HORIZON NUCLEAR POWER

WYLFA NEWYDD

ENERGY WORKING FOR BRITAIN

Wylfa Newydd Project

Horizon's Responses to ExA's Questions from the February 2019 Accompanied Site Visit

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Ref	Question	Horizon's Response
ASI.Q1	Clarification is sought of the relative heights of marine facilities in relation to the coastline and sea levels	Mean low water spring tidal level is -2.8mAOD and mean high water spring is +3mAOD. The highest astronomical tide is +3.9mAOD The bulk and Ro-Ro quay and general areas behind the quay walls will be to a platform level of between +5mAOD and +6mAOD. The Ro-Ro ramp will have an initial elevation of approximately +3.5mAOD and will slope gently upwards to the final platform level. The western breakwater will be 400m along its crest with a height that varies between +10mAOD to +14mAOD and a maximum crest width of 8.3m. The eastern breakwater will comprise of the breakwater at 150m and 80m of shore protection works. The crest height varies between +9mAOD and +13mAOD along its length. Layby berth dolphins will have a height of approximately +5 to +6mAOD. The cooling water intake channel north and south wing walls and skimmer wall will have a platform level of between +5 to +6mAOD. All parameters are presented in chapter D1 (proposed development) and table D1-10 [APP-120] and shown in Marine Works drawings in APP-017.
ASI.Q2	Clarification is sought on the extent of Harbourmaster facilities and the duration of the harbourmaster's presence on site.	The harbourmaster will be located in offices near the MOLF and will have direct access to the pontoon used for the pilot boats. The exact location is still subject to detail design. As described in the Marine Works sub-CoCP [REP5-024] (see section 5.5) the harbourmaster will operate a 'Local Port Service' (LPS). The LPS will be established by Horizon for the purposes of coordinating port services and disseminating port information to vessels and port users. The LPS will be primarily concerned with the monitoring and supply of information including: weather information, tidal and sea state, vessel arrival and departure schedules and pilotage services. The LPS will also act as a control point for the implementation of port emergency response. All construction and dredge vessels involved in the Wylfa Newydd DCO Project will carry an AIS transceiver, which will assist in the monitoring of vessel traffic. The harbourmaster will be onsite permanently during construction only.

ASI.Q3	Clarification is sought on the role and jurisdiction of the harbourmaster.	Part 6 of the draft DCO [REP5-003] establishes the role and jurisdiction of the harbour authority. The Explanatory Memorandum [REP5-015] explains the purpose and effect of all articles in the Draft DCO, including each of the articles in Part 6 relating to the role and jurisdiction of the harbour authority. Some of the key articles are summarised below Article 45 establishes Horizon as the harbour authority for the purposes of the Harbours Act 1964. As a harbour authority Horizon has a statutory duty to manage, maintain and improve the harbour. A harbour authority is necessary for the efficient management and maintenance of the harbour. In its capacity as the harbour authority Horizon will be able to incorporate byelaws through articles 43 (Incorporation of the 1874 Act) and 61 (Byelaws) to protect the integrity of the harbour and the Marine Works within it. Article 43 incorporates specific provisions of the Harbours, Docks and Piers Clauses Act 1847 ("the 1847 Act"). The provisions incorporated by article 43, among other things, permit Horizon as the harbour authority to appoint a harbour master, and set out the powers and duties of an appointed harbour master. In addition, Article 64 enables the harbour master to give specific directions to specific vessels for specific movements. Part 6, Article 48 and Schedule 16 together set out the harbour limits that Horizon is entitled to exercise its powers within: • The seaward limits (below the level of mean high water) are described in Schedule 16 and, for identification purposes, edged by a red line referred to as the Statutory Authority Area on WN0902- HZDCO-MRN-DRG-00034. • The landward limits which consist of the land within the limits of deviation of Works Nos. 1E to H (shown on the Works Plans) which is above the level of mean high water. • The harbour limits are more extensive than the Order Limits, as this is necessary to ensure the efficient and safe navigation of the harbour. Section 5.3 of the Marine Works sub CoCP [REP5-024] also describes the legal duty of the harbour authority.

ASI.Q4	Details of any buildings and facilities for security provision for the proposed marine facilities.	Horizon is still developing its detailed security operational requirements relating to the marine facilities. The MOLF and breakwaters will be constructed and operated outside of the 'Licensed Nuclear Site' and therefore not subject to a security plan to be approved by ONR As noted in Horizon's responses to the Examining Authority's first Written Questions [REP2-375], Horizon intends to apply to become a Port Security Authority. That application will be made in in accordance with the requirements of the Port Security Regulations 2009. Horizon intends to appoint an experienced specialist contractor to manage the operations of the port. A Port Security Plan will be developed in conjunction with the contractor following the completion of the Port Facility Security Assessment (PFSA) in accordance with the International Ship and Port Facility Security code and the issue of the PFSA report by the Department for Transport Maritime Security Division. A Port Security Plan will detail all security and response measures for the Marine Works. It is expected that proportionate security measures will be installed including (but not limited to): • Security by design; • CCTV; • Intruder detection systems; • Security fencing and lighting (including infra-red illumination); • Land access to the MOLF will be restricted and controlled with a boundary; • Mooring attachments will have the capability to be securred when not in use; and, • Adequate signage displayed. A civilian guard force will undertake routine security operations. There will also be an effective maritime, dockside and shore-side security response in place which will include the provision of waterborne craft for security and safety responses. To provide adequate provision for the above, a gatehouse will be required to manage access to the port from the landward side; this would also need to include a vehicle and pedestrian search area; pedestrian access control, such as turnstiles & gates; also vehicle access control such as gates and rising arm barriers.

		A security control room would also be required for the monitoring of electronic security systems (CCTV, Intruder alarms, access control); this room could be in the main port operations office.
ASI.Q5	What measures will be implemented to control recreational craft in proximity to the site and the marine facilities during the construction and operational periods?	During construction a 'Local Port Service' (LPS) will be established to coordinate port services and disseminate port information to all vessels. The LPS will be primarily concerned with the monitoring and supply of information including: weather information, tidal and sea state, vessel arrival and departure schedules and pilotage services. The LPS will also act as a control point for the implementation of port emergency response During construction and operation guidance for recreational craft will also be in the form of publication of marine safety information, via 'notice to mariners'. Further information will also be provided by a Horizon liaision team to local yacht clubs and the RYA as secured in the Marine Works sub CoCP [REP5-024].
ASI.Q6	Clarification is sought on the ground levels of the site campus buildings.	Details of the ground levels are contained in the Design and Access Statement Volume 3 [APP-409/410]. In summary, the layout of the Site Campus has been developed to minimise disturbance to the landform and to retain the key features and characteristics of the site. Buildings are aligned and follow the existing contours. Some local earthworks are required to accommodate the need to form a level platform for the buildings and this will be achieved with elements of cut or fill as is appropriate for each of the building while still following the concept of minimise disturbance to the landform. The presence of rock at or close to ground level in the middle portion of the site also influences the need to avoid changing the existing landform.

ASI.Q7	Clarification is sought on the drainage arrangements for the site campus, including its relationship with the Tre'r Gof SSSI and the potential discharge to the sea.	An illustrative surface water drainage plan for the Site Campus is shown in [REP4-028] (drawing WN0902-HZDCO-SCA-DRG-00007) and drainage arrangements are further described in the Design and Access Statement, Volume 3 [REP4-018]. Drainage from the Site Campus is split into a number of networks. Network 1 manages the northern catchment and drains the accommodation building roof areas into a piped system by site linear/gully drainage receptors. Storm water attenuation would be provided in line with The SuDS Manual C753 (CIRIA, 2015) in the form of a permeable paving systems and swales. Surface water flows would be discharged to the sea via the Existing Power Station Site outfall, which is located north-west of the proposed site. Discharge flows would be limited to greenfield runoff rates via a flow control chamber. Networks 2 and 3 manage the southern catchment. Network 2 drains the car park, accommodation and amenity building roofs, bus transfer area, and all permeable and impermeable hardstanding areas into a piped system by site linear/gully drainage receptors. Oil / hydrocarbon treatment and storm water attenuation is required within Network 2 and this is provided through the use of a full retention separator and a below ground proprietary cellular tank with flow control prior to discharge Network 3 drains building roof areas and permeable paved areas only. No hydrocarbon treatment is required prior to discharge. A piped system by site linear/gully drainage receptors via swales is proposed for Network 3. Network 2 and 3 would be discharged to an existing local watercourse/drain, to the south of the site and would flow through Tre'r Gof SSSI, then ultimately to the sea. The drainage design for the Site Campus has purposely included discharge from the southern side through Tre'r Gof at the request of NRW to maintain and replicate flows in this catchment.
ASI.Q8	What is the physical size of the sewage package plant on lay down areas adjacent to the marine facilities?	The sewage plant infrastructure has not been subject to detailed design at this stage, but will be sized for a maximum daily flow of 990 m^3/s.

ASI.Q9	Will Horizon have flexibility to retain siltbusters on Mound E?	Silt management dosing plants are shown adjacent to the Mound E sedimentation pond in drawing WN0902-HZDCO-LFM-DRG-00023 in the site plans for construction drainage [REP2-018], and Figure 2-8 of ES Volume D - WNDA Development App D8-8 - Summary of preliminary design for construction surface water drainage [APP-167]). These drawings are labelled as 'illustrative' and locations of dosing plants as 'indicative'. Assuming that the diversion of water from the west of Mound E into the Afon Cafnan (and the commitment to not dose the water being discharged into the Nant Cemlyn) are approved, it is likely that it will not be necessary to locate these particular dosing plants in the vicinity of the Nant Cemlyn. Further consideration of options will be undertaken at the detailed design stage regarding locating any required dosing plants in the vicinity of the discharge to the Afon Cafnan
ASI.Q10	At what point on Mound E is water removed for overland pumping while Mound E is un-vegetated?	Horizon can confirm that water for overland pumping will be taken from the sedimentation pond to the west of Mound E.
ASI.Q11	What measures will be undertaken at the Kitchen Garden following the completion of the construction period?	Due to the operational requirements of the Power Station it is unlikely that the Kitchen Garden can be reinstated at its former location. However, Horizon are reviewing what can be practicably achieved, and will provide a response at Deadline 7 (14 March 2019).
ASI.Q12	Clarity is required on the provision of the shared cycleway from the proposed site access to the junction of the A5025 with the NCN566.	The section of dual use path within the Order Limits for the Power Station Access Junction would be constructed as part of the A5025 Off-line Highway Improvements and this will link the site access junction with the NCN566.
ASI.Q13	Clarification is required on the Power Station access drawing to illustrate the construction of the footway/cycleway.	As shown in the general arrangement plan submitted for approval (WN0902-HZDCO-OHW-DRG-00063 in [REP5-014]), there is a cycle crossing on the site entrance arm of the junction.

ASI.Q14	The photomontage at Viewpoint 17 (Tregele garage) includes an unexplained green block. What element of the scheme does that represent?	The ''green block'' referred to is the Simulator and Training Facility. See screen shot below with 'grey' block circled red. 
ASI.Q15	What is the proposed route of the Wales Coast Path (WCP) during operation in relation to Tregele garage?	The WCP diversion is contained wholly within the Wylfa Newydd Order Limits and would be routed to the back of the Tregele garage, approximately 75m from the boundary. The WCP route is shown in the Rights of Way Plans [REP2-016].
ASI.Q16	Confirmation is required of the nature of the Horizon control over the proposed SSSI Compensation Sites.	An updated Book of Reference (part 3/3) for the ecological compensation sites has been submitted at Deadline 6 (19 February 2019). In sumary all but three land parcels are now under option to Horizon.
ASI.Q17	Would the groundwater monitoring of the SSSI compensation sites continue to ensure a year's worth of results?	Horizon's intention is to continue the groundwater monitoring at the SSSI compensation sites to generate a year's worth of data.

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