

Wylfa Newydd Project

7.3 Additional information relating to harbour facilities

PINS Reference Number: EN010007

Application Reference Number: 7.3

June 2018

Revision 1.0

Regulation Number: 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Executive Summary

The harbour facilities comprised in the Wylfa Newydd DCO Project do not meet the criteria for a nationally significant infrastructure project ("NSIP") under the Planning Act 2008 and Horizon is therefore not required to provide a statement in accordance with Regulation 6(3) of the Infrastructure Planning Regulations).

However, in order to assist the Planning Inspectorate and the Secretary of State, this document has been prepared to outline the need and propose scope of these facilities as part of the Wylfa Newydd DCO Project.

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1 Introduction

1.1 Purpose of this document

- 1.1.1 The harbour facilities comprised in the Wylfa Newydd DCO Project do not meet the criteria for a NSIP under the Planning Act 2008 and Horizon is not required to provide a statement in accordance with Regulation 6(3) of the Infrastructure Planning Regulations).
- 1.1.2 However, in order to assist the Planning Inspectorate and the Secretary of State, this document has been prepared to outline the need and propose scope of these facilities as part of the Wylfa Newydd DCO Project.
- 1.1.3 This statement sets out why the making of the order is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner and facilitating the efficient and economic transport of goods by sea.

1.2 The Infrastructure Planning Regulations

- 1.2.1 Regulation 6(3) of the Infrastructure Planning Regulations requires that where an application for development consent is for the construction of harbour facilities, it must be accompanied by a statement setting out why the making of the order is desirable in the interests of:
 - securing the improvement, maintenance or management of the harbour in an efficient and economical manner; or
 - facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships.
- 1.2.2 Section 24A of the Planning Act 2008 sets out that the construction of harbour facilities will be considered an NSIP where those facilities are:
 - located in England or Wales; and
 - expected to be capable of handling the embarkation or disembarkation of the following annual quantities:
 - 500,000 or more in respect of twenty-foot equivalent units in respect of container ships;
 - 250,000 units or more in respect of Ro-Ro ships; or
 - 5 million tonnes or more in respect of other cargo ships.
- 1.2.3 As the capacity of Horizon's harbour facilities will be below these thresholds, the harbour facilities would not fall within the criteria to be an NSIP in their own right under section 24A of the Planning Act 2008 and Regulation 6(3) does not apply.
- 1.2.4 However, Horizon considers that the information that is ordinarily required in a Regulation 6(3) statement is useful, and has decided to provide this information to the Planning Inspectorate in order to assist it in fully understanding the need and scope of these facilities.

1.3 The Project

- 1.3.1 Horizon Nuclear Power Wylfa Limited (Horizon Nuclear Power) is applying for a Development Consent Order to build a new nuclear power station at Wylfa Newydd on the Isle of Anglesey, in North Wales alongside a number of associated developments. The Development Consent Order will include marine works comprising a Marine Off-Loading Facility (MOLF), breakwaters, cooling water intake and cooling water outfall for the power station. Through the Development Consent Order, Horizon Nuclear Power will apply for Statutory Harbour Authority status under the Harbours Act 1964 (RD2). If granted, this will make Horizon Nuclear Power the Statutory Harbour Authority within the area defined as the harbour limits.
- 1.3.2 Statutory Harbour Authority status will provide Horizon Nuclear Power with duties and powers under the Harbours Act 1964 and other legislation. The Wylfa Newydd Project therefore includes the construction and operation of harbour facilities.
- 1.3.3 Construction of the marine facilities involves the creation of a two berth bulk material quay with additional mooring dolphins and a Roll-on / Roll-off, Lift-on / Lift-off quay; collectively these quays are referred to as the MOLF. The MOLF is required to provide marine facilities for the efficient transport of material required for the construction of the Power Station by sea, and would reduce the volume of traffic deliveries by road and associated environmental impacts. Current estimations are that 60% to 80% of all construction materials (by weight) including the vast majority of Abnormal Indivisible Loads would be delivered via the MOLF for use in the Power Station construction.
- 1.3.4 The peak number of vessels is still to be determined but would be likely to be between 103 and 122 over a three-month period, which equates to approximately 1.3 vessels per day.
- 1.3.5 There would be two breakwaters extending out into Porth-y-Pistyll that would provide protection and create acceptable wave conditions for operation of the Cooling Water intake. The breakwaters would also provide sheltered conditions for vessels accessing and berthing at the MOLF. Dredging would be required to form the MOLF berthing area, access channel for vessel navigation and to achieve the required depth for the Cooling Water channel and intake facility.

2 Statement Pursuant to Regulation 6(3)

2.1.1 This statement is structured according to elements (a) and (b) of Regulation 6(3), set out in section 1.1.

(a) “securing the improvement, maintenance or management of the harbour in an efficient and economical manner”

2.1.2 The design for the MOLF and breakwaters provides sheltered conditions from the prevailing weather conditions in the area for vessels using these facilities. This will provide a suitable environment for offloading and loading vessels in an efficient and economical manner. A Statutory Harbour Authority will be established through the Development Consent Order to ensure the security for the nuclear power station and enhance the management of the harbour. The harbour limits, and application of the national standard for port safety described in the Port Marine Safety Code, will provide for the ongoing improvement, maintenance and management of the harbour in an efficient and economical manner.

(b) “facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships”

2.1.3 The establishment of the MOLF will enable construction materials for the Wylfa Newydd Project to be brought directly to the site via sea routes. The transhipment of materials by sea will reduce the need to transport material by road. The alternative of using road transport has negative implications such as increased air emissions from vehicles, the potential for increased road traffic incidents and additional vehicle movement implications for traffic congestion and noise. The establishment of a MOLF also introduces resilience, ensuring that the project is not reliant upon a single transport mode/route (i.e. road) during the construction period.

3 References

Table 3-1 Schedule of references

ID	Reference
RD1	HM Government, 2009. Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
RD2	HM Government, 1964. The Harbours Act 1964 (as amended).