

From: [REDACTED]
To: [Stephens, Jake](#); [Wylfa Newydd](#)
Subject: Written Representations
Date: 04 December 2018 11:42:56
Attachments: [Written Representation deadline 2 Introduction.docx](#)
[Shipping and navigation Written Representation.docx](#)
[A5025 changes FINAL.docx](#)

Bore da Kay a Jake,

Please find attached three documents:

1. Written Representation and summary of Shipping and Navigation and Traffic and Transport (NMU)
2. Written Representation Shipping and Navigation
3. Written Representation Traffic and Transport (NMU)

Cofion,
Dafydd

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Wylfa Newydd DCO Examination

Written Representation at Deadline 2 – Dafydd Griffiths

Introduction

I was born in north Wales and have lived and worked in Wales, England and abroad. For the past 30 years my home has been on Anglesey. I have been a member of Llanelian Community Council continuously for close to 30 years. I currently represent the community council on the Wylfa Newydd Project Liaison Group (WNPLG) and the North Anglesey Councils' Partnership (NACP).

I am a fluent Welsh speaker but I have chosen to submit this written representation in English as I will frequently be referencing documents submitted by the applicant in that language.

This written representation reflects my personal view on a number of very specific aspects of the project:

1. The Wales Coast Path / Anglesey Coastal Path;
2. Vessel use of the MOLF and interactions with recreational craft; and
3. Provision for Non-Motorised Users (NMUs) in the overarching Traffic and Transport proposals and the proposed changes to the A5025.

As representations 2 and 3 above will exceed the 1500 word limit I have summarised the contents in this document and provided the full version as two separate attachments.

1. The Wales Coast Path (WCP) / Anglesey Coastal Path (ACP)

The Anglesey Coastal Path is a 125 mile long distance footpath around Anglesey. It links to, and forms part of the Wales Coast Path (WCP). The path mainly follows the coast but diverts inland at the Plas Newydd Estate near Llanfairpwll and the Bodorgan Estate between Malltraeth and Aberffraw. Almost all sections run within the Area of Outstanding Natural Beauty using a combination of public rights of way and permissive paths. The path is well signposted and the focus of continuous maintenance and improvements by the IACC supported by the work of volunteers. This includes negotiating new sections closer to the coast eg. south of Llanddona, surface treatment and boardwalks at muddy sections or areas subject to flooding eg. near Llanfairpwll / Malltraeth and construction and maintenance of gates, bridges and other path infrastructure.

It is a significant, and increasingly important asset in the activity tourism offer available on Anglesey as well as being used, often in combination with other local PRoW, by local residents.

I regret but fully understand the need to divert the ACP/WCP during the Wylfa Newydd Power Station construction phase. However, despite promising signs at the earlier stages of the pre-application process it is disappointing that the technical stakeholder discussions between the applicant, IACC and NRW were not able to progress to negotiating an acceptable coastal route for the Anglesey Coastal Path during the estimated 60 years of the operational phase and beyond. The applicant's published explanation of the reasons for the much longer inland route during the operational phase are very general and in part focus on a route appropriate for when the Wylfa Magnox station was operational. By the late 2020s when the second Wylfa Newydd reactor becomes operational the Magnox Station will be in a dormant stage of decommissioning. I am of the view that the applicant needs to try much harder to protect the integrity of the WCP between Cemlyn Bay and Wylfa Head. I look forward to receiving the promised 'Technical Note' in a timely manner, but at the moment I

am not convinced by the applicant's claims that a coastal alignment is impossible. I wish to reserve the right to comment further as more information is made available by the applicant.

2. Vessel use of the MOLF and interactions with recreational craft (Summary)

The attached written representation will focus on the following.

- Support for sea transportation to MOLF.
- Seeking further clarification on the total number and frequency of movement, into and out of the MOLF, of ancillary vessels such as tugs and pilot vessels.
- Seeking further clarification on the communication methods that will be used to advise transiting recreational craft on the movement of vessels, tugs and pilot vessels into and out of the MOLF harbour during both MOLF construction and MOLF operational phases.

3. Provision for Non-Motorised Users (NMUs) in the overarching Traffic and Transport proposals and the proposed changes to the A5025. (Summary)

- Introduction
- Wylfa B – Wylfa Newydd (Background as a local resident)
- Provision for NMU and the need for sustainable travel in rural communities
- Pre application consultation
- Support for sea transportation to MOLF.
- Health / Active Travel / UK 'nudge' strategies
- IACC Cycling Strategy
- Active Travel guidance document
- Enhancements
- DCO / TCPA interface
- Proposals
- Conclusion

Communication with Wylfa Newydd

I have attended many events and meetings during the informal and formal consultation phases of the development of the Wylfa Newydd project. I have always found the local Wylfa Newydd Staff that I have had contacted with to be polite and as helpful as they can be. However, whilst accepting that this is an extremely complex project, it has been both disappointing and frustrating that requests for important information, even when agreed at meetings, are not acted upon in a timely manner or, in some cases, not acted on at all.

END