between Nanner Road and Llanfechell. The overall effect on the recreational amenity of the diversion would be a small change, and would result in a minor adverse effect for recreational cyclists using the Copper Trail. While there would be a segregated cyclepath the section of the Copper Trail diversion would still run alongside the A5025 rather than following minor roads.
- 4.5.45 A proportion of construction workers based in the Site Campus would likely bring bicycles with them during their tenure, however there is no direct access to the Copper Trail from the Site Campus and the Copper Trail is an on road route within the vicinity of the Wylfa Newydd Development Area. For these reasons, the magnitude of change in amenity associated with increased numbers of cyclists on this on-road route would be negligible, and the significance of effect would also be negligible.

Site clearance, earthworks and main plant construction

- 4.5.46 There would be an adverse effect on the recreational amenity of users of the Copper Trail throughout construction as a result of the noise and dust generated from construction activities occurring on site. From certain locations along the diverted route there would also be views across the site, which would reduce the recreational amenity further. Whilst the reduction in amenity would be noticeable for users of the Copper Trail it would not directly affect the use of the route, and therefore the magnitude of change is considered to be small. The significance of the effect on recreational amenity for users of the Copper Trail would be minor adverse.

Wylfa Head

- 4.5.47 Access to Wylfa Head would be maintained throughout construction as this has been identified as an important recreational resource for local residents and visitors to the area. However, it is acknowledged that there would be a reduction in the recreational amenity of Wylfa Head as described below.

Perimeter fencing

- 4.5.48 The erection of the perimeter fencing would result in the closure of the Fisherman's Car Park, as it is located within the construction boundary and the public would no longer be able to access it. Fisherman's Car Park is widely used by the public as the main access point for recreational activities on Wylfa Head. The footpath user survey that was undertaken in 2014 (See appendix D4-1, Application Reference Number: 6.4.19) showed that the majority of recreational visitors parked for less than an hour, many for less than half an hour. This is typical of a local dog walk or walk in the countryside for many people. While the route from Cemaes to Wylfa Head would be retained, the closure of the Fisherman's Car Park is likely to have a large magnitude of change for local and tourist users and would result in a moderate adverse effect on the recreational amenity of Wylfa Head.
- 4.5.49 The perimeter fencing would be visible from many areas of Wylfa Head and would introduce a new urban feature into the landscape. The Existing Power Station can be seen from Wylfa Head and any effect is considered against this baseline. Wylfa Head is attractive with views across the Irish Sea and along the north Anglesey coastline towards Llanbadrig Point. The primary focus of visitors is not the views towards the Existing Power Station. The introduction of views of the perimeter fencing would not reduce the recreational amenity of Wylfa Head to the extent that it would discourage use as the coastal views would be unaffected. The magnitude of change in recreational amenity would be small. The significance of the effect on the recreational amenity of Wylfa Head where views across the Power Station Site boundary exist would be minor adverse.

Site clearance

- 4.5.50 The site clearance works would affect the recreational amenity of Wylfa Head as a result of the noise that would be generated and the change in landscape that would be seen from the area. The reduction in recreational

amenity resulting from noise generated by the site clearance would be temporary, and the resulting change in landscape would be unlikely to be noticeable for recreational users of Wylfa Head. The magnitude of change in recreational amenity, and the significance of effect resulting from the site clearance works would be negligible.

Earthworks (including topsoil stripping and stockpiling)

- 4.5.51 The earthworks to the east of the site would affect the recreational amenity of Wylfa Head as a result of the noise that would be generated and the permanent change in landscape that would be seen from the area. The reduction in recreational amenity as a result of the earthworks would be sufficient to discourage members of the public from using the area for recreational purposes, and the resulting change in landscape would be permanent. For these reasons the magnitude of change in the recreational amenity of Wylfa Head would be medium, and the significance of effect would be moderate adverse.
- 4.5.52 There would also be a loss of recreational amenity for people using Wylfa Head for recreational purposes, resulting in a moderate adverse effect as described in paragraph 4.5.16.

Main plant construction (Units 1 and 2), including operation of the Site Campus

- 4.5.53 The construction of the main plant would have an adverse effect on people using Wylfa Head, as a result of noise and dust and cranes being visible. However, the most significant effect would be the operation of the Site Campus as it extends onto Wylfa Head near Porth yr Ogof. The construction and operational phases of the Site Campus would overlap. This would be as a result of the presence of this physical structure in the landscape and the noise and disruption caused by the residential use of this facility, which would affect the previous tranquillity of the area. Considered together there would be a medium magnitude of change with a resultant moderate adverse effect on these recreational users.
- 4.5.54 The construction workforce who would be living at the Site Campus are likely to want to access Wylfa Head for recreational purposes. There would not be any direct access from the Site Campus to Wylfa Head and this would reduce the number of construction workers who would be using Wylfa Head for recreational purposes as they would have to walk a significant distance via Cemaes and the WCP along the headland in order to access this area. Furthermore, Horizon would seek to control workforce access to areas of open space within proximity to the Site Campus and, as part of the Code of Conduct, would require workers to ensure no damage or interference to such areas occurs as result of their usage. This potential increase in use represents a small magnitude of change, and would have a minor adverse effect on existing recreational users due to the increase in usage of a currently quiet section of coastline.

The Anglesey AONB

- 4.5.55 Access to the area of AONB from PRoWs 38/034/1, 38/034/2, 38/035/1, 38/035/2 and 38/035A/1 would be severed during construction as all PRoWs within the Wylfa Newydd Development Area would be lost when the perimeter fence is installed (see paragraph 4.5.33). This loss of access would be permanent, representing a large magnitude of change and result in a major adverse effect for the recreational use of this section of coastline. The wider effects on this landscape receptor are set out in chapter D10 (Application Reference Number: 6.4.10). However, when considered in the context of the size of the AONB around Anglesey's coast, and the public access that is afforded to it at other locations the overall effect on the Anglesey AONB is considered to be negligible.

National Trust land

- 4.5.56 The earthworks, construction of the breakwaters, temporary causeway and MOLF and the construction of the Power Station would have a significant effect on the recreational amenity of the National Trust land at Cemlyn. These works would generate noise and dust and cause a visual intrusion, both in terms of the works being undertaken, but also in terms of the resultant change in landform. The site would be visible from the sections of the WCP routed west of Porth y Felin towards Cemlyn Bay and the diverted WCP routed along the perimeter fence of the works. However, the effects would principally be experienced by users of the WCP and it is not considered necessary to assess the potential effects on this area further.
- 4.5.57 There would also be an effect on users of National Trust land at Llanbadrig; again, the potential effects would be primarily noise and visual as a result of the site clearance, earthworks and main plant construction as experienced from the WCP. It is not considered necessary to assess the potential effects on the National Trust land separately.

Cestyll Gardens

- 4.5.58 Access to these gardens is granted by the Nuclear Decommissioning Authority and Horizon has no control over any future commitments to retain the current two-day per year opening arrangement. However, the assessment below is based on an assumption that Cestyll Gardens are opened to the public at the same frequency as at present.
- 4.5.59 Visitors accessing the Gardens do so from the east, having walked along the WCP (PRoW 38/034/1); this access point is outside the perimeter fencing and so access to the gardens could be maintained. On this basis there would be no effect on access to this recreational resource.
- 4.5.60 The construction of the Power Station would generate noise and dust and would be visually intrusive, which would reduce the recreational amenity of the gardens on the days that they are open to the public. While this would be a major magnitude of change the value of these gardens, to which access is restricted for the majority of the time, is negligible and the resultant effect would be negligible.

GeoMôn Geopark

- 4.5.61 Details regarding RIGS are set out in chapter D7 (soils and geology) of this Environmental Statement (Application Reference Number: 6.4.7). A key element of the Geopark is enabling access to these geological features. The construction of the outfall through the cliff face would necessitate the removal and destruction of part of the Porth Wnal RIGS which would be a large magnitude of change at this location. This would result in a moderate adverse effect. Further afield, including within Cemaes Bay and Trwyn y Penrhyn there are other RIGS sites; these would experience a low magnitude of change as a result of noise during construction and there would be a minor adverse effect on visitors to these locations.

Beaches

Perimeter fencing

- 4.5.62 Porth Wylfa and Porth yr Ogof would be affected by the closure of Fisherman's Car Park as a result of the perimeter fencing, which is used by many users to access these beaches. The current distance between the car park and the beach is 460m (Porth yr Ogof) and 520m (Porth Wylfa). While access to the beaches would be maintained, the distance between the closest alternative car park in the centre of Cemaes and the beaches would be 1.3km (Porth Wylfa) and 2.3km (Porth yr Ogof). This increase in distance for users to walk before accessing the beach is considered to represent a medium magnitude of change to the recreational amenity of these receptors, as it may discourage some members of the public from making use of Porth Wylfa and Porth yr Ogof. The significance of this effect would be minor adverse.
- 4.5.63 The closure of the Fisherman's Car Park has the potential to result in existing visitors to Porth Wylfa and Porth yr Ogof using other beaches in the study area. This change in preferred location would be as a result of the increased distance that people would have to walk in order to access a beach. As many of the visitors to Porth Wylfa and Porth yr Ogof are local, it is considered likely that people would instead visit Porth Padrig or Cemlyn Bay (which are the closest alternatives).
- 4.5.64 There would be an adverse effect on the recreational amenity of Cemlyn Bay and Porth Padrig as a result of the increased use resulting from the closure of Fisherman's Car Park and people being displaced from Porth yr Ogof and Porth Wylfa. This effect would result from the increased usage of the beaches and potentially difficulties in parking. The car park at Llanbadrig (for Porth Padrig) is small and so an increase in users could result in existing visitors no longer being able to park to visit the beach. The effect on Porth Padrig would be a minor magnitude of change, with a minor adverse effect experienced by users of the beach and associated car park. The effect would be greater at Cemlyn Bay due to the sensitivity of this beach, which is adjacent to a North Wales Wildlife Trust reserve and popular with visitors. The increased usage of Cemlyn Bay, particularly by people with dogs, would have a minor magnitude of change but result in a moderate adverse effect.

Earthworks, main construction and the construction of the breakwaters, temporary causeway and MOLF

- 4.5.65 Beaches within the study area would experience a reduction in recreational amenity as a result of the construction works due to the noise generated by the construction activities on the Wylfa Newydd Development Area. The reduction in recreational amenity of these beaches during construction would discourage people from using them for recreational purposes. The magnitude of change would be different at each location, and would change over time as phases of construction are completed.
- 4.5.66 In addition to the effects associated with the closure of Fisherman's Car Park and the attractiveness of the PRoW routes that would be used to access the beaches of Porth yr Ogof and Porth Wylfa, there would also be a reduction in recreational amenity for people who continue to use these beaches. Due to the location of these two beaches the reduction in recreational amenity would be as a result of the noise that would be generated during earthworks, particularly the mound close to Cemaes, construction of the breakwaters, temporary causeway, MOLF and Power Station. In addition, the construction and operation of the Site Campus would also generate noise, which would impact adversely on recreational users in these currently tranquil areas. At peak periods during construction the magnitude of change would be medium and the significance of the effect on recreational amenity for user of Porth Wylfa and Porth yr Ogof resulting from changes to access and increase in noise has been assessed as minor adverse.
- 4.5.67 The construction workforce who would be living at the Site Campus are likely to want to access local beaches for recreational purposes. The closest beaches are Porth Wylfa and Porth yr Ogof. Horizon would seek to control workforce access to public facilities within proximity to the Site Campus, and there would not be any direct access from the Site Campus to the headland that provides access to the beaches meaning that construction workers based at the Site Campus would have walk a significant distance to these beaches via Cemaes and the WCP. Taking into account these measures, the magnitude of change associated with this potential increase in usage would be small. The significance of this effect on existing recreational users would be minor adverse.
- 4.5.68 There would also be an adverse effect as a result of the construction of the breakwaters, MOLF and Power Station at Cemlyn Bay. While this effect would have a medium magnitude of change, with a resultant moderate adverse effect on users of the beach it is still possible that the beach would experience an increase in use by people who are displaced from Wylfa Head, Porth yr Ogof and Porth Wylfa as described in paragraph 4.5.58. The adverse effect associated with the presence of the breakwater in the landscape would continue throughout construction and operation of the Power Station, this would be a small magnitude of change on the recreational amenity and would result in a minor adverse effect on recreational users visiting Cemlyn Bay.

- 4.5.69 There would be an adverse effect on Cemaes Beach during earthworks and Power Station construction as a result of noise. Due to the topography of the area the noise would be mitigated but it would still result in a minor magnitude of change on this medium value receptor with a resultant minor adverse effect on people using this recreational resource.
- 4.5.70 There would also be an adverse effect on Porth Padrig as a result of construction noise. This would be a minor magnitude of change and would have a moderate adverse effect on recreational users visiting this feature.
- 4.5.71 Porth y Felin is accessed from sections of the WCP and PRoWs which would experience an adverse effect on the recreational amenity of these paths as a result of the construction and operation of the breakwaters, temporary causeway and MOLF and the construction of the cooling water intake as well as other construction activities within the Wylfa Newydd Development Area. These effects have been identified as part of the assessment of the WCP and it is not considered necessary to undertake a further assessment of recreational amenity for this beach.
- 4.5.72 Access to Porth-y-pistyll would be permanently restricted as a result of the construction of the breakwaters and MOLF. This would result in a large magnitude of change. However, based on professional judgement, taking into account the level of usage on this beach and its assigned low value (see paragraph 4.3.46), this would have a negligible effect on recreational users. This effect would continue into operation.

Cemaes Recreation Ground and public open space in Cemaes

- 4.5.73 The construction works on the Wylfa Newydd Development Area would not be visible to users of Cemaes Recreation Ground or the public open space within Cemaes. However, construction workers residing at the Site Campus may wish to use these recreational facilities, and people who currently use Wylfa Head for a short dog walk may also be displaced into these areas. Horizon would seek to control access to public facilities in proximity to the Site Campus, and the design of the Site Campus includes areas of open space to be used for informal recreational purposes and multi-use games areas for sports (which would be available to construction workers living on site). In addition, there are other recreational facilities near Cemaes and the Wylfa Newydd Development Area available for informal recreational purposes, such as beaches. Taking into account the proposed measures to minimise usage of these facilities by construction workers residing at the Site Campus, the range of alternative provision available, and the effect of noise associated with construction, the magnitude of change in the recreational amenity of the Cemaes Recreation Ground and public open space in Cemaes is considered to be small and the significance of the effect would be minor adverse.

Offshore recreation

Sailing and boating

- 4.5.74 The addition of large vessel shipping movements in the vicinity of Wylfa Head and Porth-y-pistyll during the operation of the MOLF has the potential to reduce the recreational amenity of the coastal waters in this area for people using them for pleasure sailing. There would be an increased risk, or perception of risk, while sailing this section of coast. The affected portion of coastline represents a small proportion of the total area available for this purpose and the effect would be intermittent in nature, and on this basis the magnitude of change in recreational amenity is considered to be negligible. The significance of the effect on informal sailing and boating during construction would be negligible.
- 4.5.75 There would be an adverse effect on the Round Island Race as a result of the increased shipping movements. As the event is a timed race any delays caused as a result of needing to avoid shipping movements could have a significant effect on the results. The magnitude of change experienced by recreational sailors undertaking this race would be medium, and the effect of the shipping movements would be moderate adverse. The construction of the breakwaters and temporary causeway would have a small magnitude of change as some boats may have to slightly alter their course, this would have a minor adverse effect on some race entrants.
- 4.5.76 The increase in shipping movements would also have an effect on sea fishing as boats that currently use the waters adjacent to the Wylfa Newydd Development Area on the approaches to the MOLF would be displaced. However, there are other areas of the coastline, including other areas within the study area, which would be equally suitable for this recreational activity and so the magnitude of change is considered to be small. There would be a negligible effect on sea fishing as a result of the increase in shipping movements.
- 4.5.77 There would also be a reduction in recreational amenity as a result of noise generated by construction activities on the Power Station Site and views inland towards the Power Station Site. This reduction in recreational amenity would not be sufficient to discourage use of these areas, and therefore the magnitude of change would be small and the significance of the effect would be negligible.
- 4.5.78 It is considered unlikely that construction workers based in the Site Campus would bring a sailing boat with them during their tenure, and therefore no effect on the recreational amenity of the coastline for users is anticipated.

Kayaking, jet skiing and rowing

- 4.5.79 The addition of large vessel shipping movements in the vicinity of Wylfa Head and Porth-y-pistyll during the operation of the MOLF has the potential to reduce the recreational amenity of the coastal waters in this area for people using them for jet skiing. However, the areas affected are not widely used by jet skiers and the effect would only occur intermittently. The

magnitude of change and significance of effect on jet skiers would be negligible. People jet skiing in Cemlyn Bay or Cemaes Bay would not be affected by the transportation of materials by sea.

- 4.5.80 Kayakers and jet skiers would also be affected by the physical loss of access to Porth-y-pistyll from the sea, as access to this area of shoreline would be restricted. The loss of access represents a medium magnitude of change, and therefore the significance of effect on kayakers and jet skiers would nominally be moderate adverse, although given that the number of people affected are negligible, this is considered to have a minor adverse effect overall.
- 4.5.81 The construction of the MOLF, temporary causeway and breakwaters would have an adverse effect on the recreational amenity of kayakers and jet-skiers who currently use Cemlyn Bay as a recreational resource as a result of an increase in noise and, where they use the waters beyond the confines of the bay, visual intrusion, would together, reduce the recreational amenity. While there are parking facilities at Cemlyn Bay which facilitate the launching of kayaks (and to a lesser extent jet-skis) there are numerous beaches around the coastline of Anglesey that provide similar or better access to the coast. On this basis the magnitude of change is anticipated to be small, and the significance of the potential effect on kayakers and jet-skiers is considered to be minor adverse.
- 4.5.82 There is the potential that some of the construction workers living at the Site Campus would have kayaks and use their spare time to make the most of Anglesey's coastline for this recreational activity. There are numerous places for them to access the sea, the closest access points would be Cemaes Bay or Cemlyn Bay. It is considered unlikely that there would be large numbers of workers kayaking at any particular time and any increase in use would have a negligible effect on the recreational amenity of existing users of these inshore waters. Horizon would seek to limit workforce access to public facilities in proximity to the Site Campus, and the number of construction workers able to access Cemlyn Bay would also be restricted by the availability of parking. On this basis, the magnitude of change of this effect is considered to be small. Any increase in use of Cemlyn Bay has the potential to have a minor adverse effect on existing recreational users of the inshore waters or beach at this location. Any increase in use of Cemaes Bay is considered to be negligible.
- 4.5.83 There is also the potential that some of the construction workers living at the Site Campus would have jet-skis and use their spare time making the most of Anglesey's coastline for this recreational activity. The number of construction workers bringing jet-skis with them is likely to be minimal and the magnitude of change and significance of effect of any increased use of Cemlyn Bay or Cemaes Bay for the purpose of jet-skiing on existing recreational users would be negligible.
- 4.5.84 As access to the sea would be facilitated by a car it is likely that any workers would travel to sections of coastline further away from the Wylfa Newydd Development Area than either Cemaes Bay or Cemlyn Bay in order to

provide a break from their work environment. Given the availability of suitable coves and beaches around the Anglesey coastline, and considering the seasonal variability associated with tourism on Anglesey, any use of beaches outside the study area by construction workers would not have any effect on existing users.

- 4.5.85 While Trireme Ynys Môn are known to use the coastal waters between Amlwch and Cemaes Bay, there would not be any adverse effect on them as a result of construction as shipping movements would not take place within the area of the coast between Amlwch and Cemaes that is used by this rowing club and therefore there would be no change in use of these waters.

Swimming

- 4.5.86 The ease of access to Porth Wylfa and Porth yr Ogof would be reduced as a result of the closure of Fisherman's Car Park, and swimmers would have to walk from Cemaes to access the beaches (as considered under onshore recreation in paragraph 4.5.60). There would also be possible reduction in recreational amenity as a result of noise and dust from the construction operations. The effect on swimming is considered to be directly linked to access to the beaches, and is therefore adequately covered above in the assessment of on-shore recreation.

Operation

Public access

WCP

- 4.5.87 The WCP would be diverted again once construction is complete and the perimeter fencing around the construction site is removed. The path, which would be routed beyond the permanent boundary fence of the Power Station and ancillary buildings, would be shorter than the diversion during construction between Cemlyn Bay and Wylfa Head and is shown as an indicative route on figure D4-6 (Application Reference Number: 6.4.101), the final alignment is shown in more detail on the Rights of Way Plans (Application Reference Number: 2.4). The route of the diverted WCP during operation, would then head north between the Power Station and Tre'r Gof Site of Special Scientific Interest through an area of woodland towards the entrance to the replacement car park at the site of the former Fisherman's Car Park. From the replacement car park the diverted route would continue north to join with the existing WCP at Wylfa Head. The diverted route between the replacement car park and the existing WCP would be surfaced, providing new access to the coastline at Wylfa Head for people using wheelchairs or motorised mobility aids.
- 4.5.88 Considered against the baseline, the reduction in amenity for the diverted route during operation represents a large magnitude of change. Whilst shorter than the proposed diversion during construction, the increase in length of the WCP as a result of its proposed diversion during operation

would still exceed 1.5km, and there would still be a loss of sea views from this portion of the route.

- 4.5.89 The assessment of effects on the WCP during operation has taken into account the WCP criteria of Natural Resources Wales [RD9]. Criteria RC4 requires the route to be as close to the sea as practicable and desirable. On this basis, the significance of the effect on the WCP during operation would be major adverse. However, there would be a substantial improvement in the amenity of the diverted WCP between Cemlyn Bay and Wylfa Head during operation relative to conditions during construction.

PRoWs

- 4.5.90 New PRoWs would be created within the Wylfa Newydd Development Area (see figure D4-6, Application Reference Number: 6.4.101 for indicative routes); in addition to the PRoW there would also be a nature trail that follows the route of some of these footpaths and the provision of picnic tables and interpretation boards at various locations.
- 4.5.91 As mentioned previously there would be a new car park at the location of the existing Fisherman's Car Park and this would provide access to the wider PRoW network, enabling links to the beaches and woodland areas.
- 4.5.92 Some of the PRoWs that lead from the new Fisherman's Car Park would be suitable for wheelchair users, and this would include routes across to Porth yr Ogof and along the headland through the area that would previously have been used for the Site Campus.
- 4.5.93 As set out in the baseline section, there are numerous footpaths within the Wylfa Newydd Development Area presently. To facilitate construction 9.6km of PRoW would be closed along with the WCP (a further 2.6km). Once the Power Station is operational there would be 7.6km of new PRoW created. A route for the WCP between Cemlyn Bay and Wylfa Head would be provided, which would be 5.9km in length. There would be a net loss of approximately 2km of local PRoW as a result of the Wylfa Newydd Project, though when the new route of the WCP is included in this calculation there would be an increase in the length of footpath routes of approximately 1.3km.
- 4.5.94 The effect of the new PRoW, which would provide enhanced accessibility for people, all of which would be clear of vegetative overgrowth and clearly signposted and an improvement on the existing baseline. The new car park would be surfaced, again improving accessibility. The picnic tables, interpretation boards and nature trail would all contribute to an enhanced visitor experience than that currently achieved within the Wylfa Newydd Development Area. When assessed against baseline there would be a negligible effect in terms of the length of PRoW available to be walked, but a moderate beneficial effect on the recreational amenity of people using these routes.
- 4.5.95 For context with relation to the experience of recreational users throughout the Wylfa Newydd Project, the creation of these routes would be a major

beneficial effect on the routes available while the Power Station is being constructed.

Onshore recreation

Wylfa Head

- 4.5.96 A new car park would be provided at the location of Fisherman's Car Park which would have been closed during construction.
- 4.5.97 The introduction of the Wylfa Newydd Power Station as a new industrial feature within the landscape would affect the overall enjoyment of the area as a result of its visual impact for all recreational users who would be able to see it from various vantage points. However, landscape mounding included in the design, which is shown on the illustrative reference point drawings in the Landscape and Habitat Management Strategy (Application Reference Number: 8.16), would shield some views from further afield. In the context of the baseline which includes the presence of the Existing Power Station, it is not considered that the visual impact of the Wylfa Newydd Power Station would discourage members of the public from using the recreational resource, and therefore the magnitude of change on recreational amenity would be small. The significance of the effect on recreational amenity would be minor adverse.

Beaches

- 4.5.98 During operation of the Power Station a new car park at a similar location of the existing Fisherman's Car Park (see paragraph 4.5.79) would be provided, this would provide car parking facilities for recreational visitors to Porth Wylfa and Porth yr Ogof. When considered against baseline, there be no change in access or amenity for users of Porth Wylfa and Porth yr Ogof as there is an existing car park in a similar location. The provision of this car park in a similar location to the existing Fisherman's Car Park would, however, reverse an adverse effect on users of Porth Wylfa and Porth yr Ogof experienced during construction whilst the existing Fisherman's car park is closed, and would relieve the pressure on the other car parks located within Cemlyn Bay and Llanbadrig that were experienced during construction.
- 4.5.99 There would be no effect on recreational amenity of recreational users on Porth y Ogof, Porth Wylfa, Cemaes Bay, and Porth Padrig during the operation of the Power Station. The Power Station would not be visible from these locations, and there would be no noise generated by the Power Station that would reduce recreational amenity. On this basis there would be no magnitude of change and therefore no adverse effect.
- 4.5.100 There would be an adverse effect on recreational users of Cemlyn Bay as a result of the reduction in visual amenity associated with sea views due to physical presence of the breakwater. This is a continuation of the effect that would arise during construction which is reported above.

Offshore recreation

- 4.5.101 Access to Porth-y-pistyll would be restricted during the operation of the Power Station, corresponding to a large magnitude of change for people wishing to swim, kayak or jet-ski in the area. Due the number of people who currently use these waters (negligible) this is considered to be a minor adverse effect.

Decommissioning

- 4.5.102 Public access and recreation effects resulting from loss of amenity caused by decommissioning works have been assessed against the future baseline as the PRow network within the Wylfa Newydd Development Area would be substantially altered from current conditions during construction and operation of the Power Station.
- 4.5.103 Some receptors would experience an improvement in visual amenity following the dismantling of buildings and structures on the Power Station Site. In addition, as the buildings are dismantled, it would be possible to route the WCP closer to the coast. This would only be possible at a date long into the future and it has, therefore, been omitted from the assessment of effects during decommissioning provided below.
- 4.5.104 In general, effects on the amenity of public access and recreation receptors during the decommissioning works would be similar to those experienced during construction. However, the decommissioning works would not include bulk earthworks (such as substantive excavation and landscape mounding works).

Public access

WCP

- 4.5.105 The decommissioning works would likely be visible and audible from the WCP where it runs along the coast east of Porth y Felin towards Cemlyn Bay, along a large proportion of the diverted route between Cemlyn Bay and Cemaes, and between Wylfa Head and Cemaes. Bulk earthworks would not be required as part of the decommissioning works, and therefore the reduction in amenity associated with decommissioning would be substantially lower than during construction. The magnitude of change in recreational amenity associated with the decommissioning works would range from small to negligible throughout the decommissioning period, with the significance of the effect on users of the WCP ranging from minor adverse to negligible.

PRowS

- 4.5.106 The decommissioning works would be visible and audible from many of the footpaths to the east of the Power Station Site created as part of the Wylfa Newydd Project, and also from existing PRowS outside the Power Station Site. Landforms to the south-east and south-west of the Power Station would buffer the effects of the decommissioning works for PRowS outside

the Power Station Site to a large extent. The magnitude of change in recreational amenity for these footpaths would be small to negligible. The significance of the effect on recreational amenity would be minor adverse to negligible for footpaths within the Power Station Site, and negligible for footpaths outside the Power Station Site.

Onshore recreation

4.5.107 The extent of the work required to decommission the Power Station is such that there would not be any change to the recreational amenity of the study area for the majority of the work, and therefore it would not have an effect on onshore recreational amenity.

4.5.108 During demolition of buildings there would be a short term adverse effect as a result of noise, dust and visual impact. The magnitude of change is likely to be small, with a resultant minor adverse effect on recreational users during this time.

Offshore recreation

4.5.109 The extent of the work required to decommission the Power Station is such that there would not be any change to the recreational amenity of the study area. Therefore, it would not have an effect on offshore recreational amenity.

Transboundary effects

4.5.110 Effects on public access and recreation would be restricted to receptors located within 2km of the Wylfa Newydd Development Area, an area entirely within UK borders. Therefore, no effects on public access or recreation are predicted for other European Economic Area States.

4.6 Additional mitigation

4.6.1 In accordance with chapter B1 (Application Reference Number: 6.2.1), embedded and good practice mitigation measures relevant to public access and recreation were taken into account when determining the 'pre-mitigation' significance of effects. These are detailed in the design basis and activities section of this chapter.

4.6.2 Where possible, additional mitigation measures would be implemented during construction to address potential significant effects identified in the assessment of effects section. These additional mitigation measures are summarised in table D4-3.

4.6.3 No additional mitigation has been identified to address the effects on access and amenity for users of the WCP during construction and operation and effects on amenity for users of PRoW in close proximity to the Wylfa Newydd Development Area during construction. This is because it is necessary to divert the WCP during construction and operation of the WNDA Development for safety reasons, and no further construction management

techniques have been identified that could further reduce the noise, dust and visual effects of construction works on these public access receptors.

Construction

- 4.6.4 The additional mitigation measures described in table D4-3 would reduce the significance of the effect on walkers using the existing PRow network outside the Wylfa Newydd Development Area and cyclists using the Copper Trail. Effects on cyclists using the Copper Trail would not be significant during construction or operation (minor adverse). However, the proposed measures would further help to lessen the reduction in recreational amenity experienced. These mitigation measures would be secured via an obligation in the Section 106 Agreement.

Table D4-3 Additional mitigation measures – construction

Additional mitigation measures	Objective	Achievement criteria and reporting requirements
Payment to IACC for them to spend on improving other PRow in the vicinity of the site as an overall improvement to the PRow network beyond the Wylfa Newydd Development Area during construction.	Enable improvements to the existing PRow network outside the Wylfa Newydd Development Area to reduce the impact of the closure of PRow within Wylfa Newydd Development Area.	Not required.
Payment to IACC for re-publishing of Sustrans Copper Trail leaflet and payment to update maps from existing route to the new route.	Reduce the impact of the proposed Copper Trail diversion on cyclists using the route.	Revised version of the information leaflet to be made available for distribution to interested parties prior to the diversion of the Copper Trail.
Payment to IACC for new signage for the diverted Copper Trail route.		New signage informing users of the diverted route to be in place prior to the diversion of the Copper Trail.

Operation

- 4.6.5 No additional mitigation measures have been identified as required during operation.

Decommissioning

- 4.6.6 No additional mitigation measures have been identified as required during decommissioning.

4.7 Residual effects

- 4.7.1 This section describes the residual effects for public access and recreation having taken into account the embedded, good practice and additional mitigation described above. Tables D4-4 and D4-5 provide a summary of significant residual effects identified prior to or post application of additional mitigation for public access (construction and operation) and onshore recreation (construction) respectively.
- 4.7.2 No significant adverse effects were identified for offshore recreation, for onshore recreation during the operation and decommissioning phases or for public access during decommissioning.
- 4.7.3 Additionally, all effects of minor significance or greater identified in the assessment of effects section are summarised in appendix I3-01 (master residual effects table, Application Reference Number: 6.9.8).

Table D4-4 Summary of residual effects: public access

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Construction								
Users of the WCP between Porth y Felin and Wylfa Head.	High	Closure of footpaths as a result of the perimeter fencing.	Permanent	Large	Major adverse	None identified	Large	Major adverse
Users of the WCP (PRoW 20/056/2, 20/056/1, 20/002/2, 20/002/3, 20/002/4 and 20/002/5.	High	Loss of recreational amenity as a result of the visual intrusion of the perimeter fencing.	Temporary Long term	Large	Major adverse	None identified	Large	Major adverse
WCP between Porth Wylfa and Wylfa Head (20/056/2, 20/056/1, 20/002/2).	High	Adverse effect on recreational amenity as a result of the construction of the Site Campus.	Temporary Short term	Medium	Major adverse	None identified	Medium	Major adverse
WCP across Cemlyn Bay	High	Reduction in recreational	Temporary Medium	Medium	Major Adverse	None identified	Medium	Major adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
and the National Trust land at Cemlyn (PRoW 18/002/1 and permissive route).		amenity due to the earthworks.	term					
Diverted WCP between Porth y Felin and Wylfa Head.	High	Adverse effect on amenity for users of the diverted WCP as a result of the visual and noise disruption during topsoil stripping and bulk earthworks.	Temporary Medium term	Medium	Moderate adverse	None identified	Medium	Moderate adverse
WCP between Cemaes and Wylfa Head.	High	Adverse effect on amenity for users of the WCP as a result of the visual and	Temporary Medium term	Medium	Moderate adverse	None identified	Medium	Moderate adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		noise disruption during topsoil stripping and bulk earthworks.						
WCP near Cemlyn Bay.	High	Adverse effect as a result of the construction of the permanent and temporary causeway and the construction and operation of the MOLF.	Temporary Medium term	Medium	Major adverse	None identified	Medium	Major adverse
WCP between Cerrig Brith and Porth y Felin (part of route between Cemlyn Bay and Porth y Felin) and loop back to	High	Adverse effect as a result of construction of the main plant.	Temporary Medium term	Large	Major adverse	None identified	Large	Major adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
Cemlyn Bay.								
WCP west of Cerrid Brith across Cemlyn Bay and WCP between Cemlyn Bay and Groesfechan	High	Adverse effect as a result of construction of the main plant.	Temporary Medium term	Medium	Moderate adverse	None identified	Medium	Moderate adverse
WCP between Cemaes and Wylfa Head.	High	Adverse effect as a result of construction of the main plant and operation of the Site Campus.	Temporary Medium term	Large	Major adverse	None identified	Large	Major adverse
Local PRow and permissive paths that would be closed. (38/034/1, 38/035/1, 38/035/2,	Medium	Local PRow and permissive paths within the Wylfa Newydd Development Area would be permanently closed.	Permanent	Large	Major adverse	Payment to IACC for them to spend on improving other PRow in the vicinity of the site as an overall improvement to	Large to medium	Major adverse to moderate adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
38/035A/1, 38/034/2, 38/034/3, 38/034A/1, 38/034A/2, 20/031/1, 20/029/1, 20/029/2, 20/030/1, 20/030/2, 38/038/1, 20/050/1, 38/036/1, 38/037/1, 20/057/2, 20/057/1, 20/002/1, 20/038/1, 20/038/2, 20/039A/1, 20/039/1, 20/039/2, 20/003/2, 20/003/3, 20/005/2, 20/006/1, 20/004/4,						the PRow network beyond the Wylfa Newydd Development Area during construction. This funding will enable improvements to be made to the wider PRow network in the area, or at locations that IACC identify as being most likely to be used in the alternative. In the first instance Horizon would anticipate this to be used to improve PRow in Llanbadrig		

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
20/004/5, and 20/004/2).						and the immediate environs but the details will be left for the Rights of Way officer to determine		
PRoW 18/001/1, 18/001/2, 18/010/1, 18/011/1, 38/013A/1, 38/036/2, 38/013/5, 38/013/4, 38/013/3, 20/4/2, 20/005/1, and 20/010/1).	Medium	There would be a reduction of amenity for users of the local PRoW outside the boundary of the Wylfa Newydd Development Area as a result of the visual and noise disruption during earthworks,	Temporary Medium term	Medium	Minor to moderate adverse	None identified	Medium	Minor to Moderate adverse
PRoW	Medium	There would be	Temporary	Medium	Minor to	None identified	Medium	Minor to

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
18/001/1, 18/001/2, 18/010/1, 18/011/1, 38/013A/1, 38/036/2, 38/013/5, 38/013/4, 38/013/3, 20/4/2, 20/005/1, and 20/010/1).		a reduction of amenity for users of the local PRoW outside the boundary of the Wylfa Newydd Development Area as a result of the visual and noise disruption during construction of the main plant.	Medium term		moderate adverse			Moderate adverse
Operation								
WCP	High	Relative to baseline conditions: reduction in the amenity of the route due to increased journey length	Permanent	Large	Major adverse	None identified	Large	Major adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post-mitigation magnitude of change	Significance of residual effect
		and duration and loss of sea views.						
PRoW within the Wylfa Newydd Development Site	Medium	Increase in the recreational amenity of new footpaths compared to baseline conditions as a result of the provision of routes suitable for wheelchair users, picnic areas, interpretation boards and a nature trail.	Permanent	Large	Moderate beneficial	n/a	Large	Moderate beneficial
Decommissioning								
No significant adverse effects have been identified during decommissioning.								

Table D4-5 Summary of residual effects: onshore recreation

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post- mitigation magnitude of change	Significance of residual effect
Construction								
Wylfa Head	Medium	Reduction in accessibility to Wylfa Head as a result of the perimeter fencing, which would result in the closure of the Fisherman's Car Park.	Temporary Medium term	Large	Moderate adverse	None identified	Large	Moderate adverse
Wylfa Head	Medium	Reduction in recreational amenity as a result of the noise, dust and visual intrusion from the earthworks, main plant construction and operation of the Site Campus.	Temporary Medium term	Large	Moderate adverse	Non-identified	Large	Moderate adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post- mitigation magnitude of change	Significance of residual effect
GeoMôn Geopark	Medium	Destruction a portion of the Porth Wnal RIGS as a result of the construction of the cooling water outfall.	Permanent	Large	Moderate adverse	Erection of interpretation boards explaining the RIGS (identified in more detail within chapter D7 (soils and geology) (Application Reference Number: 6.4.7)	Large	Moderate adverse
Porth Wylfa and Porth Ogof	Low	Reduction in accessibility due to the closure of Fisherman's Car Park. Reduction in recreational amenity as a result of noise during	Temporary Medium term	Medium	Minor adverse	None identified	Medium	Minor adverse

Receptor (or group of receptors)	Value of receptor(s)	Description of potential effect	Nature of effect	Potential magnitude of change	Potential significance of effect	Additional mitigation	Post- mitigation magnitude of change	Significance of residual effect
		construction.						
Cemlyn Bay	High	Increase in usage as a result of the closure of Fisherman's Car Park, visual intrusion from breakwater and temporary causeway, noise and visual intrusion from construction of Power Station (including earthworks).	Temporary Medium term	Medium	Moderate adverse	None identified	Medium	Moderate adverse
Operation								
No significant adverse effects have been identified during operation.								
Decommissioning								
No significant adverse effects have been identified during decommissioning.								

4.8 References

Table D4-6 Schedule of references

ID	Reference
RD1	Isle of Anglesey County Council. 2011. <i>Definitive Map</i> . [Online]. [Accessed: 14 October 2016]. Available from: http://publicrightsofway.anglesey.gov.uk/
RD2	http://www.anglesey.gov.uk/planning-and-waste/countryside/areas-of-outstanding-natural-beauty-aonbs/anglesey-aonb-management-plan/anglesey-aonb-management-plan-2009-2014/
RD2	UNESCO. 2016. New UNESCO programme recognises the UK's seven 'Global Geoparks'. [Online]. [Accessed: January 2016]. Available from: http://www.unesco.org.uk/news/new-unesco-programme-recognises-the-uks-seven-global-geoparks/
RD3	Isle of Anglesey County Council. 2015. Anglesey AONB Management Plan 2015-2020 [Accessed 12 January 2018]. Available from: http://www.anglesey.gov.uk/planning-and-waste/countryside/areas-of-outstanding-natural-beauty-aonbs/anglesey-aonb-management-plan/anglesey-aonb-management-plan-2009-2014/
RD4	The Beach Guide website. 2017 [Online]. [Accessed: 26 June 2017]. Available from: https://www.thebeachguide.co.uk/north-wales/anglesey/cemlyn.htm
RD5	Isle of Anglesey County Council. 2016. Anglesey [Online] [Accessed 12 January 2018]. Available at: http://www.anglesey.gov.uk/planning-and-waste/environmental-health/dog-control/dog-restrictions-on-beaches/
RD6	Unknown. Undated. <i>Stingray Angling Charter</i> [Online]. [Accessed 29 January 2018]. Available at: http://www.seafishingtrips.co.uk/
RD7	Trireme Ynys Môn Rowing Club. Undated. Ynys Môn Rowing [Online] [Accessed 12 January 2018]. Available at: http://ynysmonrowing.co.uk/
RD8	Round Anglesey Race. 2017. Round Anglesey Race [Online] [Accessed 12 January 2018]. Available from: http://roundangleseyrace.com/
RD9	Countryside Council for Wales. 2008. Route Criteria and Quality Standards for the Development of the Wales Coast Path. Available from Natural Resources Wales.