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YNYS MÔN  
ISLE OF ANGLESEY  
COUNTY COUNCIL

# New Nuclear Build at Wylfa: Supplementary Planning Guidance

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## Foreword

The New Nuclear Build (NNB) at Wylfa, along with other major developments proposed on Anglesey, present a once in a lifetime opportunity to transform the economy and communities of the Island.

To help secure such transformation, and to ensure that any adverse effects associated with the foreseen developments are fully considered and mitigated, there is a need for specific Supplementary Planning Guidance (SPG).

Such guidance has to be placed in the context of UK and Welsh Government national policies, and build upon and complement existing local policy. It must therefore be comprehensive given the scale and wide-ranging nature and implications of the NNB, and be based upon a robust evidence base.

The purpose, therefore, of the New Nuclear Build at Wylfa Supplementary Planning Guidance (Wylfa NNB SPG) is to provide supplementary advice on important local direct or indirect matters and to set out the Isle of Anglesey County Council's (the County Council) response to national and local policy and strategies in the context of the Wylfa NNB Project. This SPG will enable the County Council to play its full role in the planning consent processes for the NNB, be it as a consultee for the Development Consent Order, or in its consideration of Town and Country Planning Act applications for associated developments.

The Wylfa NNB SPG not only provides part of a framework for future decisions by the County Council, but it will also help to inform the project promoter's proposals and decision making by providing clarity in relation to our aspirations and expectations of the proposed NNB.

The NNB will have important implications for the Island's economy, its communities and environment. The County Council is committed to ensuring that the potential adverse impacts of the NNB and its associated developments are identified and wherever possible avoided. Where adverse impacts cannot be avoided, the County Council's expectation (reflected in this SPG) will be for the project promoter to implement appropriate mitigation and/or compensation measures. The County Council will also seek to ensure that the socio-economic benefits related to the construction and operation of the new power station are fully realised in order to provide long term support to the Island and its communities. In this context, the Wylfa NNB SPG is underpinned by, and also seeks to enhance, benefits associated with the NNB Project.

This SPG will be integral to ensuring that the County Council identifies, and appropriately responds to, the opportunities and challenges presented by the proposed NNB at Wylfa.

# I Introduction

- 1.1.1 The UK Government is committed to meeting its legally binding target to cut greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels<sup>1</sup>. As a low carbon source of energy, the Government has clearly stated that nuclear power generation has an important role to play in the diversification and decarbonisation of electricity demand. Nuclear power generation can also help to ensure the resilience of the UK's energy supply.
- 1.1.2 It is UK Government policy<sup>2</sup> that nuclear power should be able to contribute significantly to the national need for new supply capacity as part of an energy mix that includes renewables and fossil fuels with carbon capture storage. Furthermore, the UK Government considers it important for new nuclear development to be operational as soon as possible. This is reiterated in the Overarching National Policy Statement (NPS) for Energy – [EN-1](#) (2011) and the Government has published a National Policy Statement (NPS) for Nuclear Power Generation – [EN-6](#) (2011) in order to clarify policy and to assist in facilitating the delivery of new power stations in a timely manner.
- 1.1.3 NPS EN-6 identifies eight potentially suitable sites for new nuclear development, one of which is located on the Wylfa Peninsula adjacent to the existing Magnox power station complex. Development of the New Nuclear Build (NNB) site at Wylfa is currently being pursued by Horizon Nuclear Power (Horizon).
- 1.1.4 The Welsh Government, through its low carbon transition strategy<sup>3</sup>, and the Isle of Anglesey County Council (the County Council), both recognise the important contribution new nuclear power can make to the UK's energy mix and security of electricity supply and both support the principle of development of a new nuclear power station at Wylfa. They also anticipate that the development of a new nuclear power station at Wylfa and associated developments (which, for the purposes of this document, are termed the 'Wylfa NNB Project') will be a fundamental driver for economic growth on Anglesey and in the wider North Wales region. The key strategic importance of the Wylfa NNB Project is fully recognised in the County Council's [Energy Island Programme](#)



<sup>1</sup> As established in the *Climate Change Act 2008*.

<sup>2</sup> See HM Government (2011) *The Carbon Plan: Delivering Our Low Carbon Future*: DECC: London.

<sup>3</sup> Welsh Government (2012) *Energy Wales: A Low Carbon Transition*. Welsh Government: Cardiff.

(EIP) and Welsh Government [Enterprise Zone](#)<sup>4</sup> which together aim to create a geographical hub of excellence for the development, implementation and servicing of low carbon energy initiatives.

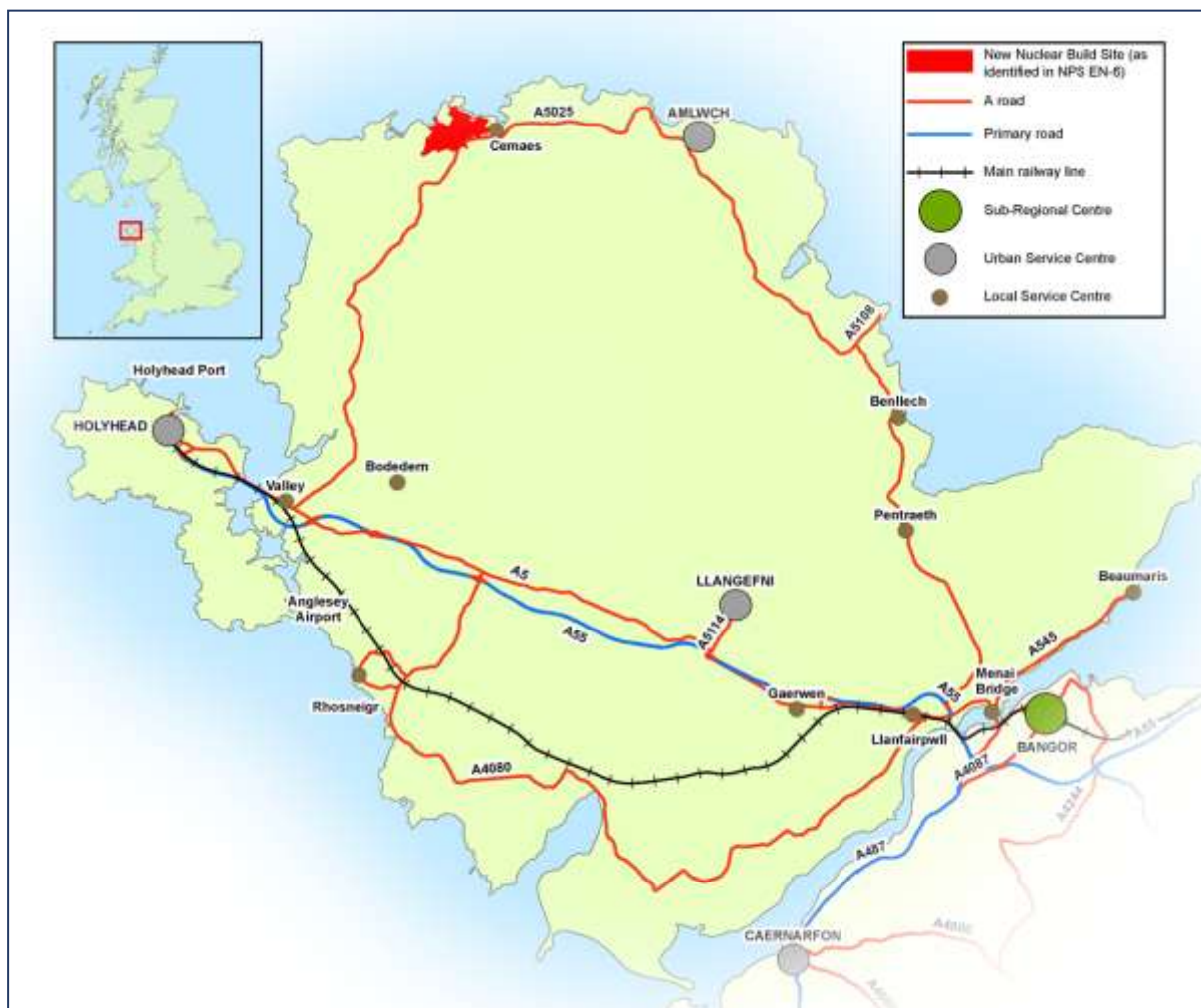
- 1.1.5 It is anticipated that the EIP could contribute to facilitating up to £2.5 billion to the Anglesey and North Wales economies over the next 15 years, providing an unprecedented opportunity to deliver sustainable long-term benefits to the socio-economic fabric of the Island and region. However, it is essential that the delivery of the Wylfa NNB Project recognises, and is sensitive to, the potential for adverse impacts upon the Island's unique environmental and cultural resources, its communities and established economic activity.
- 1.1.6 This Supplementary Planning Guidance (SPG) is intended to augment existing national and local planning policy to help guide the masterplanning, design and efficient delivery of the Wylfa NNB Project and to ensure the realisation of lasting benefits to the Isle of Anglesey and North Wales region. **Appendix A** shows how the Guiding Principles of the SPG relate to national and local planning policy.

## 1.1 The Wylfa New Nuclear Build Project

- 1.1.7 The proposed 254 hectare (ha) site which has been identified as a location for a new nuclear power station at Wylfa is shown in **Figure 1.1**. Horizon plans to deliver two Advanced Boiling Water Reactors, generating a minimum of 2,700MW at this site.

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<sup>4</sup> The Energy Island Programme is a public-private partnership with the aim of putting Anglesey at the forefront of energy research and development, production and servicing. It is part of the County Council's Enterprise Island Framework under which Enterprise Zone status will accelerate the investment required to secure the Island's future as a leading location for future low carbon energy innovation, generation and demonstration. This will include regeneration, infrastructure and property requirements, as well as ICT communications through to power, transportation and water for key sites within the Zone.

**Figure I.1 Location of the Proposed New Nuclear Build Site**

1.1.8 Construction of the new nuclear power station is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. Legislation provides that projects like the NNB at Wylfa are of such potential importance to the UK that a different consenting process to the “normal” grant of planning permission by the local planning authority applies. Under this process, Horizon proposes to submit an application for a Development Consent Order (DCO) for the power station to the Secretary of State for Energy and Climate Change (Secretary of State). The application will be made through the Planning Inspectorate who, following examination, will recommend to the Secretary of State whether development consent should be granted or not. The final decision on whether to grant or refuse development consent rests with the Secretary of State<sup>5</sup>.

1.1.9 Although the County Council is not the consenting authority for the NSIP, it will seek to ensure that development has regard to the strategic policies and principles of

<sup>5</sup> Further information on the DCO application process is available via the Planning Inspectorate’s website: <http://infrastructure.planningportal.gov.uk/application-process/the-process/>.

the Development Plan (which currently comprises the [Gwynedd Structure Plan](#) (1993) and the [Ynys Môn Local Plan](#) (1996)), the relevant NPSs, national (Wales) planning policy and guidance, the [Stopped Unitary Development Plan](#) (UDP), Supplementary Planning Guidance and the emerging Anglesey and Gwynedd [Joint Local Development Plan](#) (JLDP). The JLDP will be the spatial plan that gives effect to, inter alia, the Anglesey Economic Regeneration Strategy and the EIP. This SPG will be reviewed and, if necessary, updated following the adoption of the JLDP.

- I.1.10 In addition to the DCO application, Horizon and any other third parties promoting projects related to the NNB (for example, proposals for construction worker accommodation) will require consent, through the Town and Country Planning Act 1990 (as amended), for works connected with the development (associated developments). Associated development may be proposed at the main NNB site, in advance of approval of a DCO application and/or they may relate to works on land located off site. Associated development applications are not covered by the Planning Act 2008 in Wales and will therefore be determined by the County Council (unless 'called-in' by Welsh Ministers).
- I.1.11 The full range of associated development required as part of the Wylfa NNB Project has not yet been defined but could include:
- Enabling and site preparation works for the new power station;
  - Road and rail improvements;
  - Freight Logistics Centre;
  - Park and Ride facilities;
  - Workforce accommodation;
  - Sites and premises for supply chain needs; and
  - Community facilities and services.
- I.1.12 In this context, reference to the project as the Wylfa NNB in this SPG includes for development at the Wylfa site and also associated development proposals. However, the Wylfa NNB Project does not include development related to connection to the electricity transmission infrastructure (i.e. the National Grid), which will be required to serve the new nuclear power station. This NSIP (the North Wales Connection Project) is being promoted by National Grid and would be subject to a separate DCO application process.



- 1.1.13 The term ‘project promoter’ relates to both Horizon and any other third parties proposing development in direct response to the NNB (for example, the provision of construction worker accommodation or related employment uses).

## 1.2 Purpose of this Supplementary Planning Guidance

1.2.1 Supplementary Planning Guidance is a means of setting out detailed thematic or site specific guidance on the way in which development plan policies will be applied in particular circumstances or areas. **The purpose of the New Nuclear Build at Wylfa Supplementary Planning Guidance (Wylfa NNB SPG) is to provide supplementary advice on important local direct or indirect matters and to set out the County Council’s response to national and local policy and strategies in the context of the Wylfa NNB Project.** Although the SPG is not supplemental to the JLDP, which is currently being prepared, it does seek to be consistent with the direction of travel set out in the emerging plan.

1.2.2 The Wylfa NNB SPG is intended to:

- Inform the position which will be adopted by the County Council in its Local Impact Report<sup>6</sup> and relevant sections of the Statement of Common Ground<sup>7</sup>;
- Provide a planning framework (alongside the Development Plan and other planning policy guidance) that helps guide the applicant(s) and influences the design and development of the Wylfa NNB Project elements to ensure sustainable outcomes, with a focus on associated development;
- Inform pre-application discussions related to the main NNB site and associated developments;
- Offer supplementary local level guidance, consistent with the relevant NPSs, which the Planning Inspectorate and the Secretary of State may consider both important and relevant to the decision-making process; and
- Form a material consideration in the assessment of any Wylfa NNB Project related Town and Country planning applications submitted by Horizon or other development promoters and businesses who may have, or wish to pursue, an interest in the project.

1.2.3 It should be noted that the SPG cannot be a vehicle to formulate new policies or to ‘allocate’ land for development; guidance in this SPG should not be read as having

<sup>6</sup> As part of the Planning Act 2008 process, the County Council will be invited to submit a Local Impact Report giving details of the likely impact of the proposed Wylfa NNB Project on Anglesey. Further information on the preparation of local impact reports is available via the Planning Inspectorate’s website: <http://infrastructure.planningportal.gov.uk/wp-content/uploads/2013/04/Advice-note-1v2.pdf>.

<sup>7</sup> A statement of common ground is a written statement prepared jointly by the applicant and another party or parties such as the County Council, setting out any matters on which they agree. Statements of common ground help focus on the examination of the material differences between the main parties.

these effects. It is also not the purpose of the SPG to make a judgement on the appropriateness and principles of the new power station development which comprises the key component of the Wylfa NNB Project. This is a matter for the Planning Inspectorate and the Secretary of State to consider in accordance with relevant NPSs.

- 1.2.4 It is also important to note that, as a NSIP, the case for new nuclear power stations including at Wylfa has already been established at the national (UK) level through NPSs which provide the basis for decision making by the Planning Inspectorate. It follows that Development Plan policy and SPG do not include policy tests with respect to whether the construction and operation of a nuclear power station is acceptable. However, at Section 104(2)(b) and (d) the Planning Act 2008 states that the Planning Inspectorate/Secretary of State must have regard to any Local Impact Report prepared by the relevant local planning authority together with any other matters they think are both important and relevant to their decision. Further, enabling works and associated developments will require consent from the County Council under the Town and Country Planning Act 1990 (as amended). Other consents may also be required before development can proceed.
- 1.2.5 This SPG (alongside the Development Plan and other planning policy guidance) therefore enables the County Council to make robust decisions on all NNB related associated development including enabling works (Town and County Planning) applications it receives. It highlights some of the readily identifiable potential impacts of the Wylfa NNB Project and outlines potential mitigation and enhancement measures to ensure that significant adverse impacts are avoided or, if this is not possible, minimised, and that socio-economic benefits associated with the construction and operation of the new power station are fully realised.
- 1.2.6 Whilst it is not appropriate for this SPG to provide guidance in respect of development outside the Isle of Anglesey, the significance of the Wylfa NNB Project is such that it is likely to have far reaching impacts that go beyond the Island itself. Further, the realisation of many of the socio-economic benefits associated with the construction and operation of the new power station will require cross-boundary working and strategic planning with, for example, the neighbouring local authorities of Gwynedd Council and Conwy County Borough Council. As a result, this SPG highlights where there is the potential for cross-boundary impacts to arise in order to inform partnership working between the County Council, the project promoter and other stakeholders across the North Wales region.
- 1.2.7 The Wylfa NNB SPG does not consider the decommissioning of the NNB due to the difficulty in predicting the direction of future planning policy and the prevailing baseline socio-economic and environmental conditions which may apply at the time

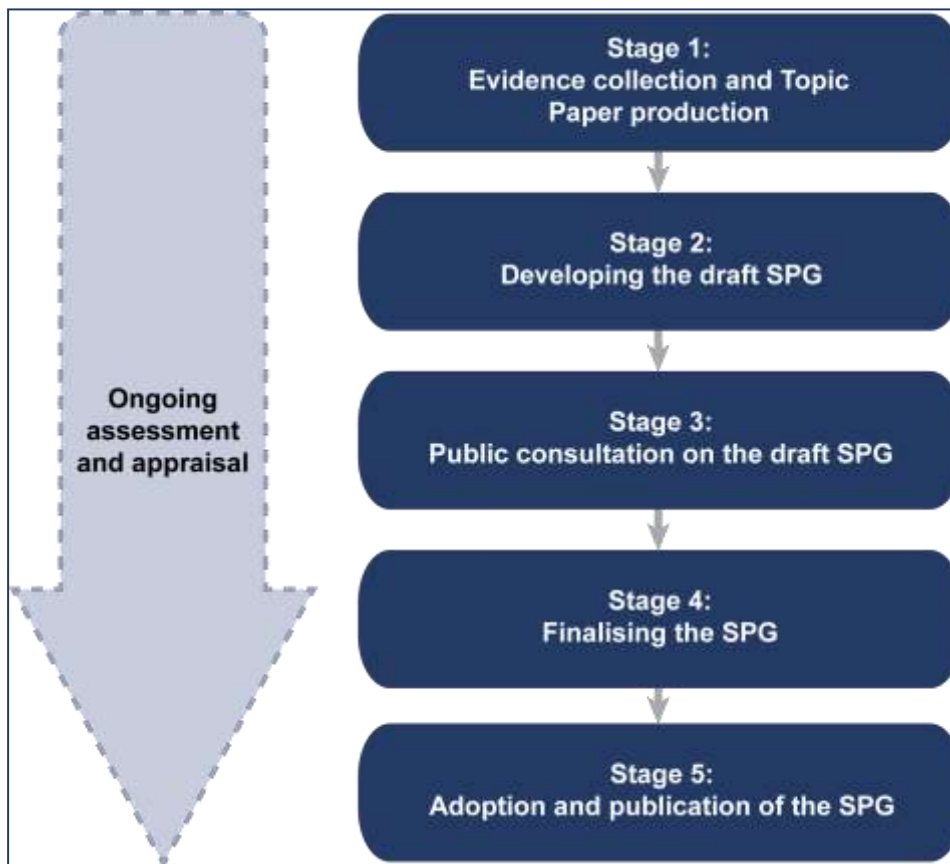
(likely to be in excess of 50 years from the present day). It is also expected that adequate controls would continue to be in place to ensure the safe decommissioning of the nuclear power station, in accordance with an agreed decommissioning plan. However, this SPG does provide guidance in respect of the decommissioning of temporary development required to support the construction of the NNB.

### 1.3 Preparation of this Supplementary Planning Guidance

1.3.1 Preparation of the Wylfa NNB SPG has consisted of five key stages that are shown in **Figure 1.2**. It has been principally informed by:

- Topic papers;
- Evidence base studies;
- Assessments and appraisals; and
- Public consultation.

**Figure 1.2 Key Stages in the Development of the Wylfa NNB SPG**



## Topic Papers

1.3.2 Topic papers were developed to bring together the evidence base and policy context across 10 topic areas. The topic papers were intended to support the:

- Identification of the key matters to be considered in drafting the SPG;
- Provision of guidance with respect to how the SPG could respond to the challenges and opportunities identified; and
- Presentation of further information to stakeholder organisations and the public in support of consultation on the draft SPG.

1.3.3 **Box I** provides a full list of topic papers prepared in support of the SPG.

### **Box I Topic Papers Prepared in Support of the Wylfa NNB SPG**

Topic Paper 1: Natural Environment  
 Topic Paper 2: Historic Environment  
 Topic Paper 3: Housing  
 Topic Paper 4: Economic Development  
 Topic Paper 5: Transport  
 Topic Paper 6: Amenity  
 Topic Paper 7: Climate Change  
 Topic Paper 8: Infrastructure  
 Topic Paper 9: Waste  
 Topic Paper 10: Population and Community

## Evidence Base Studies

1.3.4 A number of technical evidence base studies have been undertaken in support of the SPG including in respect of water resources, waste, community infrastructure and rail and waterborne transportation. The findings of evidence base studies prepared in support of the emerging JLDP were also drawn upon where appropriate.

1.3.5 A full list of evidence base documents is available on the County Council's website.

## Assessment and Appraisal

1.3.6 In developing this SPG, the County Council carried out a number of technical assessments in order to ensure that the range of socio-economic and environmental effects that could arise from its implementation were understood, significant adverse effects mitigated and positive effects enhanced. These assessments included the following:

- Sustainability Appraisal incorporating Strategic Environmental Assessment;
- Habitats Regulations Assessment;
- Welsh Language Impact Assessment;
- Equality Impact Assessment; and
- Rapid Health Impact Assessment.

### *Sustainability Appraisal*

- 1.3.7 Section 62(6) of The Planning and Compulsory Purchase Act 2004 requires a local planning authority, when developing a local development plan (LDP) for its area to:
- a) Carry out an appraisal of the sustainability of the plan; and
  - b) Prepare a report of the findings of the appraisal.
- 1.3.8 In undertaking this requirement, the local planning authority must also incorporate the requirements of the European Union Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment, commonly referred to as the Strategic Environmental Assessment (SEA) Directive. This is enacted in Wales through the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004.
- 1.3.9 The Wylfa NNB SPG is not intended to be guidance issued in furtherance of the emerging JLDP and Sustainability Appraisal (SA) is not a statutory requirement. However, given the scale, scope and potential effects of the document and its broad consistency with the definitions of plans and programmes covered by the SEA Directive and national regulations, the County Council determined that the SPG should also be subject to SA (including meeting the requirements of the SEA Directive).
- 1.3.10 The likely social, economic and environmental effects of the draft guidance were subsequently identified, described and appraised with the findings recorded in an SA Report<sup>8</sup>. The recommendations of the SA have been incorporated into this document where appropriate.

### *Habitats Regulations Assessment*

- 1.3.11 To comply with Regulation 61(1) of The Conservation of Habitats and Species Regulations 2010 (SI 2010 No. 490) ('the Habitats Regulations'), the County Council

<sup>8</sup> Isle of Anglesey County Council (2014) *Sustainability Appraisal for the New Nuclear Build at Wylfa: Supplementary Planning Guidance - Sustainability Appraisal Report*.

carried out a Habitats Regulations Assessment (HRA) screening exercise<sup>9</sup>. This sought to determine whether the Wylfa NNB SPG would be likely to have a significant effect on any European designated sites, including:

- Special Areas of Conservation (SAC) designated under Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora;
- Special Protection Areas (SPA) designated under Council Directive 2009/147/EC on the Conservation of Wild Birds; and
- Ramsar Sites designated under the 1976 Ramsar Convention (Ramsar sites are not European sites but under UK policy are given the same level of protection).

1.3.12 The screening process identified recommendations, which have been incorporated into this document, to ensure that the Wylfa NNB SPG will have no likely significant effects on any European sites.

#### *Welsh Language Impact Assessment*

1.3.13 A Welsh Language Impact Assessment (WLIA)<sup>10</sup> was carried out in order to determine the impact of the Wylfa NNB SPG on the Welsh language in Anglesey. The WLIA found that the draft SPG would be likely to have a positive impact on Welsh language and identified a number of recommendations that have informed this document.

1.3.14 The WLIA of the draft SPG is separate and distinct from any WLIA concerning the Wylfa NNB Project, which the County Council fully anticipates will be undertaken by the project promoter. In this context, **Section 4.5** of this SPG considers further the potential impacts of the Wylfa NNB Project on Welsh language and culture and provides specific guidance in respect of project level WLIA.

#### *Equality Impact Assessment*

1.3.15 The duty to undertake Equality Impact Assessment (EqIA) arises from the Race Relations (Amendment) Act 2000, the Disability Discrimination Act 2005 and the Equality Act 2010. EqIA should consider effects with respect to all members of the community whatever their race, age, disability, gender, sexual orientation and religion or beliefs thus helping to ensure social inclusion and community cohesion.

<sup>9</sup> Isle of Anglesey County Council (2014) *Habitats Regulations Assessment for the Draft New Nuclear Build at Wylfa: Supplementary Planning Guidance – Screening Report*.

<sup>10</sup> Isle of Anglesey County Council (2014) *Welsh Language Impact Assessment for the New Nuclear Build at Wylfa: Supplementary Planning Guidance – Assessment Report*.

- 1.3.16 EqlA of the draft Wylfa NNB SPG was undertaken in accordance with the County Council’s toolkit for carrying out EqlA and the EqlA Report<sup>11</sup> identified that the draft SPG would be unlikely to have an adverse impact on equality.

#### *Rapid Health Impact Assessment*

- 1.3.17 The role of Health Impact Assessment (HIA) has been defined as being to:

*“assess the potential health impacts – positive and negative – of policies, programmes and projects...and to improve the quality of public decision making through recommendations to enhance predicted positive health impacts and minimise negative ones” (Scott-Samuel et al., 1998).*

- 1.3.18 The County Council has developed its own HIA toolkit and this was used to undertake a rapid health impact screening of the draft Wylfa NNB SPG. The recommendations of the assessment are presented in the HIA Report<sup>12</sup> and have informed this document.

#### **Public Consultation**

- 1.3.19 The County Council formally consulted on the draft Wylfa NNB SPG for a six week period, from 17<sup>th</sup> February to 31<sup>st</sup> March 2014. The consultation comprised the publication of the draft SPG for comment (including an on-line questionnaire) and three supporting public exhibitions held in Cemaes Bay, Holyhead and Llangefni.
- 1.3.20 A Schedule of Consultation Responses<sup>13</sup> has been prepared which sets out how those comments received during the consultation have informed this final version of the SPG.

## **1.4 Structure of this SPG**

- 1.4.1 This SPG:

- Outlines the national, regional and local (including NPSs) policy framework which provides the context for the guidance (**Section 2**);
- Sets out the County Council’s vision and related objectives for the Wylfa NNB Project and this SPG (**Section 3**);

<sup>11</sup> Isle of Anglesey County Council (2014) *Equality Impact Assessment for the New Nuclear Build at Wylfa: Supplementary Planning Guidance – Assessment Report*.

<sup>12</sup> Isle of Anglesey County Council (2014) *Rapid Health Impact Assessment: Supplementary Planning Guidance for New Nuclear Build*.

<sup>13</sup> Isle of Anglesey County Council (2014) *Draft New Nuclear Build at Wylfa: Supplementary Planning Guidance – Schedule of Consultation Responses*.

- Provides project-wide guidance related to the likely main potential impacts associated with the Wylfa NNB Project and which is designed to help ensure that associated development is sustainably located, taking account of the existing and emerging evidence base and national and local planning policy (**Section 4**); and
- Sets out guidance with respect to development at the main Wylfa NNB site and identifies Areas of Search to help direct associated development with regard to appropriate locations and scale given prevailing and reasonably foreseen environmental and social conditions (**Section 5**).

### How this SPG should be used

In developing proposals for the Wylfa NNB Project, the County Council will expect the project promoter to give full consideration to **both** the project-wide guidance contained in **Section 4** and locational guidance in **Section 5**, together with the relevant NPSs, national and local (including emerging) planning policy.

The County Council will use both the project-wide guidance and locational guidance contained in this SPG, and relevant national and local (including emerging) planning policy, to:

- Respond to any consultation by the project promoter;
- Prepare its Local Impact Report and Statement of Common Ground; and
- Assist decision-making in the determination of Town and Country Planning Act applications for associated development it receives from the project promoter (including third parties).

The extent to which the guidance is relevant to each application the County Council receives will vary and, by necessity given the likely variable scale and nature of the applications, will be determined on a case-by-case basis.

- 1.4.2 Should this document be required in a different language, in large print or in a different format, then please contact the:

**Project Management Office,  
Economic & Community Regeneration Service,  
Isle of Anglesey County Council,  
Anglesey Business Centre,  
Llangefni,  
LL77 7XA.**

**✉ [PMO@anglesey.gov.uk](mailto:PMO@anglesey.gov.uk)**

**☎ (01248) 752435**



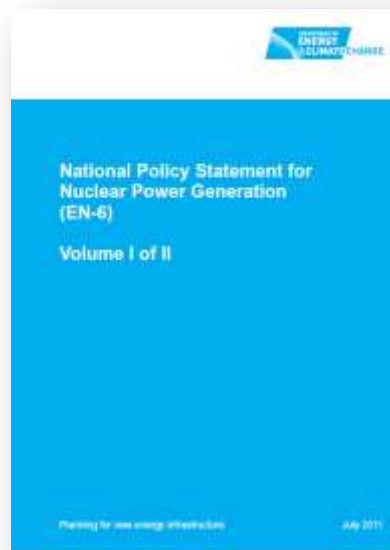
## 2 Policy Framework

2.1.1 The Wylfa NNB SPG expands upon, and provides local context to, the relevant NPSs, national planning policy as well as adopted Development Plan policy and the emerging JLDP. The SPG may also influence, and be influenced by, other plans and programmes (planning and non-planning documents) at an international/European, national, regional and local level. This section provides a summary overview of the principal policy context for the SPG. An extensive range of other plans and programmes has also been taken into account in the development of this SPG document, as detailed in the accompanying topics papers and referred to in **Section 4** and **Section 5** as appropriate.

### 2.1 National Policy Statements

#### National Planning Policy Statements for Energy (EN-1) and Nuclear Power Generation (EN-6)

2.1.2 National Policy Statements (NPSs) set out the criteria by which applications for nationally significant infrastructure projects will be determined by the Secretary of State. NPS EN-1 (2011) relates to energy infrastructure whilst NPS EN-6 addresses nuclear power generation and together they will provide the principal decision making framework for the Planning Inspectorate in respect of the NNB at Wylfa. They provide advice on a range of both generic and nuclear-specific impacts that could arise from NNB projects including in respect of issues such as biodiversity and geological conservation, water quality and resources and socio-economic impacts.

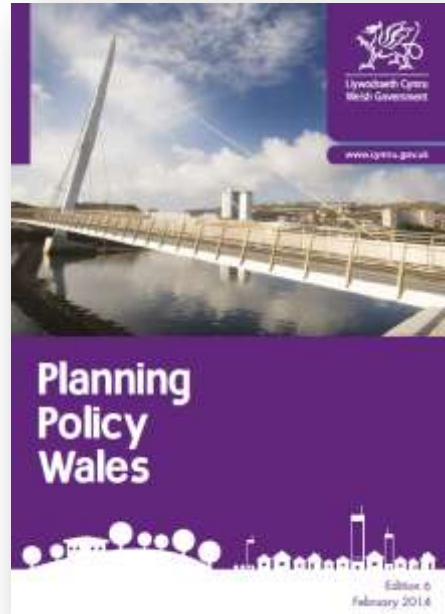


2.1.3 As noted in **Section 1**, NPS EN-6 identifies land adjacent to the existing Wylfa nuclear power station complex as a suitable site for new nuclear development, subject to site and technology specific design issues and related impact assessment.

## 2.2 National Policy

### Planning Policy Wales

2.2.1 [Planning Policy Wales](#) (2014), together with [Technical Advice Notes](#), [Circulars](#) and other supplementary documents, provide the national planning policy framework for preparing local development plans and set out the Welsh Government's land use planning policies. Together they seek to encourage sustainable development in Wales by promoting social justice and equality of opportunity; and enhancing the natural and cultural environment.



### Wales Spatial Plan (2008)

2.2.2 The [Wales Spatial Plan](#) introduces a strategic framework for directing development and policy interventions in Wales in the future. Anglesey is part of the North-West Wales Area: Eryri a Môn. The plan identifies the following vision for this area:

*“A high-quality natural and physical environment supporting a cultural and knowledge-based economy that will help the area to maintain and enhance its distinctive character, retain and attract back young people and sustain the Welsh language”.*

## 2.3 Local Policy

### The Development Plan

2.3.1 The current planning policy framework for Anglesey includes the Gwynedd Structure Plan (1993) and Ynys Môn Local Plan (1996); together they form the ‘Development Plan’ for Anglesey. The Gwynedd Structure Plan provided the strategic guidance for development on the Island for the period 1991 to 2006. The Local Plan sets out policies for development on Anglesey to support the broader framework of the Structure Plan. The Local Plan identified that the future of the existing nuclear power station at Wylfa may have been decided in the lifetime of the plan (up to 2001), and that its closure was a significant threat to the economy of Anglesey.

2.3.2 Whilst neither the Structure Plan nor the Local Plan include policy relating to the NNB at Wylfa, a large number of policies remain relevant to various aspects of the Wylfa NNB Project and its potential impacts. Further detail in respect of those

policies relevant to the NNB and associated developments is provided at **Appendix A** and in the topic papers which accompany this SPG.

### **Isle of Anglesey Stopped Unitary Development Plan**

- 2.3.3 The Stopped UDP was in progress to provide a framework for development and conservation from 2001-2016. A public inquiry was held and the Inspector's Report relating to the inquiry was received. However, in 2005 the County Council resolved to stop work on the UDP in order to move to the new local development plan system. Its contents have a material consideration in development management, but do not have the status of an adopted plan.
- 2.3.4 The Stopped UDP sets out the following vision for Anglesey: *“To encourage sustainable communities on Ynys Môn by promoting sustainable development which improves and enhances the local economy in order to stem the loss of population and provide effective protection or enhancement of the environment”*. This vision is underpinned by 15 objectives which are all potentially relevant to the Wylfa NNB Project and this SPG. The most relevant objectives with respect to NNB proposals include:
- To encourage economic opportunities which will help provide satisfying, secure and remunerative jobs, and therefore reduce the number of people leaving the Island in search of work;
  - To protect and promote the Welsh language and culture;
  - To safeguard and enhance the natural, cultural, historic and visual environment;
  - To support the continuation of sustainable communities which have access to a wide range of services;
  - To secure improvements in the Island's basic infrastructure in order to protect the environment and support improvements to the economy; and
  - To promote and encourage the development and use of renewable and non-renewable sources of energy (where appropriate) and promote energy efficient development and design.
- 2.3.5 The Stopped UDP also includes a number of topic-based policies potentially relevant to the Wylfa NNB Project including, for example, those related to environmental protection and enhancement, although none relate specifically to NNB proposals.

## Energy Island Programme

2.3.6 The Anglesey Energy Island Programme (EIP) seeks to develop the low carbon energy sector on Anglesey. The EIP aims to create a centre of excellence for the production, demonstration and servicing of low carbon energy initiatives. It brings together proposed low carbon energy developments ranging from new nuclear, tidal arrays, biomass and offshore wind, with large contributions to the local economy. As well as energy industry jobs, opportunities are highlighted as part of the Programme to improve local transport infrastructure, housing, tourism and leisure facilities.

## Anglesey Enterprise Zone

2.3.7 The Enterprise Zone initiative is designed to complement the EIP and to encourage growth in the low carbon energy sector on Anglesey. It aims to support investment in low carbon energy production; establish world-class facilities for low carbon innovation and demonstration; and ensure that the supply chain captures servicing opportunities.

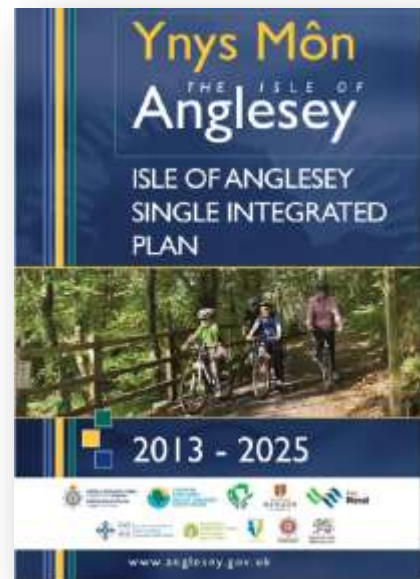
2.3.8 Anglesey Enterprise Zone encompasses the whole of the Island, with the aim to focus investment on a short-list of eight key sites agreed on the basis of their suitability to meet the needs of business. These sites include:

- Anglesey Aluminium (EZ1);
- Parc Cybi (EZ2);
- Penrhos Industrial Estate (EZ3);
- Holyhead Port (EZ4);
- Bryn Cefni Industrial Estate (EZ5);
- Creamery Land North of Lledwigan Farm (EZ6);
- Gaerwen Industrial Estate (EZ7);
- Rhosgoch (EZ8).

## Isle of Anglesey Single Integrated Plan - 2013 to 2025 (2012)

2.3.9 The Isle of Anglesey [Single Integrated Plan](#) (SIP) is a combination of four local plans and their shared priorities (Community Strategy, Health, Social Care and Wellbeing Strategy, Children and Young People's Plan and the Community Safety Plan). It focuses attention on improving the quality of life of local people and communities by enhancing economic, social and environmental well-being through:

- Improving economic performance and skills to create and sustain jobs, focussing on lifelong learning opportunities;
- Enabling communities and individuals to maintain and develop their independence;
- Ensuring opportunities exist for young people to remain on the Island to live and work;
- Meeting the needs of individuals and communities with less available public money;
- Reducing poverty and providing effective services that meet the needs of vulnerable groups; and
- Promoting and sustaining the Island's environment and rich culture.



2.3.10 The Enterprise Zone and opportunities in the low carbon energy sector are seen as being integral to the improvement of economic performance and workforce skills levels on Anglesey. The SIP acknowledges the EIP and the £2.5billion contribution it may make to Anglesey's and North Wales' economies over the next 15 years and aims to capitalise upon all strategic energy investment proposals on Anglesey, including the NNB at Wylfa.

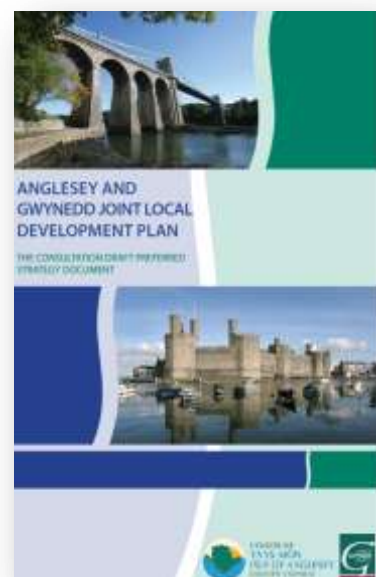
2.3.11 It should be noted that work is currently underway to produce a joint Anglesey and Gwynedd SIP which, once adopted, will replace the Isle of Anglesey SIP.

### Joint Local Development Plan

2.3.12 Once adopted, the Anglesey and Gwynedd Joint Local Development Plan (JLDP) will replace the Gwynedd Structure Plan, Ynys Môn Local Plan and the Stopped UDP and will set out the policy framework and strategic aims for development and land use from 2011-2026.

2.3.13 Consultation on the draft JLDP Preferred Strategy took place in May 2013. The Preferred Strategy sets out the following vision for the Plan area:

*“By 2026, Anglesey and Gwynedd will be recognised for their vibrant and prosperous communities that celebrate their unique culture, heritage and environment and will*



be a place of choice. This means that the Joint Local Development Plan area will be one:

- where the housing needs of local communities in the area are better addressed in terms of supply, type, quality, energy efficiency, location and affordability;
- where its residents and businesses are able to grasp new economic opportunities in order to thrive and prosper;
- which boasts an appropriately skilled workforce and has a varied, well connected, sustainable and broad economic base that makes the best use of local strengths and opportunities where the benefits deriving from them are kept local;
- that is home to vibrant networks of inclusive communities where residents enjoy good health and well-being;
- where the Welsh language is an integral part of communities;
- which adapts and responds positively to the challenges of climate change;
- where the unique character of its built and cultural heritage, its countryside and landscape, and its environment is valued, protected and enhanced; and
- where people want to live, work and visit.”

2.3.14 This vision is supported by a number of objectives including to “diversify the rural and urban economic base of the JLDP area to enable a prosperous mixed economy that builds on opportunities, including those presented by the low-carbon and renewable energy sectors and knowledge-based industries.” Strategic Policy PS7, which relates specifically to nuclear related development at Wylfa, identifies a range of criteria that the County Council will seek to ensure compliance with in its role as determining authority for associated development, or as primary consultee in respect of the DCO application. These criteria include, inter alia, that relevant SPG “should shape the approach to the development of proposals for nuclear related development and any associated development or infrastructure” (although it should be noted that this SPG is not supplemental to the JLDP).

2.3.15 Following consultation on the draft JLDP Preferred Strategy, the Joint Planning Policy Unit is now working towards the preparation of the Deposit Plan. Submission to the Welsh Government for examination is scheduled for December 2015 with a view to adoption in December 2016.

### **Isle of Anglesey Corporate Plan 2013-2017**

2.3.16 The Isle of Anglesey Corporate Plan for 2013- 2017 recognises the status of the EIP in providing a once in a generation opportunity to create substantial new jobs as a result of the planned investment and the growth potential of the low carbon energy

sector. The Corporate Plan identifies a requirement for the County Council to develop schemes which will increase employment opportunities for young people, improve infrastructure and support the supply chain.

### 3 Vision and Objectives

- 3.1.1 The proposed NNB at Wylfa provides a unique and unprecedented opportunity for the County Council and project promoters to work together to contribute towards the socio-economic transformation of Anglesey and the wider North Wales region. To help encapsulate this opportunity, the County Council has developed a vision for the Wylfa NNB Project. This vision clearly and concisely sets out the Council's aspirations for the project, which are underpinned by a set of objectives outlining how this vision is to be delivered.
- 3.1.2 Both the vision and objectives have been informed by a review of existing objectives including those identified in the emerging JLDP and the SIP as well as relevant NPSs, national planning policy and other plans and programmes. They were also subject to public and stakeholder consultation during the development of this SPG.

#### 3.1 Vision

- 3.1.3 The County Council's Vision for the Wylfa NNB Project is clear and ambitious and aligns with its wider socio-economic and legacy aspirations in relation to all major developments on the Island. The Vision is:

***The New Nuclear Build at Wylfa is a positive driver for the transformation of the economy and communities on Anglesey, providing sustainable employment opportunities, improving the quality of life for existing and future generations and enhancing local identity and distinctiveness.***

- 3.1.4 The County Council expects that the construction and operation of the NNB power station and associated developments will:
- Contribute to the UK's need for secure and affordable low carbon energy;
  - Comply with all safety and security requirements to ensure a secure and safe project with robust emergency planning provisions during construction and operation;
  - Contribute significantly to long-term sustainable economic growth and local prosperity through the provision of quality employment, training and workforce development opportunities;



- Support the prosperity of local businesses by providing appropriate supply chain and inward investment opportunities;
- Support the sustainability, vibrancy and quality of life of Anglesey and its communities (including support for the Welsh language and culture) and promote low carbon living and behaviours;
- Take into account environmental, social, economic and health impacts and provide mitigation and/or compensation for any adverse impacts whilst maximising positive social, economic and environmental benefits;
- Contribute to an enhancement of local community infrastructure, facilities and services;
- Promote sustainable modes of transport and undertake infrastructure improvements to minimise the impact of the development on local capacity and resilience and enhance connectivity;
- Contribute positively to the biodiversity of the Island and the quality of its natural environment; and
- Recognise the support of local communities in hosting the Wylfa NNB Project (during construction and operation up to the point of decommissioning) by compensating for impacts that cannot be mitigated and otherwise securing the good will and understanding of the population of the Island as a whole.

3.1.5 The Vision will be achieved through the commitment of all relevant parties to securing these outcomes by both statutory and voluntary means<sup>14</sup>.

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<sup>14</sup> N.B. In developing and promoting this Vision, the County Council does not commit itself to act in any way other than in accordance with its statutory powers and duties.

## 3.2 Objectives

3.2.1 The County Council expects that the Vision will be achieved through the following seven objectives:

1. To ensure that the Wylfa NNB Project contributes to the delivery of the Anglesey Energy Island Programme, and the Anglesey Enterprise Zone, placing the Island at the forefront of energy research and development, production and servicing;
2. To ensure that the Wylfa NNB Project drives the transformation of the Anglesey and North Wales economies and maximises opportunities for the employment and up-skilling of local people;
3. To ensure that the Wylfa NNB Project delivers significant and enduring infrastructure benefits to the Island's communities;
4. To ensure that the Wylfa NNB Project supports improvements to the quality of life (including health, housing, well-being and amenity) of the Island's residents, visitors and workers during its construction and operation;
5. To ensure that the Wylfa NNB Project recognises and strengthens the unique identity of the Island and its communities;
6. To ensure that the Wylfa NNB Project promotes the sustainable movement of people and materials and provides resilient transportation infrastructure capable of attracting and sustaining economic growth and creating sustainable communities; and
7. To ensure that the Wylfa NNB Project conserves and enhances the Island's distinctive environment and resources, taking into account climate change.

**Objective 1: To ensure that the Wylfa NNB Project contributes to the delivery of the Anglesey Energy Island Programme, and the Anglesey Enterprise Zone, placing the Island at the forefront of energy research and development, production and servicing.**

3.2.2 This will be achieved by:

- Stimulating growth and inward investment particularly within the energy sector and knowledge-based industries;
- Maximising opportunities for research and development activities in low carbon energy;
- Developing skills training required to support the delivery of the Wylfa NNB Project and to sustain these skills once it is delivered;
- Promoting low carbon energy projects;
- Delivering the strategic infrastructure necessary to accommodate the Wylfa NNB Project and support wider economic growth;
- Identifying opportunities for collaboration with other Enterprise Zones in North Wales.

<b>Key SPG Guiding Principle (GP) (see Section 4 and Section 5)</b>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
<ul style="list-style-type: none"> <li>• GPs 1 to 4;</li> <li>• GPs 25 to 33.</li> </ul>	<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council;</li> <li>• Wylfa NNB Project Promoter;</li> <li>• Education Providers;</li> <li>• Welsh Government;</li> <li>• Energy Island Strategic Forum.</li> </ul>	<ul style="list-style-type: none"> <li>• Gwynedd Structure Plan;</li> <li>• Ynys Môn Local Plan;</li> <li>• Stopped Anglesey Unitary Development Plan;</li> <li>• Anglesey and Gwynedd Joint Local Development Plan;</li> <li>• Anglesey Single Integrated Plan;</li> <li>• Anglesey Economic Regeneration Strategy 2004-2015;</li> <li>• Isle of Anglesey County Council Corporate Plan;</li> <li>• Anglesey Enterprise Zone;</li> <li>• Anglesey Energy Island Programme.</li> </ul>

**Objective 2: To ensure that the Wylfa NNB Project drives the transformation of the Anglesey and North Wales economies and maximises opportunities for the employment and up-skilling of local people.**

3.2.3 This will be achieved by:

- Up-skilling the region’s workforce and ensuring that new employment opportunities benefit existing or returning/previous residents and particularly young people wherever possible;
- Reducing poverty and economic inactivity by helping residents back into work;
- Maximising benefits of development to businesses in North Wales through positive procurement practices;
- Capitalising on opportunities associated with the decommissioning of the existing power station including the retraining of staff employed at the existing site to work in the new nuclear power station;
- Directly supporting the growth of supply-chain businesses and related employment uses;
- Ensuring that associated development sites (such as employment, transport and logistics uses) are both in suitable locations for effective access to the main NNB site and are aligned with relevant national planning policy and relevant local spatial planning policies so as to provide a positive employment legacy use;
- Protecting the tourism economy and seeking opportunities to grow this sector through the Wylfa NNB Project;
- Managing the impact of the Wylfa NNB Project on education provision.

<b>Key SPG Guiding Principle (GP) (see Section 4 and Section 5)</b>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
<ul style="list-style-type: none"> <li>• GPs 2 to 5;</li> <li>• GPs 25 to 33.</li> </ul>	<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council;</li> <li>• Wylfa NNB Project Promoter;</li> <li>• Education Providers;</li> <li>• Welsh Government;</li> <li>• Energy Island Strategic Forum;</li> <li>• Menter Iaith Mon;</li> <li>• North Wales Economic Ambition Board.</li> </ul>	<ul style="list-style-type: none"> <li>• Gwynedd Structure Plan;</li> <li>• Ynys Môn Local Plan;</li> <li>• Stopped Anglesey Unitary Development Plan;</li> <li>• Anglesey and Gwynedd Joint Local Development Plan;</li> <li>• Anglesey Single Integrated Plan;</li> <li>• Anglesey Economic Regeneration Strategy 2004-2015;</li> </ul>

<b>Key SPG Guiding Principle (GP)</b> <i>(see Section 4 and Section 5)</i>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
		<ul style="list-style-type: none"> <li>• Anglesey Enterprise Zone;</li> <li>• Anglesey Energy Island Programme;</li> <li>• Isle of Anglesey County Council Corporate Plan;</li> <li>• Isle of Anglesey County Council Destination Management Plan;</li> <li>• Shaping the Future;</li> <li>• North Wales Shared Construction Apprenticeship Scheme.</li> </ul>

**Objective 3: To ensure that the Wylfa NNB Project delivers significant and enduring infrastructure benefits to the Island's communities.**

3.2.4 This will be achieved by:

- Improving connectivity and the movement of people, enabling residents to capitalise on the opportunities presented by the Wylfa NNB Project and minimising disruption and congestion;
- Delivering construction workers accommodation without adversely affecting the local housing market or the Island's tourist accommodation offer and ensuring that this development provides a lasting legacy benefit;
- Providing appropriate community infrastructure and services necessary to support the Wylfa NNB Project and ensuring that such facilities are integrated into the Island's existing communities;
- Ensuring that proposals support existing services and facilities including retail provision in the Island's town centres;
- Ensuring that measures are implemented to mitigate and/or compensate for significant negative effects of proposals and to support local communities where these effects may occur;
- Ensuring the provision of appropriate infrastructure (transportation infrastructure, utilities etc) needed to accommodate the Wylfa NNB Project and that a lasting legacy benefit is provided for the Island's, and North Wales' communities;
- Encouraging associated developments to be located in such a way that supports the sustainability of the Island's rural and urban communities.

<b>Key SPG Guiding Principle (GP) (see Section 4 and Section 5)</b>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
<ul style="list-style-type: none"> <li>• GP 6;</li> <li>• GPs 8 to 12;</li> <li>• GPs 15 to 16;</li> <li>• GPs 25 to 33.</li> </ul>	<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council;</li> <li>• Wylfa NNB Project Promoter;</li> <li>• Joint Local Service Board;</li> <li>• Registered Social Landlords;</li> <li>• Communities First;</li> <li>• Welsh Government;</li> <li>• Utility Providers;</li> <li>• Energy Island Strategic Forum.</li> </ul>	<ul style="list-style-type: none"> <li>• Anglesey Single Integrated Plan;</li> <li>• Isle of Anglesey Housing Strategy;</li> <li>• Isle of Anglesey County Council Corporate Plan;</li> <li>• Gwynedd Structure Plan;</li> <li>• Ynys Môn Local Plan;</li> <li>• Stopped Anglesey Unitary Development Plan;</li> <li>• Other Supplementary Planning Guidance;</li> <li>• Anglesey and Gwynedd Joint Local Development Plan;</li> </ul>

Key SPG Guiding Principle (GP) (see Section 4 and Section 5)	Key Delivery Partners	Key Local Plans and Programmes (see Appendix A)
		<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council Construction Workers Accommodation Position Statement;</li> <li>• EU Structural Funds Programme.</li> </ul>

**Objective 4: To ensure that the Wylfa NNB Project supports improvements to the quality of life (including health, housing, well-being and amenity) of the Island’s residents, visitors and workers during its construction and operation.**

3.2.5 This will be achieved by:

- Ensuring measures are implemented to minimise noise, vibration, visual amenity and air quality impacts arising from the construction and operation of the Wylfa NNB Project through appropriate mitigation;
- Enhancing and improving the provision of community facilities including open space, leisure and recreation facilities, emergency and health care services;
- Seeking a comprehensive package of high quality facilities, which includes either new facilities or improved existing facilities, that meet the needs of construction workers and that provide legacy use opportunities for the wider community;
- Ensuring that the Wylfa NNB Project complements local and wider North Wales priorities for regeneration and benefits the Island’s disadvantaged communities;
- Protecting existing visitor attractions and ensuring that sufficient tourist accommodation is maintained of the type and in the location that is attractive to tourists;
- Ensuring that new development is designed so as to reduce opportunities for crime and public disorder;
- Ensuring compensation is secured for residual adverse effects that cannot be mitigated.

<b>Key SPG Guiding Principle (GP) (see Section 4 and Section 5)</b>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
<ul style="list-style-type: none"> <li>• GPs 6 to 8;</li> <li>• GPs 25 to 33.</li> </ul>	<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council;</li> <li>• Wylfa NNB Project Promoter;</li> <li>• Joint Local Service Board;</li> <li>• North Wales Police;</li> <li>• Education Providers;</li> <li>• Health Providers;</li> <li>• Welsh Government;</li> <li>• Energy Island Strategic Forum.</li> </ul>	<ul style="list-style-type: none"> <li>• Gwynedd Structure Plan;</li> <li>• Ynys Môn Local Plan;</li> <li>• Stopped Anglesey Unitary Development Plan;</li> <li>• Anglesey and Gwynedd Joint Local Development Plan;</li> <li>• Anglesey Single Integrated Plan.</li> </ul>



**Objective 5: To ensure that the Wylfa NNB Project recognises and strengthens the unique identity of the Island and its communities.**

3.2.6 This will be achieved by:

- Protecting and enhancing the Island’s landscapes, coastal environment, townscapes and cultural heritage assets including designated sites such as the Isle of Anglesey Area of Outstanding Natural Beauty (AONB), Heritage Coast, Cestyll Garden and Beaumaris Castle;
- Sustaining local distinctiveness and conserving and enhancing historic character;
- Avoiding adverse impacts of temporary construction worker accommodation and the influx of construction workers on community well-being, cohesion and identity through sensitive associated development site location, scale, design and management;
- Ensuring that proposals conserve and strengthen the Welsh language and culture, supporting the County Council’s aim of promoting and ensuring a sustainable future for the Welsh language;
- Promoting high quality design and the enhancement of the public realm;
- Ensuring that the Island’s image is maintained and enhanced;
- Promoting Anglesey as being ‘open for business’ for tourism prior to, during and following construction;
- Ensuring compensation is secured for residual adverse effects that cannot be mitigated.

<b>Key SPG Guiding Principle (GP) (see Section 4 and Section 5)</b>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
<ul style="list-style-type: none"> <li>• GPs 9 to 10;</li> <li>• GP 13;</li> <li>• GPs 20 to 22;</li> <li>• GPs 25 to 33.</li> </ul>	<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council;</li> <li>• Wylfa NNB Project Promoter;</li> <li>• Natural Resources Wales;</li> <li>• Cadw;</li> <li>• Welsh Language Forum;</li> <li>• Welsh Government;</li> <li>• Energy Island Strategic Forum;</li> <li>• Menter Iaith Mon.</li> </ul>	<ul style="list-style-type: none"> <li>• Gwynedd Structure Plan;</li> <li>• Ynys Môn Local Plan;</li> <li>• Stopped Anglesey Unitary Development Plan;</li> <li>• Anglesey and Gwynedd Joint Local Development Plan;</li> <li>• Other Supplementary Planning Guidance;</li> <li>• Anglesey Single Integrated Plan;</li> <li>• The Anglesey Area of Outstanding Natural Beauty Management Plan;</li> </ul>

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**Key SPG Guiding Principle (GP)**  
*(see Section 4 and Section 5)*

**Key Delivery Partners**

**Key Local Plans and Programmes (see Appendix A)**

- Isle of Anglesey County Council Corporate Plan.

**Objective 6: To ensure that the Wylfa NNB Project promotes the sustainable movement of people and materials and provides resilient transportation infrastructure capable of attracting and sustaining economic growth and creating sustainable communities.**

3.2.7 This will be achieved by:

- Minimising road traffic and disruption related to the construction and operation of the new power station site and associated development sites;
- Maximising the opportunities available with respect to the Island's existing transportation infrastructure including Holyhead Port and the railway network;
- Promoting and facilitating the use of the North Wales Coast main line as a transport link for workers during construction;
- Providing good access to the new power station site and ensuring that associated developments are well served by sustainable transport links;
- Ensuring that construction worker accommodation has good access to community facilities and services and the main NNB site;
- Identifying key transport infrastructure improvements required to support the development of the new power station site and which provide a lasting legacy benefit (including improvements already identified in the Transport Position Statement for Wylfa New Nuclear Power Station (2011), the Highways Action Management Plan or specific highways/transport strategies such as the emerging Cycle Strategy));
- Aligning transport proposals with wider Island transport strategies including the North Wales Transport Plan and taking account of other major infrastructure proposals on the Island; and
- Ensuring compensation is secured for residual adverse effects that cannot be mitigated.

<b>Key SPG Guiding Principle (GP) (see Section 4 and Section 5)</b>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
<ul style="list-style-type: none"> <li>• GP 3;</li> <li>• GP 6;</li> <li>• GP 8;</li> <li>• GP 10;</li> <li>• GP 14;</li> <li>• GP 18;</li> <li>• GPs 25 to 33.</li> </ul>	<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council;</li> <li>• Wylfa NNB Project Promoter;</li> <li>• Welsh Government;</li> <li>• Transport Operators;</li> <li>• Energy Island Strategic Forum.</li> </ul>	<ul style="list-style-type: none"> <li>• Gwynedd Structure Plan;</li> <li>• Ynys Môn Local Plan;</li> <li>• Anglesey and Gwynedd Joint Local Development Plan;</li> <li>• Stopped Anglesey Unitary Development Plan;</li> <li>• Anglesey Single Integrated</li> </ul>

<b>Key SPG Guiding Principle (GP)</b> <i>(see Section 4 and Section 5)</i>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
		Plan; <ul style="list-style-type: none"> <li>• Highways Action Management Plan;</li> <li>• Cycle Strategy;</li> <li>• North Wales Transport Plan;</li> <li>• Highways Investment Programme.</li> </ul>

**Objective 7: To ensure that the Wylfa NNB Project conserves and enhances the Island's distinctive environment and resources, taking into account climate change.**

3.2.8 This will be achieved by:

- Conserving the integrity of sites on or near the Island designated at a European, national or local level for their nature conservation value;
- Minimising direct loss of wildlife habitats and impact upon species of conservation value during construction and operation and seeking permanent biodiversity enhancement measures including green infrastructure provision;
- Promoting the sustainable use of resources such as water and raw materials throughout the lifetime of the development, maximising the re-use of existing facilities and exploring opportunities to integrate the requirements of the Wylfa NNB Project with those of other development initiatives on the Island;
- Minimising the release of potentially polluting substances to air, land and water;
- Mitigating climate change and ensuring resilience to the impacts of climate change;
- Ensuring the sustainable management of waste (in accordance with the waste hierarchy and established waste management strategies for the Island);
- Reducing the risk of flooding, both on-site and beyond the boundaries of sites proposed for development; and
- Enhancing the Island's distinctive landscape and coastal environment, recognising important linkages to the historic environment;
- Ensuring compensation is secured for residual adverse effects that cannot be mitigated.

<b>Key SPG Guiding Principle (GP) (see Section 4 and Section 5)</b>	<b>Key Delivery Partners</b>	<b>Key Local Plans and Programmes (see Appendix A)</b>
<ul style="list-style-type: none"> <li>• GPs 16 to 21;</li> <li>• GPs 25 to 33.</li> </ul>	<ul style="list-style-type: none"> <li>• Isle of Anglesey County Council;</li> <li>• Wylfa NNB Project Promoter;</li> <li>• Natural Resources Wales;</li> <li>• Welsh Water;</li> <li>• Welsh Government;</li> <li>• Energy Island Strategic Forum.</li> </ul>	<ul style="list-style-type: none"> <li>• Gwynedd Structure Plan;</li> <li>• Ynys Môn Local Plan;</li> <li>• Anglesey and Gwynedd Joint Local Development Plan;</li> <li>• Stopped Anglesey Unitary Development Plan;</li> <li>• Anglesey Single Integrated Plan;</li> <li>• North Wales Regional Waste Project;</li> <li>• Anglesey Local Biodiversity Action Plan;</li> <li>• The Anglesey Area of Outstanding Natural Beauty Management Plan;</li> <li>• Welsh Water Water Resources Management Plan;</li> <li>• North West Wales Catchment Flood Management Plan;</li> <li>• West of Wales Shoreline Management Plan 2;</li> <li>• River Basin Management Plan for the Western Wales River Basin District.</li> </ul>

## 4 Project-Wide Guidance

4.1.1 The Wylfa NNB Project is an unprecedented opportunity to transform the economies of Anglesey and the wider North Wales region and to deliver significant investment in employment, the supply chain, services and infrastructure. The project also has the potential to provide a catalyst for cultural and behavioural change, ensuring sustainable economic development, community cohesion and an improvement in the quality of life of the Island's residents. However, the construction and operation of the Wylfa NNB Project are significant activities with the potential to adversely affect the Island's (and the wider region's) unique built and natural environment, its communities, existing infrastructure, local businesses and the tourism sector. Therefore, it is essential that any potential adverse effects are identified and assessed. The County Council will expect the Wylfa NNB project promoter to seek to avoid adverse impacts in this first instance. Where adverse impacts cannot be avoided, appropriate mitigation should be implemented to offset the identified, and agreed, significant adverse impacts. Compensation will be sought in respect of residual impacts that are not able to be mitigated.

4.1.2 This section of the SPG contains project-wide guidance which accords with the avoidance, mitigation, compensation hierarchy and which also seeks to enhance benefits associated with the Wylfa NNB Project. This guidance is set out as a series of 'Guiding Principles' (GPs) which together seek to support the delivery of the Vision and objectives set out in **Section 3**. The GPs cover the following topics:

- Economic Development;
- Tourism;
- Population and Community;
- Construction Worker Accommodation and Anglesey's Housing Market;
- Welsh Language and Culture;
- Transport;
- Utilities;
- Waste;
- Climate Change;
- Natural Environment;

- Historic Environment;
- Facilitating Development; and
- Implementation and Monitoring.

4.1.3 The County Council will use this guidance, alongside the locational guidance contained in **Section 5** of this SPG and relevant national and local (including emerging) planning policy, to respond to consultation by the project promoter, to prepare its Local Impact Report and to assist decision-making in the determination of Town and Country planning applications for associated developments including enabling and site preparation works which may be proposed in advance of a DCO application (the relationship between the project-wide guidance and other relevant NPS, national and local planning policy is set out at **Appendix A**). The extent to which the GPs are relevant to each application the County Council receives will vary and, by necessity given the likely variable scale and nature of the applications, will be determined on a case-by-case basis.

4.1.4 The guidance that follows highlights the need to consider the cumulative socio-economic and environmental impacts of the Wylfa NNB Project (including the in-combination effects of the construction and operation of the main NNB site and associated developments), electricity transmission infrastructure and other development proposals on the Island including major strategic developments. The County Council has developed the 'Approach and Methodology for Environmental Impact Assessment and Cumulative Impact Assessment' which should be followed by the project promoter to assist in the identification and assessment of cumulative impacts.



## 4.1 Economic Development

### Anglesey Energy Island Programme and Anglesey Enterprise Zone

- 4.1.5 Securing the long-term economic future of Wales by achieving the transition to a low carbon economy is one of the key priorities of the Welsh Government (as defined in [One Wales: One Planet, A New Sustainable Development Scheme for Wales \(2009\)](#)), [Economic Renewal: A New Direction \(2010\)](#), which sets out the Welsh Government's vision for economic development, identifies the Energy and Environment sector as being important for Wales with the potential for significant economic opportunities to be realised. For example, the Welsh Government estimates that there could be £50 billion of investments in low carbon electricity production in Wales over the next 10 to 15 years<sup>15</sup>.
- 4.1.6 The Wylfa NNB Project is a major investment with the potential to support Anglesey's, and the wider North Wales region's, economies and complement the Welsh Government's aim of securing the transition to a low carbon economy. The North Wales Economic Ambition Board identifies the project as a strategic priority to enable economic rebalancing in North Wales with an opportunity to also address some of the economic issues associated with peripherality on Anglesey. The County Council has responded to the opportunities presented by the Wylfa NNB and other projects through the establishment of the Energy Island Programme (EIP). The EIP aims to create a centre of excellence for the production, demonstration and servicing of low carbon energy initiatives as well as highlighting the part inward investment can play to improve local transport infrastructure, housing, tourism and leisure facilities, training and skills.
- 4.1.7 The importance that the County Council places upon the EIP is also reflected in the Welsh Government's award of Enterprise Zone status to the Island. The Anglesey Enterprise Zone encompasses the whole of the Island, with the aim to focus investment on a short-list of eight key sites agreed on the basis of their suitability to meet the needs of business (see **Figure 4.1**). The Enterprise Zone is designed to complement the EIP and to encourage growth in the low carbon energy sector on Anglesey. It seeks to support investment in low carbon energy production; establish world-class facilities for low carbon innovation and demonstration; and ensure that the supply chain captures servicing opportunities. The Enterprise Zone aims to create 1,300 jobs and increase Gross Value Added (GVA) by 10 – 13% to 2025 in Anglesey.

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<sup>15</sup> See <http://wales.gov.uk/topics/businessandconomy/sectors/energyandenvironment/?lang=en>.

Figure 4.1 Anglesey Enterprise Zone Sites



4.1.8 The delivery of the EIP and Enterprise Zone is supported by policies contained in the emerging JLDP which will make provision for employment land and the necessary infrastructure and facilities required to accommodate economic development (see, for example, Strategic Policy PS8: Providing opportunity for a flourishing economy of the draft JLDP Preferred Strategy). It will also require cross-border working including with the neighbouring local authorities of Gwynedd Council and Conwy County Borough Council in order to ensure that the wider regional benefits of the major strategic investments including the Wylfa NNB Project are realised.

**GP 1 Supporting the Anglesey Energy Island Programme and Anglesey Enterprise Zone**

The County Council will require the Wylfa NNB project promoter to support the delivery of the Energy Island Programme and Anglesey Enterprise Zone, maximising the economic opportunities available to the Island’s local communities. This could be achieved through a combination of measures including:

- Investment in research and development with a particular focus upon low

**GP 1                      Supporting the Anglesey Energy Island Programme and Anglesey Enterprise Zone**

carbon technologies;

- Support for education and training in low carbon technology and support services including for the retraining of former Wylfa employees;
- Promotion of opportunities in renewable (including low carbon) energy generation;
- Ensuring that employment, supply chain and procurement opportunities are advertised and accessible locally;
- Provision of local labour agreements;
- Establishment of a Corporate Hub on the Island;
- Contributions to support for training and up-skilling in low carbon technologies;
- Supporting the promotion of inward investment with a focus upon the establishment/attraction of companies involved in low carbon technology on Enterprise Zone sites; and
- Identifying opportunities for collaboration with other Enterprise Zones in North Wales.

The DCO and Town and Country planning applications should be accompanied by socio-economic assessments. These assessments must include consideration of the construction and operation phases of the Wylfa NNB Project and the cumulative effects of developments in combination with other major developments proposed on the Island. Where potentially significant negative effects are identified, the County Council will require that mitigation measures specific to these effects are identified and implemented. Where effects cannot be mitigated, compensation proposals should be identified.

## Job Creation and Skills Development

- 4.1.9 Whilst the number of people economically inactive on Anglesey is lower than UK and Wales averages, wages for those in work are also lower. Of those in work, a high proportion commute off the Island on a daily basis. Anglesey experiences a net outflow of commuters, with approximately 200 people leaving the Island to work elsewhere per 1,000 working residents. With approximately 9,400 people commuting out of Anglesey and only 3,500 commuting in, there is a net outflow of approximately 5,900 people.
- 4.1.10 NPS EN-1 outlines the socio-economic matters that the project promoter should consider. Those relevant to economic development include opportunities for the creation of jobs and training. The Wylfa NNB Project will have significant employment requirements (particularly during the construction phase) and the more that these can be resourced by the Island's workforce, the greater the economic benefit of the project will be to the Island's economy. Importantly, Anglesey's workforce includes workers with skills in the nuclear industry. However, the skills required for the Wylfa NNB Project, whilst complementary, may be different due to specific needs for the delivery of the project. The County Council is focussed on ensuring that new entrants to the job market are provided with the skills to access the construction and operational phase jobs that should be available to them.
- 4.1.11 The measures set out in GP2 below are designed to help ensure that the local workforce, including unemployed and economically inactive residents and disadvantaged groups, are able to take advantage of the opportunities that may be generated through the Wylfa NNB project thereby helping to tackle unemployment, raise income levels and reduce rates of out-commuting, without adversely affecting existing businesses. It is essential that the project promoter seeks to implement these measures as early as possible in order to ensure that a locally based, skilled pool of labour is established at the outset of the Wylfa NNB Project. Early dialogue between the project promoter, training providers and other stakeholders including, for example, Trade Unions and the promoters of other major strategic investment projects on the Island will therefore be essential to achieving this goal.



**GP 2 Local Job Creation and Skills Development**

The County Council expect the Wylfa NNB project promoter to prepare and implement an Employment and Skills Strategy. This should set out to achieve the following:

- Provide timely support to existing educational institutions and local education provision with an emphasis on the promotion of Science, Technology, Engineering and Mathematics. This may include the expansion of facilities to capitalise on the benefits associated with the Wylfa NNB Project and offset any adverse impacts on existing provision;
- Support the development of the Energy Island Programme Vocational Academy and market apprenticeship opportunities to local people;
- Complement the work of skills agencies and existing local and regional initiatives which currently include the Reach the Heights Project, the Isle of Anglesey Community Education Partnership and the Shaping the Future programme;
- Make best use of a NNB visitor centre for educational purposes;
- Facilitate and support the re-training of staff employed at the existing Magnox nuclear power station so that they are able to benefit from alternative employment opportunities associated with the Wylfa NNB Project;
- Support the Island's disadvantaged communities and local young people including through local training initiatives and outreach programmes so that they are able to benefit from employment opportunities associated with the Wylfa NNB Project;
- Ensure that the local construction workforce and other skilled workers have access to job opportunities during the construction of the NNB and to find alternative employment post-construction;
- Ensure and facilitate the on-going training of workers employed at the NNB power station and associated developments in respect of the Welsh language and implement measures to promote the use of the Welsh language in the workplace;
- Maximise local labour provision through local employment contracts and labour agreements, employment initiatives, procurement of businesses and services that employ local people and advertisement of positions. This should include the establishment of a labour market for Welsh speakers;
- Support local businesses where staff are lost to the NNB project. This should include training in skill areas where there is a recognised shortage, to increase the overall pool of people available.

All planning applications for relevant associated development will be expected to demonstrate how the aims of the Employment and Skills Strategy will be delivered by the proposed development. The level of detail provided in support of any planning application should be proportionate to the scale and type of development proposed.

The project promoter should also ensure that job opportunities at both the NNB power station site and associated development sites are easily accessible by sustainable transport

**GP 2            Local Job Creation and Skills Development**

modes, particularly to the Island's most deprived and hard to reach communities.

## Employment, Logistics and Transport Uses

- 4.1.12 The construction and operation of the Wylfa NNB Project will generate demand for a range of new employment uses across the Island. These uses will provide direct or indirect services to the construction and operation of the project. In addition, the project will require the transportation of goods, materials and people onto and across the Island. These activities are likely to be facilitated by the provision of worker, logistics and freight management centres including a Corporate Hub.
- 4.1.13 The County Council considers that its role is to facilitate such development, providing that it is appropriately sited and addresses the needs of the project and the local communities whilst also delivering future legacy use and benefit. Adopted planning policy guidance contained in the Ynys Môn Local Plan supports employment creating development on sites within, or on the edge of, existing recognised settlements where such development is of a scale and type compatible with the surrounding area and other plan policies. Development outside of existing settlements will only be supported in exceptional circumstance where the locational requirements and economic and infrastructure benefits are clearly justified.

### GP 3 Supporting Employment, Logistics and Transport Uses

The County Council will support the provision of employment, logistics and transport uses proposed in support of the Wylfa NNB Project, providing that development accords with national planning policy and the spatial strategy and policies contained within the Local Plan and emerging JLDP and reflects the locational guidance contained in **Section 5** of this SPG. Proposals should:

- Adapt and/or re-use the infrastructure associated with the existing Magnox power station where this is operationally viable and the existing uses do not give rise to amenity and quality of life issues;
- Ensure that the associated development sites chosen are integrated with existing employment uses and are easily accessible by a range of sustainable transport modes. Any potential adverse effects on the landscape and townscape character of the surrounding area should be mitigated and/or compensated;
- Where 24 hour operations are proposed, identify and address impacts upon amenity and quality of life issues and existing businesses through, inter-alia, locational considerations, the siting of buildings and activities, operational protocols and means of access and egress;
- Support the delivery of the Anglesey Enterprise Zone through the use of Enterprise Zone sites, subject to the safeguards set out above; and
- Ensure a beneficial legacy use which may include the future use of logistics centres in the transshipment of goods through Holyhead Port or the appropriate remediation of a previously developed site suitable for future use.

**GP 3      Supporting Employment, Logistics and Transport Uses**

Where the nature of the use and the location of the proposed site is such that a legacy use may not be appropriate, the County Council will require, through relevant conditions attached to any consent/permission, that sites are appropriately restored to its satisfaction.



## Local Supply Chain and Service Businesses

4.1.14 The Wylfa NNB Project will also provide indirect opportunities for businesses and services to support the construction and operational phases. These businesses may include, for example, caterers, cleaners and haulage firms as well as technicians and service engineers. The County Council is keen to ensure that employment opportunities for the local workforce are maximised and that where demand results in new businesses establishing themselves or relocating onto the Island, that such demand provides opportunities to engage the local workforce.



4.1.15 The County Council is preparing a Supply Chain Development Programme for energy projects with its North Wales partners with the primary objective that this will maximise benefits and opportunities for businesses on Anglesey and in the North Wales region.

### GP 4 Supporting the Local Supply Chain and Service Businesses

The County Council will support the development of new, or the expansion of existing, local supply chain and service businesses not directly connected with the Wylfa NNB Project but which may gain from related activities during the construction and operational phases. Such proposals should be compatible with national and local planning policy including the emerging JLDP and reflect the locational guidance contained in **Section 5** of this SPG. They will be encouraged where they:

- Complement the wider objectives of the Energy Island Programme and Anglesey Enterprise Zone including associated training, skills and supply chain initiatives;
- Have the potential to form clusters of associated services which can be promoted as an Island-based product.

## 4.2 Tourism

- 4.2.1 Tourism is currently one of the Island's leading wealth creation industries contributing around 4,043 jobs and £256 million in revenue to its economy<sup>16</sup>. Tourism in Anglesey is a large industry comprised of many small but significant businesses across a number of sectors including accommodation provision, attractions, restaurants, cruise ships and the Island's unique countryside and coastline. This offer is further developed with Anglesey being the major gateway to Ireland via Holyhead Port.
- 4.2.2 The tourism industry is critically important to Anglesey's economy, with one of the key elements of the Island's tourism offer being the quality and diversity of its natural and historic environments. This includes the Anglesey Area of Outstanding Natural Beauty (AONB), the 125 mile coastline and the numerous beaches serviced by small traditional resorts and towns and linked by the Wales Coast Path.
- 4.2.3 Tourism is also a key factor in sustaining the quality of life of the Island's residents. The presence of visitors and the money they spend in Anglesey helps to:
- Provide employment for the local community;
  - Maintain the viability of many of the Island's attractions, eating places and shops;
  - Stimulate interest in rural diversification, regeneration and environmental projects; and
  - Attract the interest of entrepreneurs from other industries, like the growing number of arts and crafts people who have chosen Anglesey as their home.
- 4.2.4 The [Welsh Government Strategy for Tourism 2013-2030: Partnership for Growth](#) (2013) seeks to increase tourism *"in a sustainable way and to make an increasing contribution to the economic, social and environmental well-being of Wales"*. The [Isle of Anglesey Destination Management Plan](#) (DMP, 2012), meanwhile, forms the strategy for co-ordinated management of the Island's tourism offer. It sets out the following vision for the visitor economy of Anglesey:
- "A destination, internationally known for its beautiful coast, heritage and distinctive culture; easy to get to but rewardingly different. A family holiday destination and a*



<sup>16</sup> Based on 2013 data contained in the Isle of Anglesey County Council (2013) STEAM Report.

*market leader for outdoor activity tourism of all sorts. Plenty going on at all times of the year, whatever the weather, with a lively, living culture. A place that features in the media for the quality of its food, hospitality and interesting places to stay. An Island that cares for its natural assets and welcomes visitors.”*

4.2.5 Achieving the aim of the Partnership for Growth Strategy and the DMP vision will mean addressing a number of challenges including managing, through the planning process, development which could threaten the quality of the coastal environment, the Island’s key tourism draw, or impact unduly on public and private tourism businesses. In this respect, the construction and operation of the Wylfa NNB Project could have far reaching implications for the Island’s tourism economy, including impacts upon:

- The natural and built environments which are vital to the success of the Island as a tourist destination;
- Visitor amenity;
- The availability of tourism accommodation; and
- Visitor perception of the Island.

4.2.6 Strategic Policy PS9 of the draft JLDP Preferred Strategy proposes that the County Council will support the tourism industry including by preventing development that would have an unacceptable impact on features and areas of tourism interest or their settings. NPS EN-1, meanwhile, stipulates (at para. 5.12.3) that socio-economic assessments of nationally significant energy infrastructure proposals should include consideration of the effects on tourism and the provision of visitor facilities. Further to the emerging JLDP and guidance contained in NPS EN-1, the County Council will expect the Wylfa NNB project promoter to take full account of the potential impacts associated with the construction and operation of the main NNB site and associated developments on tourism and, where appropriate, to provide mitigation and/or compensation to address significant adverse impacts. In doing so, the County Council will also expect the project promoter to identify and implement measures to promote Anglesey as a visitor destination and enhance the tourism potential of the Island.

## GP 5 Supporting the Visitor Economy

The Wylfa NNB project promoter should ensure that the construction and operation of the NNB and any associated developments do not adversely affect the value and importance of tourism to the Island. It is the County Council's view that a detailed assessment of potential effects associated with NNB and, where appropriate, associated developments on tourism (both alone and in combination with other proposals) should be submitted with the DCO application and Town and Country planning applications received by the County Council. As a minimum, the detailed assessments should consider the impacts of proposals on:

- Transport, including traffic disruption, congestion and journey times;
- The amenity of tourists, including noise and visual impacts;
- The Island's image and visitor perception of the nuclear industry;
- Access to the Island's natural and built environmental assets, including Public Rights of Way (including how development can support delivery of the statements of action contained within the Council's [Rights of Way Improvement Plan 2008-2018](#));
- Landscapes/townscape character and views to/from natural and built environmental assets;
- The Island's culture, identity and distinctiveness;
- The Island's tourist attractions/facilities; and
- Tourism accommodation (see also **GPI2**).

Where there is the potential for adverse impacts, mitigation and/or compensation measures informed by the actions contained in the Isle of Anglesey Destination Management Plan and agreed between the Wylfa NNB project promoter and the County Council should be identified and implemented to protect and enhance the Island's visitor economy. These measures could include:

- The protection and enhancement of the Island's natural and built environmental assets (see also **GP20** and **GP21**);
- Maintenance and enhancement of access to the coast allied with improvement to the Wales Coast Path;
- Maintenance and strategic improvements to the Public Rights of Way Network, cycle routes and walking trail networks;
- International, national, regional and local destination marketing in liaison with Visit Wales, the Destination Management Plan Partnership and the County Council, including activities designed to address negative perceptions of the NNB;
- Promotion of the Island's key tourist destinations;
- Provision/enhancement of infrastructure to support tourism including transportation infrastructure for tourism such as rail and port facilities; and
- Improvements to the tourism human resource, linked with wider training and skills development (including in respect of the Welsh language).

Any measures implemented to protect and enhance the Island's visitor economy should

**GP 5 Supporting the Visitor Economy**

meet the requirements of **GP20** and **GP21** and help the tourism potential of the Island to be met without adverse effects on any European or national designated nature conservation sites (or their interest features), particularly with regard to visitor pressure.

It is the County Council's aspiration for a proposed visitor centre at Wylfa to be a key tourist attraction, both complementing and enhancing the Island's existing offer. A visitor centre should be accessible by public transport and be of exemplar design that reflects the low carbon concept which underpins the Energy Island Programme.

## 4.3 Population and Community

### Community Facilities and Services

- 4.3.1 The construction and operation of the Wylfa NNB Project represents a unique opportunity to enhance the sustainability of the Island's communities. The creation of new employment opportunities and an influx of construction and operational workers will generate increased demand for important community facilities and services such as health and education including within the neighbouring authority areas of Gwynedd Council and Conwy County Borough Council. Importantly, the investment in infrastructure generated by the NNB Project can contribute to an enhancement of community infrastructure, facilities and services, generating a lasting legacy benefit for the Island's communities.
- 4.3.2 However, the characteristics of the Island's population and communities present a number of challenges in terms of service and infrastructure delivery. For example, the Island's resident population, which stood at 69,750 at the 2011 Census, is predominantly rural which can make service provision difficult. Meanwhile, projections indicate that the population of the Island is ageing and is forecast to peak in 2020 at 70,274 before declining to below 2011 levels by 2036 (to 68,053) which has important implications for service delivery and demands on provision.
- 4.3.3 The County Council considers it essential that the Wylfa NNB Project is integrated with community facility and infrastructure delivery that provides a lasting legacy benefit to the Island's communities. NPS EN-1 (at para. 5.12.3) sets out that assessments of socio-economic impacts should consider, inter-alia, the provision of additional local services and improvements to local infrastructure and the impact that an influx of workers could have on local population dynamics and demand for services and facilities. Paragraph 5.12.8, meanwhile, sets out that the Planning Inspectorate should consider any relevant positive provisions the developer has made or is proposing to make to mitigate significant impacts and any legacy benefits that may ensue.



**GP 6                    Maintaining and Enhancing Community Facilities and Services**

The Wylfa NNB project promoter should ensure that community services and facilities, including education, health care and leisure facilities and emergency services are in place to accommodate the construction and operational phases of the NNB and associated developments. New services and facilities provision should be sustainable, integrated and provide a lasting legacy benefit to the Island's communities.

More specifically, the County Council will expect the project promoter, in liaison with key service providers and informed by assessment(s) of supply and demand to:

- Provide new, relocated or enhanced community facilities, services and infrastructure to meet the needs of construction and operational workers and to mitigate any adverse impacts on existing provision resulting from the NNB Project either alone or in combination with other proposals;
- Ensure that new or relocated community facilities and services are available to the public and allow for a permanent legacy use including ensuring that such facilities and services can be maintained beyond the construction phase;
- Deliver community facilities and services in locations that are accessible by modes of sustainable transport to both workers and the wider public and that reflect the County Council's spatial strategy (as defined in the emerging JLDP);
- Ensure that new community facilities and infrastructure prioritise the use of suitable previously developed land, incorporate high quality design and protect and enhance the Island's built and natural environment; and
- Ensure that opportunities to complement existing initiatives on the Island, as well as investment generated by other major investment proposals, are realised.

## Health and Well-being

- 4.3.4 NPS EN-1 (para. 4.13.3) highlights that the construction and operation of energy infrastructure may have a range of direct impacts on health including in respect of increased traffic, air or water pollution, dust, hazardous substances and waste and noise. It requires that such impacts are assessed and mitigation implemented to address adverse effects where they may arise. Policies contained in the Ynys Môn Local Plan also seek to protect public health from impacts associated with hazardous installations whilst the emerging JLDP requires a comprehensive assessment of health and amenity impacts associated with proposals for large infrastructure projects.
- 4.3.5 The importance of health and well-being also extends to the workers employed in the construction and operation of the Wylfa NNB Project, particularly if health problems or a lack of well-being results in implications for the Island's communities or service provision.
- 4.3.6 The County Council therefore expects the Wylfa NNB project promoter to fully consider the potential impacts of proposals on the health and well-being of the Island's residents, visitors and workers (including the NNB workforce). An appropriate range of mitigation measures should be identified to address adverse impacts, taking into account the in combination and cumulative effects of disturbance.
- 4.3.7 The safety of nuclear power stations is regulated by the Office for Nuclear Regulation (ONR) and Natural Resources Wales and the relevant regulatory processes are separate to the DCO application. The ONR also determines the off-site emergency planning area for nuclear installations where there is a potential for an off-site release of radioactivity that may require implementation of countermeasures such as evacuation. This is carried out under the Radiation (Emergency Preparedness and Public Information) Regulations 2001 (REPPPIR).
- 4.3.8 Upon notification by ONR of the area requiring an Emergency Plan, the County Council consults all of the agencies with a role to play in its implementation. Following consultation with the relevant agencies and the operators, the County Council has to produce its off-site Emergency Plan within six months. The Plan will consider a range of countermeasures proportionate to the risks identified, including sheltering or evacuation. The County Council's Emergency Plan will be considered every three years, following the operator's identification of hazards on site and the risks they present to the public, or when the operator makes a material change to activity on the site. This means that any changes associated with the Wylfa NNB will be considered under REPPPIR.
- 4.3.9 The safety of the NNB plant is not considered further in this SPG. This is consistent with guidance contained in NPS EN-6 which sets out (at para. 3.12.4) that the safety systems that must be in place for the design of new nuclear power stations and,



further, the requirement for compliance with the UK's robust legislative and regulatory regime, mean that the risk of radiological health impact is very small. Notwithstanding the above, it is the County Council's view that the project promoter should seek to clearly communicate how it will manage the operations of the NNB plant (including risks associated with radiation) to the Island's communities, visitors and businesses in order to alleviate concerns and address potential negative perceptions linked with nuclear power generation.

## **GP 7            Protecting Health**

The Wylfa NNB project promoter should undertake comprehensive assessments of the health and amenity impacts of the construction and operation of the NNB and, where appropriate, associated developments. Assessments should take account of potential cumulative effects.

In accordance with NPS EN-6, the project promoter should work with the County Council and the Betsi Cadwaladr University Health Board to identify any potentially significant health impacts and appropriate mitigation measures. Mitigation measures are likely to relate to:

- The provision of information on health risks to local communities, visitors and businesses;
- The physical design of new development (including consideration of screening, containment and layout to minimise impacts on sensitive receptors);
- Mitigation for affected receptors (including insulation to reduce noise impacts) or compensation where mitigation is not practicable;
- Measures including the restriction of construction working hours and traffic management; and
- Monitoring of potential impacts including in respect of noise, air quality and light pollution.

Associated developments should not be proposed where construction or operational activities would give rise to unacceptable impacts on air quality, noise/vibration and light pollution and the amenity of existing residents, visitors, businesses and construction workers.

Careful consideration should be given to the location of construction worker accommodation in order to ensure that the health and amenity of workers is not adversely affected by current or proposed future adjacent land uses.

In order to address any potential adverse impacts on health arising from associated developments, the County Council will seek to impose planning conditions as appropriate. These conditions could cover, inter-alia:

- Total number of daily vehicle movements and movements during peak periods;
- Weight limits on construction traffic;
- Routing of traffic;
- Construction/operation hours;

**GP 7      Protecting Health**

- Sequencing of construction operations;
- Noise, dust and odour management; and
- Community consultation on issues/activities likely to significantly impact upon amenity.

The Wylfa NNB project promoter should ensure the health and well being of its workers. Measures may include, for example:

- Preparation of a Corporate Health Policy;
- Implementation of a Code of Conduct for Construction Workers (see **GP9**);
- The dissemination of health and safety information to workers;
- The provision of facilities and services to meet the specific needs of the NNB workforce.

4.3.10 Whilst the residents of Anglesey are generally healthy, there are a number of health-related issues that could be exacerbated by the Wylfa NNB Project. These issues include variation and inequalities in health between the most and least deprived communities and the fact that a large proportion (approximately two thirds) of Anglesey's adult population is not sufficiently physically active. In particular, the project and influx of construction workers could place additional pressure on open space and recreational facilities that play a vital role in promoting healthy lifestyles.



4.3.11 The findings of the Community Infrastructure Study<sup>17</sup> indicate that there is a need to improve leisure facilities on the Island. It is important that measures are taken to ensure that appropriate provision is made to accommodate the needs of the incoming population.

4.3.12 The construction and operation of the NNB may also bring with it opportunities to enhance the health and well-being of the Island's residents, visitors and workers through investment in existing open space and recreation facilities and the provision of new facilities for community use.

<sup>17</sup> AMEC (2014) *New Nuclear Build at Wylfa: Community Infrastructure Study*. Prepared on behalf of the Isle of Anglesey County Council.

**GP 8 Supporting Healthy Lifestyles**

In accordance with NPS EN-1, Planning Policy Wales, TAN16: Sport, Recreation and Open Space and local planning policy, the County Council will resist the loss of existing open space and recreational facilities or impacts on the connectivity of green infrastructure unless appropriate replacement provision is made.

The County Council will expect the Wylfa NNB project promoter to undertake a comprehensive assessment of the potential impacts of the Wylfa NNB Project (including in combination with other investment proposals on the Island) on open space, recreation and leisure provision with a view to ensuring that the needs of the construction workforce are met and that there would be no adverse impacts on existing provision.

Where further investment in open space, recreation and leisure facilities is needed to support the project, opportunities should be sought to maximise benefits for local communities. In undertaking any assessment, the County Council considers it essential that the project promoter works in partnership with key service providers on the Island and undertakes community consultation in order to:

- Gain a thorough understanding of the implications of the Wylfa NNB Project on existing provision;
- Identify any opportunities for investment in existing facilities;
- Integrate proposals with existing or emerging open space, leisure and recreation strategies and investment plans;
- Ensure that new provision is in locations accessible by modes of sustainable transport to both workers and local communities;
- Secure community use of new facilities; and
- Ensure the effective long term management and maintenance of new facilities beyond construction.

The County Council will seek to ensure that community access to facilities is secured through appropriate mechanisms such as planning obligations.

## Community Cohesion

- 4.3.13 The Isle of Anglesey Single Integrated Plan states that “*Community cohesion is vital to ensure good relations between people from different backgrounds where diversity is valued and individuals share a sense of belonging and work together to make their area a better place.*”
- 4.3.14 Anglesey has a strong sense of community identity although its communities are vulnerable to change. An influx of workers associated with the construction of the Wylfa NNB Project has the potential to create social tensions which in-turn could affect cohesion and erode community identity. It is the County Council’s view that consideration of the impacts of the project on community cohesion is therefore a priority. NPS EN-1 (at para. 5.12.3) requires applicants to assess the impact that a changing influx of workers during the construction and operational phases of energy infrastructure could have on community cohesion. Strategic Policy PS7 of the emerging JLDP, meanwhile, proposes that NNB proposals should include appropriate measures for promoting social cohesion and community safety.
- 4.3.15 There are a number of unique and important features of the Island’s communities that must be taken into account when considering the potential impact of the Wylfa NNB Project on community cohesion. These features include:
- Out-migration of younger people due to a lack of access to jobs, training opportunities and affordable housing;
  - Isolation of deprived individuals and communities, and increases in social inequality;
  - Areas of severe deprivation. The Cymunedau yn Gyntaf Môn Communities First Partnership consists of seven Lower Super Output Areas (LSOAs), namely Morawelon, Porthyfelin I, Holyhead Town, Maeshyfryd, London Road and Kingsland in Holyhead and Tudur in Llangefni. Four of these LSOAs rank in the 10% most deprived wards in one or more of the Communities First priority Welsh Index of Multiple Deprivation domains and 10% or 20% in all the domains;
  - A high, but falling proportion of Welsh speakers;
  - Low levels of crime - Anglesey is one of the safest places to live and work in North Wales, and since 2007 overall crime has continued to fall; and
  - Rural peripherality, fuel poverty and rising transport costs associated with rural living.

- 4.3.16 The construction workforce itself is likely to be culturally diverse and therefore it will be important for the project promoter to also consider carefully how effective cohesion and integration amongst NNB workers can be achieved.
- 4.3.17 The County Council will expect the project promoter to take full account of the need to ensure that proposals do not adversely affect community cohesion and that, where possible, measures are taken to enhance integration and tackle social inequalities.

## **GP 9                    Maintaining and Creating Cohesive Communities**

The Wylfa NNB project promoter should take full account of the potential for the construction and operation of the NNB and associated developments (in particular, construction worker accommodation) to affect community cohesion and social inequalities. It will also be essential that the project promoter takes full account of the cultural diversity of the construction workforce in order to ensure that effective cohesion and integration is achieved.

Informed by an assessment of socio-cultural impacts and consultation with the Island's communities, the County Council will expect proposals to:

- Integrate construction worker accommodation and (shared) community facilities and services within existing communities with delivery in accordance with the County Council's spatial strategy;
- Avoid large concentrations of construction worker accommodation unless significant socio-economic benefits can be delivered to the host community;
- Take full account of the potential impacts on Welsh language and culture (see **GPI3**);
- Incorporate high standards of design which reduce crime, antisocial behaviour and the fear of crime whilst protecting and enhancing the Island's built and natural environment;
- Be located and designed so as to maximise accessibility for all, including those with disabilities;
- Be supported by the preparation and enforcement of a Construction Worker Code of Conduct and Community Safety Management Plans; and
- Avoid or mitigate any adverse impacts on emergency services provision (including Police, Ambulance, Fire Brigade and Coastguard).

In partnership with relevant organisations, it is the County Council's view that the project promoter should identify where opportunities exist to enhance community cohesion and tackle social inequalities. In particular, the County Council would encourage the project promoter to work alongside Anglesey's Communities First Partnerships to identify how the Wylfa NNB Project (alone and in combination with other investment projects on the Island), through housing, education, jobs and services and facilities provision, can facilitate regeneration in the Island's most deprived communities.

## 4.4 Construction Worker Accommodation and Anglesey's Housing Market

4.4.1 Irrespective of the Wylfa NNB Project, demand for housing on Anglesey is predicted to rise as a result of increases in household formation and rises in the population in the short to medium term. The emerging JLDP takes forward a 'medium growth' option of 7,665 dwellings over the plan period (to be provided across Anglesey and Gwynedd but excluding Snowdonia National Park). The preferred spatial option is to distribute this growth in accordance with the following settlement hierarchy (as defined in Strategic Policy PS3: Settlement Strategy of the JLDP Preferred Strategy):

- Urban Service Centres: In Anglesey these include Amlwch, Holyhead and Llangefni;
- Local Service Centres: In Anglesey these include Beaumaris, Benllech, Bodedern, Cemaes, Gaerwen, Llanfairpwll, Menai Bridge, Pentraeth, Rhosneigr and Valley; and
- Villages: Including service villages (Gwalchmai, Newborough, Llanerchymedd), local villages and coastal/rural villages.

4.4.2 The construction and operation of the NNB and associated developments will attract a significant workforce to the Island that is likely to require accommodation which, if not strategically planned, could have substantial adverse impacts on the Island's communities and environment. It is the County Council's view that



accommodation should be located in accordance with the broad spatial strategy of the emerging JLDP and with a focus on the settlements of Holyhead, Llangefni and Amlwch. The role and size of these centres is such that they are likely to be better able to support construction worker accommodation (for example, by providing access to a range of services and facilities), whilst minimising the risk of adverse social and environmental impacts. Focusing development in these larger settlements may also generate benefits for existing communities and businesses in terms of, for example, investment in services and the longer term provision of housing. Whilst it is recognised that there may be a need for some accommodation at the main NNB site, particularly in view of its rural and remote location, reflecting existing national

and local planning policy and the emerging JLDP, such development should be limited in scale.

- 4.4.3 The type and tenure of housing on Anglesey is also likely to change with requirements for smaller households increasing, reflecting both reductions in average household size and in response to recent welfare changes. Presently, Anglesey has a greater proportion of detached homes than the Welsh average with a correspondingly lower proportion of flats and terraced properties. Despite reductions in average house prices on the Island, availability and affordability of accommodation is constrained by correspondingly low incomes, relative to the national average. In this respect, the Anglesey Local Housing Market Assessment (LHMA) (2013) concludes that 24.8% of all households are theoretically unable to afford market housing whilst data from the household survey undertaken to inform the LHMA indicates that 43.4% of households that intend to form within Anglesey in the next two years would not be able to afford market housing (were they to move now). The Isle of Anglesey [Affordable Housing Delivery Statement 2007-2011](#) sets out that the County Council is committed to maximising the provision of affordable homes to its residents and, in the process, creating well-integrated and sustainable communities.
- 4.4.4 National and local planning policies provide the mechanism to enable local planning authorities to require that a percentage of new housing is affordable. At the national level, [Technical Advice Note \(TAN\) 2: Planning and Affordable Housing](#) requires local planning authorities to include in their development plans authority-wide targets for affordable housing based on the housing need identified in the LHMA. Relevant current County Council policy includes [Supplementary Planning Guidance: Affordable Housing](#) which sets out that an element of affordable housing will be required on sites of 10 or more units (or 5 or more in villages), in accordance with Policies 51 and 52 in the Ynys Môn Local Plan. [Interim Planning Policy: Large Sites](#) (Policy PT1) states that development of 50 or more dwellings should be located within or adjacent to Holyhead, Llangefni and Amlwch and that on such sites, 50% of that housing should be affordable unless, considering all factors, it would be unreasonable to do so<sup>18</sup>. Emerging JLDP policy on affordable housing provision is contained in Strategic Policy PS12 of the Preferred Strategy. This sets out the direction of travel in respect of affordable housing provision in the Island's Urban Service Centres and Local Service Centres and Service Villages.

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<sup>18</sup> Interim Planning Policy: Large Sites was adopted by the County Council in February 2011. It does not form part of the Development Plan but is a material planning consideration. The Policy facilitates proposals for large scale residential accommodation (above 50 units or on sites of 1.5 hectares or more) within or immediately adjacent to the development boundary. Since the Interim Planning Policy's purpose is to facilitate the provision of a 5 year land supply on the Island during the period leading up to the JLDP's adoption, proposals for purpose built construction worker accommodation provided solely for construction workers would not accord with the Interim Planning Policy.

- 4.4.5 The County Council will seek to ensure that the influx of construction workers does not adversely impact on the local housing market by displacing existing households from existing accommodation. To this end, the County Council prepared the [Wylfa NNB Construction Workers Accommodation Position Statement](#) in March 2011. This relates to construction workers and, based on studies undertaken at the time, calls for accommodation to be provided to consist of one third purpose built, one third private rented and one third within tourist accommodation. In order to mitigate the effects of the proposed NNB on the housing market in Anglesey, and to help co-ordinate the best use of the private rented sector, the Council will expect the project promoter to contribute towards the funding of a Housing Hub. The Housing Hub will:
- Seek to match accommodation to construction worker requirements, for the duration of the construction phase, which will manage the fluctuating needs of employers and requirement for support services;
  - Manage resources to reduce the pressure on the local housing market;
  - Support the creation of local businesses and new enterprises to meet the demands of the NNB workforce; and
  - Incorporate housing and regeneration by developing a new model including social enterprise and partnership working between the public and private sectors including private sector landlords to respond to the unique challenges faced by Anglesey and the Wylfa NNB Project. Once established, the Hub will be self sustaining with the potential to incorporate other housing sectors.
- 4.4.6 The influx of construction workers may increase problems of affordability as a result of increased demand. Where the potential for significant residual adverse impact is identified, the County Council will expect the project promoter to contribute to the delivery of affordable and social needs housing, providing a legacy benefit for the Island's communities.
- 4.4.7 In accordance with national planning policy, the Development Plan, the Stopped UDP and other guiding principles contained in this and other SPG, the County Council will also expect construction worker accommodation to encompass high quality, sustainable design standards and be located so as to reduce the need to travel, maximise accessibility and avoid adverse impacts on community identity and cohesion.



## **GP 10 Construction Worker Accommodation and Anglesey's Housing Market**

Construction worker accommodation should be located in accordance with the settlement hierarchy and spatial strategy contained in the Development Plan, Stopped UDP and emerging JLDP (as reflected in the locational guidance contained in [Section 5](#) of this SPG), seeking to focus new development in Holyhead, Llangefni and Amlwch, with smaller scale growth in local service centres and service villages and with a preference for brownfield sites. Essential construction worker accommodation at the main NNB site should be limited in scale and supported by a robust justification of need.

The County Council will expect the project promoter's Construction Worker Accommodation Strategy to consist of one third purpose built, one third private rented and one third within tourist accommodation, unless any future revision to the Wylfa NNB Construction Workers Accommodation Position Statement demonstrates (based on robust evidence) that a different mix would be more suitable. New build accommodation should be well designed (in terms of architectural design, layout, scale, massing and energy performance) and all accommodation should be accessible by sustainable modes of transport.

In support of applications for consent, the County Council will expect the project promoter to include the requirements set out above within a Construction Worker Accommodation Strategy. Informed by research undertaken by the County Council in respect of the potential implications of the Wylfa NNB Project on the local housing market, this Strategy should:

- Identify measures to address adverse impacts on the local housing market, including the provision of affordable housing, in accordance with both existing and emerging local planning policy and taking into account the potential for cumulative effects in combination with other proposals on the Island;
- Where possible, deliver a legacy use by promoting permanent new accommodation that addresses local needs including for affordable, elderly and special needs housing beyond the construction period;
- Ensure that any temporary construction worker accommodation provides a legacy benefit such as serviced plots for future residential development where appropriate;
- Identify opportunities to utilise existing redundant buildings such as schools for conversion into construction worker accommodation;
- Contribute to the creation of vibrant rural communities;
- Promote high quality, sustainable design that reflects national and local planning policy and guidance contained in the [Design Guide for the Urban and Rural Environment SPG](#) and which minimises, and is adaptable to, the effects of climate change;
- Ensure that construction worker accommodation is located so as to minimise the need to travel and promotes the provision and use of sustainable transport modes;
- Avoid or minimise adverse impacts on amenity, ensuring that the proportion of construction workers in any single location is balanced with the profile of the existing community;

## **GP 10 Construction Worker Accommodation and Anglesey's Housing Market**

- Ensure that the provision of construction worker accommodation conserves and enhances the Island's built and natural environment and is planned, located and designed to minimise effects on designated nature conservation sites (or their interest features), particularly with regard to recreational amenity;
- Promote social cohesion and integration including, where appropriate, the development of Welsh language skills and appreciation of Welsh culture (see **GP9** and **GPI3**); and
- Avoid adverse impacts on existing community facilities and services by delivering accommodation in locations with a surplus of supply or through provision of appropriate facilities and services where adverse impacts may otherwise occur.

All planning applications for construction worker accommodation will be expected to demonstrate how the Construction Worker Accommodation Strategy will be delivered by the proposed development.

The County Council will expect the project promoter to seek opportunities to provide a housing legacy which could involve the retention of accommodation (or the retention of serviced plots from which temporary buildings have been removed) post construction for occupation by operational workers and/or use by the local community.

When seeking to accommodate a third of construction workers within private rented accommodation, and in order to address issues of potential displacement, the project promoter should support the creation of a Housing Hub to help co-ordinate the best use of private rented sector accommodation. The project promoter should also consider the establishment of a Housing/Accommodation Fund to:

- Facilitate improvements to the Island's private rented sector (in terms of quality and quantity);
- Facilitate a reduction in the number of empty homes; and
- Enable the provision of affordable housing solutions.

## Latent Supply

4.4.8 The workforce associated with the construction and operation of the Wylfa NNB Project will provide existing communities with economic opportunities in the form of demand for accommodation. Latent housing supply includes, for example, spare rooms available for rent and which could be made available to NNB workers, helping to supplement householder incomes. In order to enable communities to take advantage of these opportunities, and to provide a wide range of suitable accommodation choices for the workforce, the project promoter should seek to address the issue of latent supply, in partnership with other organisations and initiatives on the Island including Communities First.

### GP 11 Latent Supply

The County Council will expect the Wylfa NNB project promoter to provide support to existing communities to enable them to access the economic opportunities arising from the accommodation needs of the NNB workforce. The promoter should prepare a Community Support Strategy that seeks to:

- Provide training and advice both to existing and prospective landlords wishing to provide worker accommodation (including in respect of lodging accommodation); and
- Support the establishment of a Housing Advice Service including the provision of a housing/accommodation officer as the first point of contact for construction workers, existing and prospective landlords. The service would collate a register of available accommodation and monitor the distribution of workers across the Island.

## Tourism Accommodation

- 4.4.9 A substantial and varied accommodation base is essential if Anglesey is to meet the increasing demands of visitors and further develop the growing tourism market. Local planning policy set out in the Ynys Môn Local Plan and the emerging JLDP recognises the importance of visitor accommodation to the Island's tourism offer and supports the retention of existing, and the provision of new, high quality tourist accommodation.
- 4.4.10 Research undertaken in 2011 to update the County Council's knowledge on the accommodation sector<sup>19</sup> demonstrated that a total of 34,242 possible bed spaces exist on Anglesey within both serviced and on a self-catering / caravan camping basis (based on the Visit Wales methodology). A total of 75% of accommodation providers indicated that they would have an interest in accommodating NNB construction workers.
- 4.4.11 The County Council expects that one third of construction worker accommodation would be provided within the tourism sector unless, as set out in **GP10**, any future revision to the [Wylfa NNB Construction Workers Accommodation Position Statement](#) demonstrates that a different mix would be more suitable. This has the potential to support the Island's tourism economy particularly at times outside of the main holiday season and new accommodation provision could, if appropriately designed and located, provide a legacy use as tourism accommodation, improving the tourism offer of the Island. However, it is important to ensure that the take-up of accommodation by construction workers does not generate adverse impacts upon the tourism sector by reducing the Island's accommodation offer to visitors.

### GP 12 Tourism Accommodation

When accommodating one third of the construction workforce within the tourist accommodation sector, the County Council will expect the Wylfa NNB project promoter to ensure that there are no significant adverse effects upon that sector. This can be achieved through the following measures:

- The preparation of an assessment of the impacts arising from the accommodation needs of the construction workforce upon the tourism sector, including tourism accommodation providers; and
- If significant adverse effects are identified, the implementation of mitigation measures, as set out in a Tourism Accommodation Strategy, which could include the provision of additional accommodation, the seasonal rather than year-round use of tourism accommodation and the appropriate distribution of construction workers within the tourism accommodation sector so as to prevent over concentration.

<sup>19</sup> Isle of Anglesey County Council (2012) *Bedstock Survey 2011*.

**GP 12      Tourism Accommodation**

Where new accommodation is provided, this should be well designed and sustainably located. In accordance with **GPI0**, the County Council will consider, in particular:

- The appearance and the quality of materials used in new accommodation;
- The landscape or townscape character of the site and its surroundings;
- Impacts on the Island's built and natural environment including designated nature conservation sites (or their interest features);
- The provision of appropriate services and facilities;
- The potential to re-use redundant buildings; and
- Impacts on amenity, social cohesion and Welsh language and culture.

Accommodation should be located so as to ensure ease of access by sustainable means of travel to relevant tourism facilities and attractions, community services and facilities and the main NNB site.

Reflecting policy contained in the Ynys Môn Local Plan, there will be a presumption against the development of new, or extension of existing, caravan sites to accommodate construction workers, unless there would be a proven benefit for the Island's visitor economy.

## 4.5 Welsh Language and Culture

4.5.1 The County Council recognises that the Welsh language, culture and heritage are integral elements of the social fabric of the Island's communities and are central to many people's sense of identity. The 2011 Census showed that approximately 57.2% of people in Anglesey speak Welsh which is substantially greater than the average across Wales (19%).

4.5.2 One of the core objectives of the Isle of Anglesey Single Integrated Plan (2013) is to ensure that Anglesey is a place where the Welsh language and culture is flourishing. However, the number of Welsh speakers in Anglesey has decreased since the 2001 Census by 2.9%, a rate of decline greater than the national average (1.7%). The proportion of Welsh speakers also varies within Anglesey with the highest proportions found in the more rural central areas of the Island.



4.5.3 An influx of workers and their families during the construction and, to a lesser extent, operation of the Wylfa NNB Project has the potential to significantly affect Welsh culture and linguistic balance in the Island's communities. [TAN 20: Planning and the Welsh Language](#) (2013) states that where the use of the Welsh language is a significant part of the social fabric of some or all of a community, the needs and interests of the Welsh language should be taken into account.

4.5.4 At paras 4.1.2 and 4.2.1, TAN 20 stipulates that planning applications should not be subject to Welsh Language Impact Assessment as this would duplicate the assessment undertaken as part of the LDP preparation process. However, in the case of the Isle of Anglesey the JLDP has not yet been adopted whilst NPS EN-1, NPS EN-6 and the current Development Plan were not subject to Welsh Language Impact Assessment. Furthermore, the County Council considers that the importance of Welsh language to the Island's identity and the scale of the Wylfa NNB Project is an exceptional circumstance that warrants more detailed consideration of linguistic impacts by the Wylfa NNB project promoter both in respect of DCO and associated development applications.

4.5.5 [Supplementary Planning Guidance: Planning and the Welsh Language](#) (2007) requires that for specific development proposals not formally allocated in the Development Plan, a Language Statement is submitted with all applications (with the exception of householder and other minor applications). The SPG also sets out the development thresholds for applications that require a more detailed Language Impact Assessment.

**GP 13      Maintaining and Strengthening Welsh Language and Culture**

The County Council considers it essential that the Wylfa NNB Project maintains and, where possible, strengthens Welsh language and culture as an important part of the Island's social fabric and community identity. It is the County Council's view that a detailed assessment of linguistic (including cumulative) impacts should be submitted by the project promoter with the DCO application and that this assessment considers fully the important linkages between Welsh language and culture and the future of the Island's communities, economic development and service provision.

The County Council will also expect a Welsh Language Statement (including a report of pre-application consultation with the Welsh Language Commissioner) to be submitted with all relevant associated development applications and a more detailed Welsh Language Impact Assessment with larger proposals, in accordance with the thresholds set out in Supplementary Planning Guidance: Planning and the Welsh Language (2007).

Pro-active measures agreed between the project promoter and the County Council should be implemented to mitigate potential adverse impacts on, and strengthen, Welsh language and culture. These measures, which should be set out in a Welsh Language Strategy developed by the project promoter, could include:

- The establishment of a labour market for Welsh speakers and local labour contracts;
- Marketing to attract skilled Welsh speaking former residents back to Anglesey;
- Establishment of new, and support to existing, Welsh language centres;
- Language induction and lessons for construction and operational workers and their families;
- Support for the provision of school places in Welsh medium schools;
- Development of Welsh learning actions plans for non-Welsh speaking members of the NNB workforce;
- Cultural and language initiatives/projects to encourage the use of the Welsh language within communities;
- Measures and agreed targets related to the use of the Welsh language in the workplace;
- The provision of community services and facilities (including youth services) in the medium of the Welsh language;
- The provision of affordable housing to meet local needs (see **GPI0**);
- Language and cultural awareness initiatives; and
- Provision of bilingual signs.

All planning applications for associated development will be expected to demonstrate how the Welsh Language Strategy will be delivered by the proposed development.

## 4.6 Transport

- 4.6.1 The construction of a new nuclear power station is a major engineering undertaking that will take several years to complete and for which there are high demands in terms of worker numbers and construction materials, goods, plant and equipment.
- 4.6.2 Preliminary estimates suggest that in excess of one million tonnes of concrete making materials may be required to construct the NNB at Wylfa and that at peak times during the construction period over 5,000 workers may be needed on-site. The construction phase of the project could extend over a period of approximately 10 years. In addition, over 200 Abnormal Indivisible Loads (AIL) movements may be required to deliver specific large components to the site and these movements may be concentrated over a relatively short time period, possibly around 12 months.
- 4.6.3 The County Council recognises the significant potential for congestion on parts of the existing road network in the event that a large proportion of construction related deliveries and worker transportation occur by road. For example, if delivery of concrete making materials by road was to occur, over 50,000 HGV movements could be required. In addition, the intense nature of power station construction is likely to require extended working hours on-site and a two or three shift work pattern may be necessary. Thus in addition to road network congestion, the potential exists for increased noise, poorer air quality, increased severance and reduced highway safety which could have an adverse impact on the quality of life of Anglesey residents, particularly those living in close proximity to the road routes serving the main NNB site.
- 4.6.4 At the global and European level it is recognised that transportation is a major source of greenhouse gas emissions and strategic planning will be required to ensure the delivery of emissions reduction as defined by the Kyoto Protocol and the European Commission White Paper of 2011. The primary means of emissions reduction are likely to include modal shift from road to rail and waterborne transport modes and the reduction of the conventionally powered car and bus fleets in towns and cities.
- 4.6.5 There is recognition that the existing road network requires ongoing management and improvement in Wales including at key locations on the A55 which forms the main arterial route (Euroroute 22) connecting Anglesey and the North Wales region to the national motorway network and major conurbations to the east. With the exception of the A55, all roads on Anglesey are maintained by County Council as the highways authority.
- 4.6.6 The principal road routes which are likely to be used to access the main NNB site are the A5, A55 and A5025. The main existing road congestion issues relate to the two bridges which provide access to the Island across the Menai Straits (A55



Britannia Bridge and A5 Menai Bridge) both of which are single carriageway, operate at close to existing capacity in the peak hours and experience the highest traffic volumes during the summer holiday season.

4.6.7 Studies have identified the potential for constraints to exist locally on the network. These constraints may require highway improvements to be implemented, most notably along the A5025 and at certain key junctions, for example at the A55 Junction 3 (A55/A5 junction) and Junction 1 of the A55 at Holyhead where enhancements to existing highway arrangements are required to deal with congestion associated with port traffic at peak periods.

4.6.8 The use of transport modes other than road would be preferred on national, regional and local policy grounds. Feasibility studies undertaken by the County Council and project promoter<sup>20</sup> have identified that the North Wales main railway line does have capacity for the delivery of bulk construction materials onto Anglesey as far as



Holyhead and in particular, to the former Anglesey Aluminium site. The Port of Holyhead does not have the existing capacity to handle such materials due to existing operational requirements and the limited area available for materials stockpiling. Similarly for AILs, the existing port facilities are not ideal but opportunities do exist for enhancement of existing infrastructure to maximise the use of the Port for the importation of construction goods. Further, any approach involving the movement of materials by sea must take account of the importance of the Irish Sea crossing and associated road vehicle movements across the Island, which are an essential component of the Island's tourism infrastructure.

4.6.9 Both existing rail and port infrastructure present constraints as they would require transfer of materials/AILs to road for onward delivery to the main NNB site via the A5025 unless significant enhancements and additions to the existing infrastructure are made. The construction of a purpose built Marine Off-Loading Facility (MOLF) located at Wylfa and/or temporary MOLF could, however, be capable of handling both bulk construction materials and AILs.

<sup>20</sup>See Halcrow (2010) *The Heavy Route and MOLF Strategy Study, May 2010* and its review on behalf of the County Council by MDS Transmodal (2014) *Review of Heavy Route and MOLF Strategy Study Commissioned by Horizon Nuclear Power*.

- 4.6.10 The number of trips along the County road network to the main NNB site could be reduced by establishing a Corporate Hub. Workers, visitors and sub-contractors who do not need to attend the site itself could, for example, conduct meetings and training sessions within the Corporate Hub which could also be combined with a Park and Ride facility to allow onward travel to the main NNB site by bus.
- 4.6.11 The County Council expects that the transportation issues associated with NNB construction and operation will be fully assessed once the profile of materials, plant, equipment and workers required to deliver the construction of the Wylfa NNB Project is known with sufficient certainty to enable effective decision making. In developing its transport strategy, the project promoter should take full account of the [Transport Position Statement for Wylfa New Nuclear Power Station \(2011\)](#), which sets out the County Council's preferred approach to managing the movement of freight and people to and from the main NNB site. Consideration should also be given to other development proposals on the Island and relevant plans and programmes prepared by the County Council including the Highways Asset Management Plan, Cycle Strategy and Rights of Way Improvement Plan 2008-2018.

## **GP 14      Transport**

Based upon a sufficiently robust profile of demand for construction materials, plant and equipment (including AILs), the Wylfa NNB project promoter should define a logistical approach to deliveries to the main NNB site and associated development sites which maximises the use of rail and sea (waterborne) transport modes. The use of rail and waterborne transport modes should be prioritised in accordance with national planning policy and the need for road transport minimised. The approach should be set out in a detailed Transport Plan that clearly identifies the rationale for the selected methods and how the modal splits will be achieved. The Transport Plan should clearly indicate where alignment with existing transport plans and strategy will be achieved.

The project promoter should make best use of existing infrastructure provision and enhance provision in order to deliver a legacy benefit. The County Council will also expect the project promoter to pursue opportunities to deliver co-ordinated investment in infrastructure, taking into account other major strategic investments on the Island.

In the event that any major new transport proposals are required to support the construction and operation of the Wylfa NNB Project, they should be subject to assessment using the NATA/WeITAG methodology. Any proposals should be sustainably designed and constructed and seek to conserve and, where possible, enhance the Island's built and natural environment including through prioritising the use of suitable brownfield land. The County Council will expect proposals to be in place prior to the commencement of activities that would otherwise lead to negative effects. The proposals should also deliver a post build legacy benefit for the Island's communities and economy.

Where the use of road transport is required, the project promoter should assess potential impacts on the highway infrastructure (both alone and in combination with other proposals) and ensure that highway improvements are provided where appropriate to minimise congestion, ensure safety and minimise environmental impacts associated with noise, air

**GP 14      Transport**

quality and severance.

The project promoter will be expected to prepare Green Travel Plans for both development at the main NNB site and associated developments. Long distance travel by car to the main NNB site should be minimised and it is expected that thorough consideration will be given by the project promoter to the requirement for, and locations of, facilities including Park and Ride, Park and Share, freight consolidation and a Corporate Hub to minimise the volume of road traffic that will utilise parts of the road network where congestion and/or environmental impacts may occur. A Traffic Management Plan will be required which sets out how adverse impacts on key parts of the network will be mitigated (including, but not necessarily limited to, the A55, A5 and A5025).

Through appropriate travel planning, the project promoter should identify how the maximisation of sustainable transport access to the NNB and associated development sites will be achieved. Measures to be considered include:

- The strategic location of worker accommodation to minimise the need for worker travel by private car;
- Restriction on the number of car parking spaces at the main NNB site;
- Encouragement of walking and cycling opportunities including provision of new, and enhancement of existing, pedestrian and cycle paths in line with existing strategies where appropriate; and
- Improvement to public transport services, particularly bus and rail provision.

## 4.7 Utilities

- 4.7.1 Utilities provision is vital to the delivery of the Wylfa NNB Project in a number of ways. First, there will be utilities (such as water supply infrastructure) that are fundamental to the construction and operation of the new nuclear power station as well as associated development sites such as construction worker accommodation. Second, the creation of new employment and an influx of construction and operational workers will generate increased demand on utilities including water supply, waste water treatment, electricity, gas and telecommunications that may not be met by existing provision. Importantly, the investment in utilities infrastructure generated by the Wylfa NNB Project can also benefit local communities, the environment and economy delivering a lasting legacy benefit for the Island.
- 4.7.2 NPS EN-6 (at para. 3.15.2) requires applicants to demonstrate that proposals would not have an adverse impact on significant infrastructure. Strategic Policy PS20: Community Infrastructure of the JLDP Preferred Strategy also stipulates that appropriate physical (including utility) infrastructure should be provided in a timely manner where it is required by new development. The County Council will therefore expect the project promoter to demonstrate that both the NNB and associated developments would not adversely affect existing utilities provision on the Island and that works required to enhance existing capacity to accommodate the Wylfa NNB Project will be undertaken in a timely manner.
- 4.7.3 Careful consideration will need to be given to water supply and use. Welsh Water's [Water Resources Management Plan](#) (2014) identifies that the Island would be in water supply/demand deficit in 2023/24 but that this deficit could be greater and occur earlier as a result of the operation of the nuclear power station. A Water Cycle Study<sup>21</sup> prepared in support of this SPG has highlighted that the additional demand during construction including from construction workers could also place substantial pressure on water supplies and that additional measures to enhance water supply capacity beyond those identified in the Water Resources Management Plan could be required. Additionally, there may be a need for the upsizing of the sewerage network system in some locations and enhancement to wastewater treatment infrastructure, subject to the distribution of construction workers.
- 4.7.4 New development related to the Wylfa NNB Project could have an immediate impact on the existing electrical infrastructure in some locations. In particular, the County Council is aware of capacity constraints in Holyhead, Llangefni, Gaerwen, the Llanfairpwll/Menai Bridge area and Amlwch.
- 4.7.5 Connection to the main gas distribution line may be required at some development sites.

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<sup>21</sup> AMEC (2014) *Outline Water Cycle Study*.

- 4.7.6 New development related to the Wylfa NNB Project could have an impact on the existing telecommunications infrastructure network in some locations.
- 4.7.7 Where possible, the project promoter, in liaison with utilities providers, should identify opportunities for any investment in infrastructure required to support the Wylfa NNB Project (for example, telecommunications) to deliver wider, lasting community benefits.

### **GP 15 Utilities Provision**

The Wylfa NNB project promoter should demonstrate, in liaison with key service providers and informed by a robust assessment of supply and demand, that utilities infrastructure (water supply (including private water supply), waste water treatment, electricity, gas and telecommunications)) would not be adversely affected by disruption or increased demand arising from the construction and operation of the NNB or associated developments.

Where the upgrade of existing, or provision of new, utilities infrastructure is required to address identified project related effects, this should be agreed with the relevant service provider and delivered in a timely manner to ensure that the project is executed to programme and that there would be no intermediate adverse impacts on existing provision, the environment or ecosystem services<sup>22</sup>. The County Council will also expect the project promoter to explore opportunities to deliver co-ordinated investment in utilities provision, taking into account other major strategic investments on the Island.

Careful consideration will need to be given to water supply and wastewater treatment infrastructure on the Island and the project promoter should undertake early discussions with Welsh Water to assess the potential impacts of NNB and associated developments on water resources.

The County Council will support proposals that enhance utilities provision on the Island for the benefit of its communities, economy and environment, subject to other guidance contained in this SPG, policies in the Development Plan and Stopped UDP, national planning policy and the emerging JLDP.

<sup>22</sup> Ecosystem services are defined by Defra as services provided by the natural environment that benefit people. These benefits include: resources for basic survival, such as clean air and water; a contribution to good physical and mental health, for example through access to green spaces, both urban and rural, and genetic resources for medicines; protection from hazards, through the regulation of our climate and water cycle; support for a strong and healthy economy, through raw materials for industry and agriculture, or through tourism and recreation; and social, cultural and educational benefits, and wellbeing and inspiration from interaction with nature. For further information, see <https://www.gov.uk/ecosystems-services>.

## 4.8 Waste

### Sustainable Waste Management

- 4.8.1 National, regional and local planning policy and other plans and programmes at the European, national, regional and local level focus on the need to ensure that waste is managed in accordance with the waste hierarchy and proximity principle. Specifically, the Wylfa NNB Project should support the delivery of [Towards Zero Waste](#), the overarching waste strategy for Wales, and its supporting sector plans, the overall aim of which is to produce no residual waste by 2050.
- 4.8.2 There is a need to ensure that adequate and appropriately sited/designed facilities are in place to manage waste arisings from the construction and operation of the Wylfa NNB Project, including any associated developments.
- 4.8.3 Waste management related to the Wylfa NNB Project can be split into four discrete categories: municipal (i.e. from households), commercial and industrial, construction and demolition and nuclear (radioactive). As the Waste Collection and Disposal Authority, the County Council has a statutory duty to collect household waste from all domestic properties on the Island, which will also encompass the domestic waste associated with the construction and operational workforce for the project.
- 4.8.4 Assuming that additional households will generate a similar amount of waste to the existing households on Anglesey, it is expected that this will lead to an increase of around 6% in waste arisings during the construction period and an increase of around 1.2% over the longer term<sup>23</sup>.
- 4.8.5 With regard to both commercial and industrial and construction and demolition wastes, the County Council does not have a statutory duty to provide facilities to deal with these waste types; it is the responsibility of the organisation generating the waste to ensure that it is disposed of or re-used/recycled in an appropriate and safe manner. There would appear to be good competition and capacity for the treatment and disposal of commercial waste (i.e. commercial and industrial as well as



<sup>23</sup> AMEC (2014) *Waste Management Review - Prepared in Support of the New Nuclear Build at Wylfa: Supplementary Planning Guidance*.

construction, demolition and excavation wastes), albeit that the disposal of non-recyclable arisings is likely to require facilities located off the Island.

**GP 16      Managing Waste Sustainably**

The Wylfa NNB project promoter, in liaison with the County Council, should ensure that sustainable waste management principles are incorporated into the construction and operation of the Wylfa NNB Project. In line with national requirements, a Site Waste Management Plan must be provided for all sites to promote the sustainable management of waste in accordance with the waste hierarchy and reduce the transportation of waste during construction and operation. This should be in place prior to construction works commencing and conform to best practice guidance.

The project promoter should (in liaison with the County Council and service providers) ensure the timely provision of any waste management infrastructure required to support the construction and operation of the main NNB site and associated developments. A collection optimisation review should look at any changes in the distribution of population clusters and the degree to which this puts stress on the collection and disposal systems. Wherever possible, waste materials should be re-used on site.

The County Council will expect the project promoter to demonstrate that the waste management activities associated with the Wylfa NNB Project, either alone or in combination with other proposals, will not adversely affect the environment or human health.

## Nuclear Waste Storage

- 4.8.6 The UK Government's approach to nuclear waste disposal is that geological disposal will be preceded by safe and secure interim storage. NPS EN-6 (at para. 2.11.3) states that having considered the issue of radioactive waste, the Government is satisfied that effective arrangements will exist to manage and dispose of the waste that will be produced from new nuclear power stations and that the Planning Inspectorate should not consider this further. However, proposals for waste management facilities (such as interim storage) that either form part of the development of a NNB or constitute associated development should be considered and the County Council therefore considers it essential that appropriate guidance is provided in this SPG in respect of interim waste storage facilities.
- 4.8.7 The proposals for the NNB at Wylfa are likely to include some interim storage facilities for the management and storage of high level radioactive waste. In this respect, Strategic Policy PS7: Nuclear Related Development of the JLDP Preferred Strategy sets out:
- “Any proposal (outside a DCO) to treat, store or dispose of Very Low level, Low Level or Intermediate Level Waste or to treat or to store spent fuel arising from the existing nuclear power station or any future nuclear development in an existing or proposed facility on or off the nuclear site would need to:*
- a. Be strongly justified;*
  - b. Demonstrate that the planning impacts are acceptable; and*
  - c. Demonstrate that the environmental, social and economic benefits outweigh any negative impacts.”*
- 4.8.8 The County Council will therefore expect the project promoter to demonstrate that proposals for interim waste storage are fully justified and will not have adverse impacts on local communities, especially as there are often negative perceptions associated with nuclear waste storage facilities and uncertainty around the timescale of the required storage.
- 4.8.9 It should be clearly understood that nothing in this SPG is intended to address the question of a long term geological disposal of higher activity waste as that term is used in NPS EN-6 (paragraph 2.11.2) i.e. spent fuel and intermediate level waste. The consenting of such a facility would be dealt with entirely separately from the NNB.



**GP 17 Nuclear Waste Storage Facilities**

The County Council will consider proposals relating to the interim storage of nuclear waste on their individual merits. They should be fully justified, taking into account reasonable alternatives. When developing such proposals, the Wylfa NNB project promoter should ensure that any potentially adverse socio-economic and environmental impacts associated with the construction and operation of nuclear waste storage facilities are mitigated. More specifically, the County Council expects the project promoter to:

- Identify and assess the potential effects of nuclear waste storage including radiological risks;
- Fully engage with the Island's communities and other key stakeholders in developing proposals for nuclear waste storage;
- Implement mitigation and/or compensation measures agreed with the County Council, where the potential for adverse impacts on local communities, the economy or the environment are identified;
- Set out appropriate measures for the decommissioning and site restoration of interim waste storage facilities if this will take place within a timescale that is understood at the time the DCO or associated development applications are made;
- Where the timescale for decommissioning is unknown, provide a commitment (at the time an application is made) to supply the details of the measures for decommissioning and site restoration at a time agreed in discussion between the relevant parties.

## 4.9 Climate Change

### Climate Change Mitigation

4.9.1 Climate change is a key policy consideration, with increasing influence in frameworks and national targets. The Welsh Government<sup>24</sup> has committed Wales to reducing greenhouse gas emissions by 3% year on year, in addition to a 40% reduction by 2020 (against a 1990 baseline). Wales must also support the UK



targets of reducing greenhouse gas emissions by 80% by 2050 and for 30% of electricity generation to be from renewable sources by 2020.

- 4.9.2 As energy generation is a key source of greenhouse gas emissions, low carbon energy can help meet national greenhouse gas emission targets and mitigate climate change. Low carbon energy generation is supported by national (UK) planning policy including NPS EN-1, which highlights the importance of large scale deployment of renewables, new nuclear capacity and carbon capture and storage, as well as Planning Policy Wales and the emerging JLDP.
- 4.9.3 Although the UK Government defines nuclear power generation as a low carbon energy source, there would be potentially significant greenhouse gas emissions associated with the construction phase of the development which would contribute to climate change. Associated greenhouse gas emissions would include embedded carbon in goods and materials, as well as emissions from the transport of materials and personnel to and from the main NNB site. Sustainable design and re-use of materials can help reduce these greenhouse gas emissions. NPS EN-1 advises that sustainability is an important aspect in developments, which should be “*efficient in the use of natural resources and energy used in construction and operation*”. Due to the embedded carbon in building materials, transport emissions and energy use associated with construction and demolition activities, permanent rather than temporary structures are also viewed as more sustainable.
- 4.9.4 The recent Gwynedd and Anglesey Joint Planning Policy Unit [Renewable Energy Capacity Assessment for Anglesey](#) (2013) identifies substantial further capacity for renewable energy on Anglesey, with tidal power having the greatest potential.

<sup>24</sup>As set out in ‘One Wales: One Planet: The Sustainable Development Scheme of the Welsh Assembly Government’ (Welsh Government, 2009).

Onshore wind (including micro-scale wind) and microgeneration (solar photovoltaic, solar thermal etc) also have credible viability. There is, therefore, likely to be scope for the inclusion of renewable energy generation as part of the Wylfa NNB Project, either at the main NNB site and/or as part of associated developments.

- 4.9.5 There are further significant opportunities to act on climate change as part of the Wylfa NNB Project including the promotion of low carbon travel (for example, reducing vehicle use and the use of ecofriendly vehicles) and supporting energy efficiency and reducing energy demand. These all have key roles in mitigating climate change and meeting targets.

### **GP 18 Mitigating Climate Change**

The Wylfa NNB project promoter should seek to minimise the contribution of the NNB Project to climate change including through the preparation and implementation of a Carbon Management Plan.

Proposals should incorporate measures to enhance sustainable design and construction including:

- The re-use of buildings and materials, including at the existing Magnox nuclear power station;
- The use of sustainably sourced construction materials with low embedded carbon;
- Incorporation of energy efficiency measures in the layout and design of new buildings;
- Retrofitting of existing buildings to enhance energy efficiency, where appropriate;
- Facilities which encourage the re-use and recycling of wastes; and
- The use of water efficient products and design.

In order to reduce greenhouse gas emissions associated with energy use, proposals should incorporate on-site renewable energy provision where viable (or, where not viable, contributions to reduce emissions off-site will be expected).

Proposals should seek to enhance sustainable travel in order to reduce associated greenhouse emissions (see **GPI 4**).

All planning applications for associated development will be expected to demonstrate how the Carbon Management Plan will be delivered by the proposed development.

## Climate Change Adaptation

- 4.9.6 The Wylfa NNB Project is also faced by threats from climate change, particularly flood risk and damage to infrastructure from rising sea levels, coastal change, temperature rises and changing rainfall patterns. The northern side of the Island, where the proposed main NNB site is located, is identified as having limited flood risk compared to the other parts of the coast. There are flood defences on the western frontage and current coastal flood risk to the local area is predominantly from waves overtopping the defended section. NPS EN-6 Volume II includes advice from the Environment Agency regarding flood risk at the Wylfa site, specifying that it *'could be protected against flood risk throughout its operational lifetime'* due to the cliff top location. The more recent [West of Wales Shoreline Management Plan 2](#) (SMP2) (2012) states that the risk of overtopping the existing flood defences will increase with sea level rise. The plan recommends that existing defences will require monitoring in the future, but that the defences are unlikely to fail over the 100 year period of the [North West Wales Catchment Flood Management Plan](#) (CFMP) (2009).
- 4.9.7 Whilst flood risk at the main NNB site is considered to be limited, the CFMP highlights that there is currently localised river flooding across Anglesey, with severe tidally-influenced flooding in some areas. Additionally, there is evidence of surface water and sewer flooding on the Island. On Anglesey, there are some 1,000-2,500 properties identified with 'significant' likelihood of flooding (defined as more than a 1 in 75 (1.3%) annual chance of flooding)), which is forecast to rise across the next century due to the effects of climate change (unless preventative action is taken).
- 4.9.8 In accordance with NPS EN-6, the main NNB site must be resilient to climate change. Climate change adaptation is also a key consideration for associated developments. Planning Policy Wales, [TAN15: Development and Flood Risk](#), Development Plan and Stopped UDP policy and the emerging JLDP seek to locate development away from flood risk areas and ensure that new development is able to withstand the effects of climate change.
- 4.9.9 Alongside location, layout and design measures, there are expected to be opportunities for the project promoter to contribute to flood risk infrastructure proposals, either at the main NNB site or elsewhere on the Island. This may include monitoring and potential raising of 2km of flood defences along the north coast of Anglesey (as detailed in SMP2); actions to prevent flooding of towns, villages and transport infrastructure; management of local surface and sewer flooding; or involvement in potential flood warning schemes.

**GP 19      Adapting to Climate Change**

The Wylfa NNB project promoter should minimise the impacts of climate change on the NNB and associated developments through the incorporation of appropriate design, layout and building methods that will withstand the effects of climate change, such as rising temperatures and more extreme weather events. This should include the implementation of Sustainable Drainage Systems to manage surface water and reduce flood risk.

To increase resilience, vulnerable associated developments including construction worker accommodation should be located away from flood risk areas. Where essential development is located in areas of flood risk, it should be designed so as to remain operational when flooding occurs and compensatory flood storage should be provided. Such proposals should also be accompanied by flood warning and evacuation plans.

The County Council will expect the project promoter to contribute towards enhanced/new flood risk management infrastructure and solutions where they are required to safeguard NNB Project proposals from the long term effects of climate change. Any proposals must also align with other relevant strategies for climate change adaptation and reduction in flood risk including the West of Wales Shoreline Management Plan 2 and be informed by consultation with relevant bodies including the County Council, Natural Resources Wales and the Marine Management Organisation.

## 4.10 Natural Environment

### Biodiversity, Geodiversity and Landscape

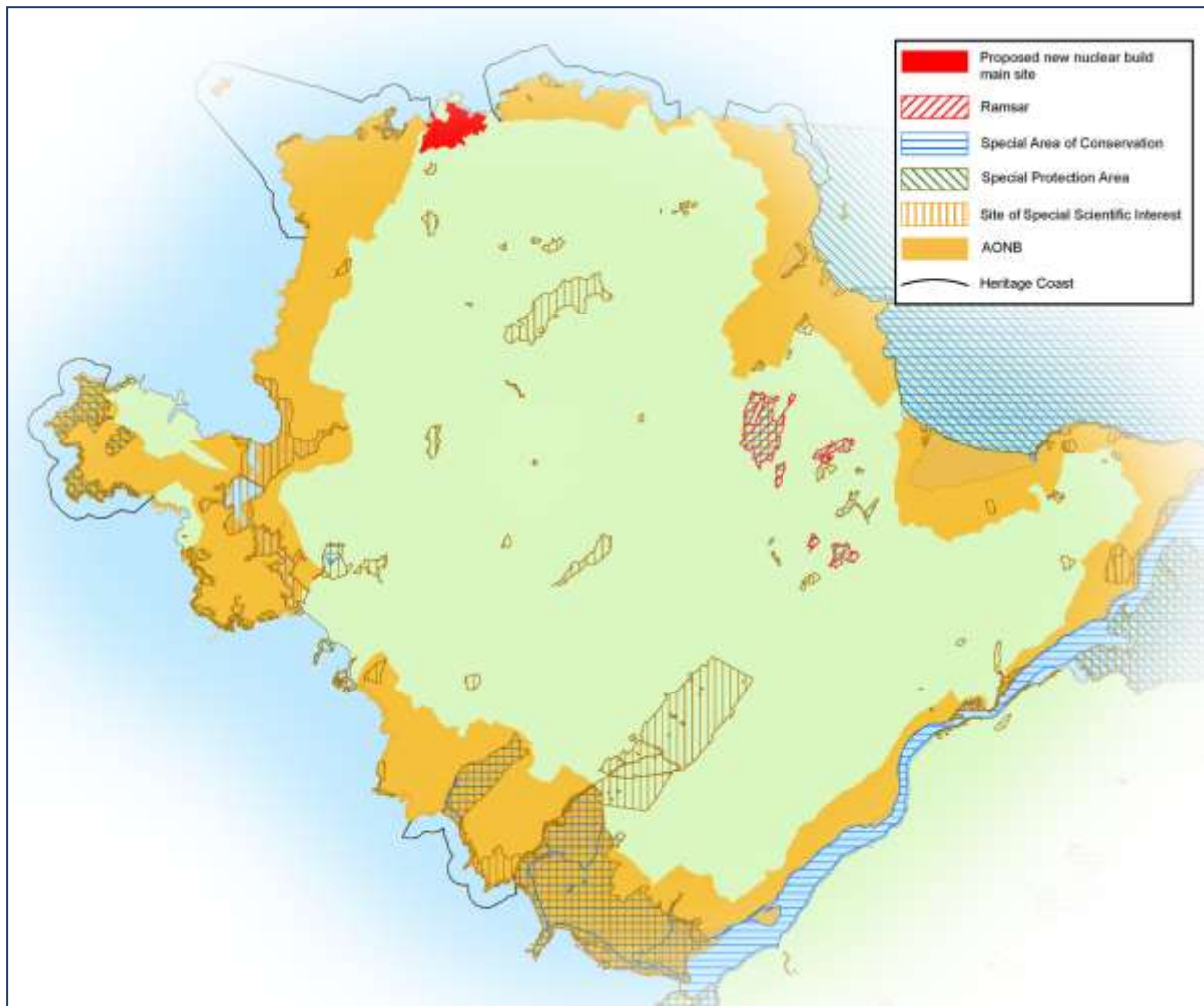
4.10.1 The Isle of Anglesey has a rich and varied natural environment across its terrestrial, marine and coastal areas. Almost the entire coastline of Anglesey is designated as an Area of Outstanding Natural Beauty (AONB) due to the variety of fine coastal landscapes, coinciding with stretches of Heritage Coast. Parts of the AONB lie within the proposed main NNB site whilst the Heritage Coast is in close proximity.



4.10.2 The Island contains important biodiversity and geodiversity assets, as demonstrated by the presence of a large number of European and nationally designated sites. Sites of European importance are designated to conserve natural habitats and species of wildlife which are rare, endangered or vulnerable in the European Community. In the UK, these form part of the 'Natura 2000' network of sites protected under the EC Habitats Directive (1992). European sites across the Island include eight Special Areas of Conservation (SACs), three Special Protection Areas (SPAs) and one Ramsar. The proposed main NNB site is located near two European designated sites; Cemlyn Bay SAC and the Ynys Feurig, the Skerries and Cemlyn Bay SPA. The Ynys Feurig, Cemlyn Bay and The Skerries SPA comprises three separate areas of importance for four species of breeding terns. Tre'r Gof Site of Special Scientific Interest (SSSI), a rich-fen wetland habitat vulnerable to changes to water quality or quantity, is also located within the NNB site boundary.

4.10.3 The Isle of Anglesey is a UNESCO endorsed geopark, named GeoMôn. A Geopark is a territory with a geological heritage of European significance and a sustainable development strategy with a strong management structure. It aims to protect geodiversity, promote geological heritage to the general public and support sustainable economic development of Geopark territories, primarily through the development of geological tourism.

4.10.4 European and nationally designated sites on Anglesey are shown in **Figure 4.2**.

**Figure 4.2 European and National Designations on Anglesey**

- 4.10.5 National and local planning policy as well as other plans and programmes at the European, national and local level focus on the established principle of protection for the natural environment. There is also a clear recognition of the inter-relationship between environmental protection and enhancement and other key issues such as climate change, health, recreation, tourism and economic development. This is reflected in the Welsh Government's proposed future approach to the management of the natural environment as set out in the '[Sustaining a Living Wales](#)' Green Paper (2012). This focuses on the adoption of an ecosystem approach, with policies addressing natural resource management in an integrated and consistent way.
- 4.10.6 The natural environment is a key consideration for the NNB at Wylfa and associated developments. The Wylfa NNB Project has the potential to both affect, and be affected by, environmental conditions on Anglesey either alone or in combination with other major development proposals including, for example, electricity transmission infrastructure. The County Council will seek to ensure that any potentially adverse impacts on the Island's natural environment are avoided or,

where this is not possible, mitigated or compensated. The County Council also expects the project promoter to seek opportunities to enhance the Island's habitats, biodiversity and landscapes aligned with the actions contained in other relevant plans and programmes such as 'Working for the Wealth of Wildlife: Anglesey's Local Biodiversity Action Plan', the '[Môn Menai Coastal Action Plan](#)' (2008) and '[Anglesey AONB Management Plan](#)' (2011) in order to ensure an integrated approach to the management of the Island's natural environment.

## **GP 20      Conserving and Enhancing the Natural Environment**

The Wylfa NNB project promoter should seek to ensure that the Island's unique and distinctive natural environment is conserved and, where possible, enhanced. In particular, the County Council expects the project promoter to demonstrate that the Wylfa NNB Project, either alone or in combination with other proposals such as electricity transmission infrastructure, would not have significant adverse impacts on:

- The integrity of Natura 2000 sites such as Cemlyn Bay Special Area of Conservation and the Ynys Feurig, the Skerries and Cemlyn Bay Special Protection Areas;
- The condition of Sites of Special Scientific Interest;
- Species protected by European and/or national legislation;
- Key habitats and species, including those identified in the Anglesey Local Biodiversity Action Plan;
- The ecological functionality of nature conservation sites and their connectivity with the wider landscape;
- Regionally Important Geological and Geomorphological Sites and the Geopark status of parts of Anglesey;
- Important landscapes including the Anglesey Area of Outstanding Natural Beauty and Heritage Coast;
- Local landscape character with reference to Special Landscape Areas and Landscape Character Areas;
- Seascape with reference to Seascape Character Areas; and
- The Wales Coast Path.

Where adverse impacts cannot be avoided, the County Council expects appropriate mitigation and/or compensation measures to be implemented. These measures should take into account guidance and actions contained in relevant existing and emerging plans and programmes and should be agreed with the County Council, Natural Resources Wales and other bodies as appropriate. Possible mitigation and compensation measures may include:

- Minimising disturbance during the construction or operation of the main NNB site and associated developments, taking into account best practice;
- Minimising the area of land required to facilitate construction;
- Maximising the use of previously developed land and minimising the loss of the



**GP 20      Conserving and Enhancing the Natural Environment**

best and most versatile agricultural land;

- Remediation of contaminated land;
- The adoption of high quality design principles;
- Minimising the release of potentially polluting substances to air, water or land including through the adoption of Environmental Management Plans;
- Restoration of habitats following the completion of construction works;
- On or off-site habitat creation or enhancement to compensate for temporary or residual effects arising from the Wylfa NNB Project; and
- Landscaping schemes and provision of green space.

Wherever possible, the County Council will expect the project promoter to explore opportunities to enhance the Island's natural environment and ecosystem services including through the provision of green and blue networks or infrastructure.

## The Water Environment

- 4.10.7 The Environment Agency's [River Basin Management Plan for the Western Wales River Basin District](#) (2009) notes that 26% of the Island's rivers and lakes are of good ecological and chemical status overall. There are a number of river stretches where the quality of water needs to be significantly improved and there are several challenges to surface water quality including: diffuse pollution from agricultural activities; diffuse pollution from historical mines; physical modification of water bodies; point source pollution from water industry sewage works; and acidification. The overall standard of bathing water around the Anglesey coastline, meanwhile, is improving. In total, 73% of beaches achieved guideline standards in 2008 compared to 33% in 1992. However, the compliance monitoring of non-EC identified bathing waters has recorded a high rate of failure.
- 4.10.8 The Welsh Government has defined a policy of Integrated Coastal Zone Management which encourages all organisations with an interest in the coastline of Wales to work together to formulate policies and plans that will lead to vibrant, economically successful and sustainable communities around the coastline of Wales. Shoreline Management Plans (SMPs) provide key information to inform the statutory planning process.
- 4.10.9 The Wylfa NNB Project has the potential to affect the Island's river and coastal water quality, habitats and geomorphology during construction (for example, due to surface water runoff from construction sites or increased wastewater associated with an influx of construction workers) and operation (for example, due to discharges of cooling water to the sea). The project will also place increased demand on water supplies which can affect water quality, particularly given forecast future water supply demand deficit in the area. The project promoter should therefore demonstrate that the construction and operation of the NNB and associated developments would not adversely affect water quality, working in partnership with those bodies involved in the management of water resources and coastal communities.

**GP 21      Conserving the Water Environment**

The Wylfa NNB project promoter will be expected to demonstrate that the construction and operation of the NNB and associated developments, either alone or in combination with other proposals, would not have an adverse impact on water quality, riparian habitats and aquatic species (including migratory fish populations) or commercial and recreational users.

Where the potential for adverse impacts is identified, measures should be implemented to mitigate these impacts. Such measures could include:

- Surface water runoff control from construction sites and protection of the receiving environment, including soils/water pathways through the incorporation of Sustainable Drainage Systems into the design of new developments;
- Adoption of Best Available Techniques to address impacts associated with discharges such as cooling waters from the nuclear power station;
- The implementation of Environmental Management Plans;
- Implementing water efficiency measures to reduce water demand arising from new developments; and
- Securing the provision of appropriate water supply and wastewater infrastructure to meet demand arising from the construction and operation of the main NNB site and associated developments, in accordance with **GPI5**.

Proposals should progress, where relevant, the actions of the Western Wales River Basin Management Plan (2009) and take full account of coastal change and the policies of the West of Wales Shoreline Management Plan (2012) (in accordance with **GPI9**). The project promoter will also be expected to work in partnership with Natural Resources Wales, Welsh Water and coastal communities as appropriate to support the objectives of the Integrated Coastal Zone Management Strategy for Wales (2007).

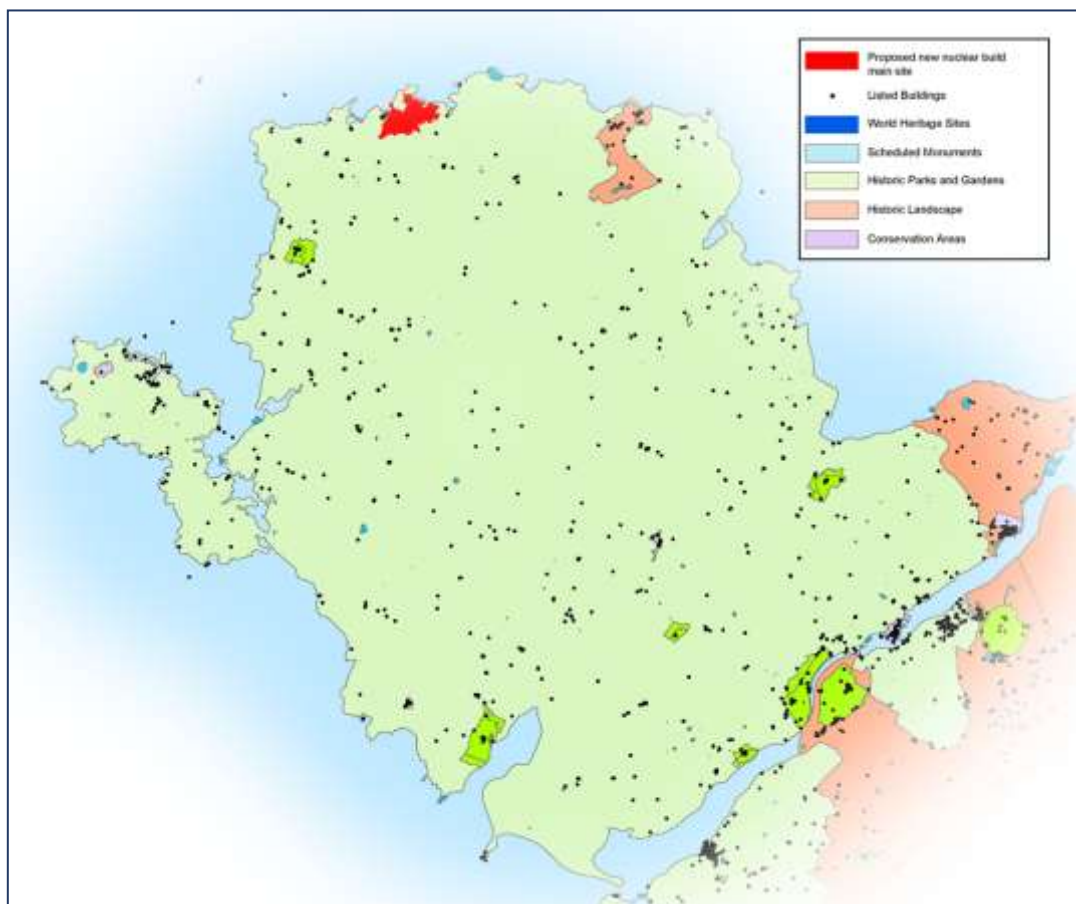
## 4.1 I Historic Environment

4.11.1 Anglesey has a rich heritage that includes a range of designated cultural heritage assets and sites that contribute significantly to the overall character of the cultural landscape, and importantly provide a key source of tourist interest and revenue from the visiting public. Designated cultural heritage assets on



Anglesey are shown in **Figure 4.3** and in the area of the main NNB site include the registered Cestyll Garden, which lies immediately to the west of the site boundary, the Bronze Age standing stones Scheduled Monument 1km to the south, three Grade II listed buildings in Cafnan to the west of the site, and listed buildings around Cemaes.

**Figure 4.3 Anglesey's Designated Cultural Heritage Assets**



- 4.11.2 In accordance with national and local planning policy, the County Council will expect the Wylfa NNB project promoter to ensure that the Island's designated and non-designated assets are conserved. There may also be opportunities to enhance assets, their settings or access to them as part of the project.

## **GP 22          Conserving and Enhancing the Historic Environment**

The Wylfa NNB project promoter will be expected to seek to ensure that the Island's designated cultural heritage assets and their settings (including important views to and from sites/features) are conserved and enhanced. These assets include:

- Beaumaris Castle as part of The Castles and Town Walls of Edward I in Gwynedd World Heritage Site;
- Scheduled Monuments and other nationally significant archaeological remains;
- Listed Buildings;
- Registered Historic Landscapes, Parks and Gardens;
- Conservation Areas; and
- Candidate Registered Battlefields.

All of the Island's cultural heritage assets, including those that are undesignated and of regional or local significance, are recorded on the regional Historic Environment Record (HER). The dynamic nature of the archaeological resource means that new sites are constantly discovered and added to the record. The project promoter should assess the archaeological potential of areas affected by development proposals to inform a Historic Environment Strategy, in accordance with Planning Policy Wales (Chapter 6) and Welsh Office Circular 60/96.

The County Council expects that the DCO application and any associated development applications will be accompanied by an assessment of historic environment impacts (including cumulative effects), the scope of which should be agreed with the County Council in advance. A staged programme of archaeological work should be implemented to ensure that all archaeological remains impacted upon by development proposals will be subject to an appropriate level of investigation and recording. The findings of such investigations should be deposited with the regional HER and disseminated to the wider community.

The project promoter should explore opportunities, in liaison with the County Council, Cadw and other relevant bodies, to enhance the Island's cultural heritage assets including through the sympathetic renovation and re-use of buildings identified as being at risk or by improving public access to assets. Opportunities for interpretation, presentation, outreach and education should be explored on site and through liaison with local schools and museums.

## 4.12 Facilitating Development

### Planning Obligations

- 4.12.1 The Wylfa NNB Project represents an unprecedented opportunity to deliver sustainable long-term benefits to the socio-economic fabric of the Island and the North Wales region. However, to realise the full benefit of this investment, and to ensure that any adverse impacts on the Island's unique environment and communities are avoided, appropriate mitigation and compensation measures will need to be put in place.
- 4.12.2 The County Council, in collaboration with the Welsh Government, is currently in the process of preparing a Strategic Outline Programme (SOP) to identify infrastructure improvements that will be required for the Island to fully capitalise on opportunities arising from inward investment projects linked to the energy sector. This will enable sustainable long term economic regeneration benefits to be capitalised upon.
- 4.12.3 The County Council will expect a comprehensive scheme of economic, community/social, environmental and safety measures to mitigate and compensate for any impacts of the Wylfa NNB Project and that takes account of the needs of the Island's businesses, communities and incoming workforce, its environment, heritage and culture. In accordance with the Planning Act 2008, NPS EN-1, Planning Policy Wales and associated regulations and guidance, these measures would be delivered through planning permission conditions, planning obligations and DCO requirements and development consent obligations as appropriate.
- 4.12.4 Reflecting the range of potential contributions identified in the County Council's [Planning Obligations \(Section 106 Agreements\) SPG](#) (2008) and the guidance contained in this SPG, such measures may include:
- Investment in educational facilities, development of the Energy Island Vocational Academy and local employment and training initiatives (see **GPI** and **GP2**);
  - Measures and/or contributions to offset any adverse impacts on existing businesses on the Island and inward investment (see **GP3**);
  - Destination marketing, provision of funding for tourism facilities and other measures designed to avoid, and compensate for, adverse effects on tourism including any negative visitor perceptions of the Wylfa NNB Project (see **GP5**);
  - Co-ordinated contributions towards community facilities, services and infrastructure including health care and recreational facilities to meet project and local needs and promote the quality of life of affected communities (see **GP6**, **GP8** and **GP9**);
  - Provision of adequate emergency service resources and resilience to cover the potential for increased incidents at Wylfa NNB Project sites and on the transport network (see **GP6** and **GP7**);

- Mitigation/compensation to address residual adverse impacts on health, well-being and amenity and the provision of information on health risks to local communities, visitors and businesses to address concerns associated with the construction and operation of the Wylfa NNB Project (see **GP7**);
- Specific measures to promote community cohesion, minimise crime and disorder and promote community safety, including active provision for the leisure time of workers (for example, sport and recreation), the implementation of a Community Safety Action Plan, Code of Conduct for workers, and contributions towards the CCTV network (see **GP9**);
- Measures and/or contributions to address any adverse impacts on host communities and other settlements as places to live, work and learn, including public realm improvements and contributions to meeting strategic regeneration objectives (see **GP9**);
- A holistic and co-ordinated range of **measures**, informed by a Construction Worker Accommodation Strategy, to mitigate and compensate for adverse impacts on the local housing market and tourism accommodation. This may include the provision of, and contributions towards, housing (including affordable housing), a Housing Hub and Housing/Accommodation Fund (see **GPI0, GPI1 and GPI2**);
- Mitigation of adverse impacts on Welsh language and culture through, for example, language induction and lessons for construction and operational workers (see **GPI3**);
- Provision of, and contributions towards, transport infrastructure and services to address adverse impacts on existing transport facilities arising from the Wylfa NNB Project and to maintain and enhance connectivity (see **GPI4**);
- Provision of, and contributions towards, essential infrastructure necessary to support the Wylfa NNB Project, including water supply, waste water treatment, electricity, gas, telecommunications and waste management (see **GPI5 and GPI6**);
- Measures to minimise carbon emissions and to enable local climate change mitigation and adaptation (see **GPI8 and GPI9**);
- Protection of sites of international, national and local importance for landscape, ecology, geology, archaeology and built heritage, together with a range of measures that offset, mitigate and compensate for the residual environmental harm resulting from the Wylfa NNB Project, including contributions to green infrastructure provision (see **GP20, GP21 and GP22**);
- Service level agreements to resource the County Council's involvement in the management, implementation and monitoring of mitigation (see **GP25**).

4.12.5 The County Council considers that the planning obligations for the Wylfa NNB Project in its entirety should themselves fully mitigate and compensate for the resultant impacts. The County Council will seek to agree sums for a Community

- Impact Mitigation Fund (CIMF) to mitigate and/or compensate for the impacts of the project that cannot be addressed by other means, and to administer such a Fund.
- 4.12.6 Outside and completely separate from the planning process, the County Council is also committed to securing Community Benefit Contributions (CBCs) for Anglesey's communities and citizens from all major developments on the Island, including the Wylfa NNB Project. This is to ensure that communities benefit directly from the use of their local resources and are compensated for hosting such development in the national interest. CBCs are widely recognised as a legitimate mechanism to support the long term sustainability, quality of life and well-being of the Island and its communities. The County Council has developed a CBC Strategy<sup>25</sup> to outline how voluntary CBCs can be utilised to meet the specific needs of Anglesey and its communities.
- 4.12.7 As noted, CBCs are completely separate and distinct from the formal planning process. They are not a mechanism to make a development acceptable in planning terms and CBCs are not taken into account when determining an application for planning consent. It follows that the negotiation of such CBCs in respect of the Wylfa NNB Project will play no part in the assessment of planning merits.

### **GP 23          Planning Obligations**

The County Council will seek to ensure that the Wylfa NNB Project avoids, minimises and mitigates (including, where appropriate, compensates for) adverse impacts during the construction and operational phases of the NNB and associated developments.

The County Council will seek to secure a comprehensive set of measures and benefits delivered through obligations, requirements and conditions that are consistent with the relevant NPSs, national planning policy, the Development Plan, Stopped UDP, emerging JLDP, the advice and objectives as set out in this SPG and other strategies and policies of the County Council.

In accordance with the County Council's Planning Obligations (Section 106 Agreements) SPG, the Wylfa NNB project promoter should seek to agree with the County Council, in advance of the submission of a DCO and planning applications for associated developments, the necessary legally enforceable measures to avoid, minimise and compensate for harm during the construction, operation and legacy transformation phases.

Reflecting the guidance contained in this SPG (see **GP25**), obligations should recognise the importance of on-going monitoring of impacts and effects resulting from the Wylfa NNB Project. Mitigation and compensation measures may need to be adjusted during the course of project delivery in order to off-set and deal with these impacts and effects.

Compensation and mitigation should relate, whether directly or indirectly, actual or perceived, to the impacts of the Wylfa NNB Project, including the potential for adverse

<sup>25</sup> See

<http://democracy.anglesey.gov.uk/documents/s500000684/Cyfraniadau%20Budd%20Cymunedol.pdf?LLL=0>.



**GP 23      Planning Obligations**

impacts on existing businesses and inward investment, tourism, the local housing market, the environment, the health and well-being of communities and Welsh language and culture.

The provision of facilities such as community infrastructure necessary to support the construction and operation of the Wylfa NNB Project, which would not otherwise be provided, should also be expected. The project promoter should take full account of existing initiatives, plans and strategies on the Island and engage effectively with local communities, the County Council and other organisations as appropriate, at the pre-application stage, to identify appropriate compensation and mitigation for the adverse impacts of the Wylfa NNB Project.

Measures, projects and services to enhance the medium and long term well-being, quality of life and sustainability of the communities affected will be encouraged.

## Use of Council Powers

- 4.12.8 The County Council has a range of statutory powers which it may be able to exercise to facilitate the construction, maintenance, operation and decommissioning of the Wylfa NNB Project including the associated developments.
- 4.12.9 The project promoter should approach the County Council when it is considered appropriate that the Council utilise a statutory power to facilitate the development and, without which, the implementation of the Wylfa NNB Project, or its implementation timetable, would stall or fail.
- 4.12.10 The powers listed below are non-exhaustive and are intended to be indicative of the range of powers the County Council may be able to exercise to facilitate the NNB and associated developments. Such powers include, but are not limited to:
- Compulsory purchase powers;
  - Powers to grant or revoke planning permission or any other relevant power under the Town and Country Planning regime;
  - Powers under the Council's Highways functions; and
  - Analogous powers relating to any of the above.
- 4.12.11 Compulsory purchase and analogous powers are important tools exercisable by the County Council as a means of assembling the land or rights required to help deliver the Wylfa NNB Project. Used properly, they can contribute towards effective and efficient urban and rural regeneration, the revitalisation of communities and the promotion of the socio-economic interests of the County and the wider North Wales region.
- 4.12.12 In general, an order or proposal will be considered to be analogous to a compulsory purchase order if its making or confirmation takes away from the objector some right or interest in land for which the statute gives them a right to compensation.
- 4.12.13 There is an expectation that any statutory power utilised by the County Council should be cost neutral to the Council. The party seeking support should indemnify the Council against any costs incurred by the Council in exercising its statutory powers to assist in the facilitation of the development of the NNB and associated developments. This will include, but is not limited to, compensation for any land acquired and any legal or other associated costs.
- 4.12.14 The County Council would only utilise its statutory powers in accordance with a clear legal justification, and in-keeping with local, regional and national policy considerations in the public interest. The assessment of whether to exercise these powers will be conducted on a case-by-case basis and will be assessed against the objectives of this SPG and any other relevant national, regional and local policy. The

County Council's decision to exercise such powers will be at its sole discretion and subject to the usual legal safeguards.

4.12.15 In the event that the County Council decides to utilise its statutory powers, these will be conducted in a transparent way, in accordance with recognised standards of good practice and will include appropriate stakeholder consultation.

#### **GP 24      Use of Council Powers**

To facilitate the development of the Wylfa NNB Project, the County Council will consider the use of its statutory powers as long as the use of such powers are justified and in the public interest. Such powers include:

- Compulsory purchase powers;
- Powers to grant or revoke planning permission or any other relevant power under the Town and Country Planning regime;
- Powers under the Council's Highways functions; and
- Equivalent powers relating to any of the above.

Should the County Council utilise any statutory power to facilitate the NNB or associated development, it will expect the project promoter to pay all reasonable costs associated with the use of that statutory power.

## 4.13 Implementation and Monitoring

4.13.1 Given its scale and range of potential impacts, there may be a number of unforeseen effects that arise during the construction and operation of the Wylfa NNB Project. It will also be important to ensure that any mitigation and compensation measures implemented as part of proposals are effective, taking into account future changes to social, economic and environmental conditions. The County Council will therefore seek to work with the project promoter to develop and implement arrangements to monitor the impacts arising from the Wylfa NNB Project and to address unforeseen adverse impacts where these arise.

### **GP 25 Implementation and Monitoring**

The County Council will work with the project promoter to develop arrangements for monitoring the impacts of the Wylfa NNB Project and the outcomes of related mitigation/compensation. This will involve the following:

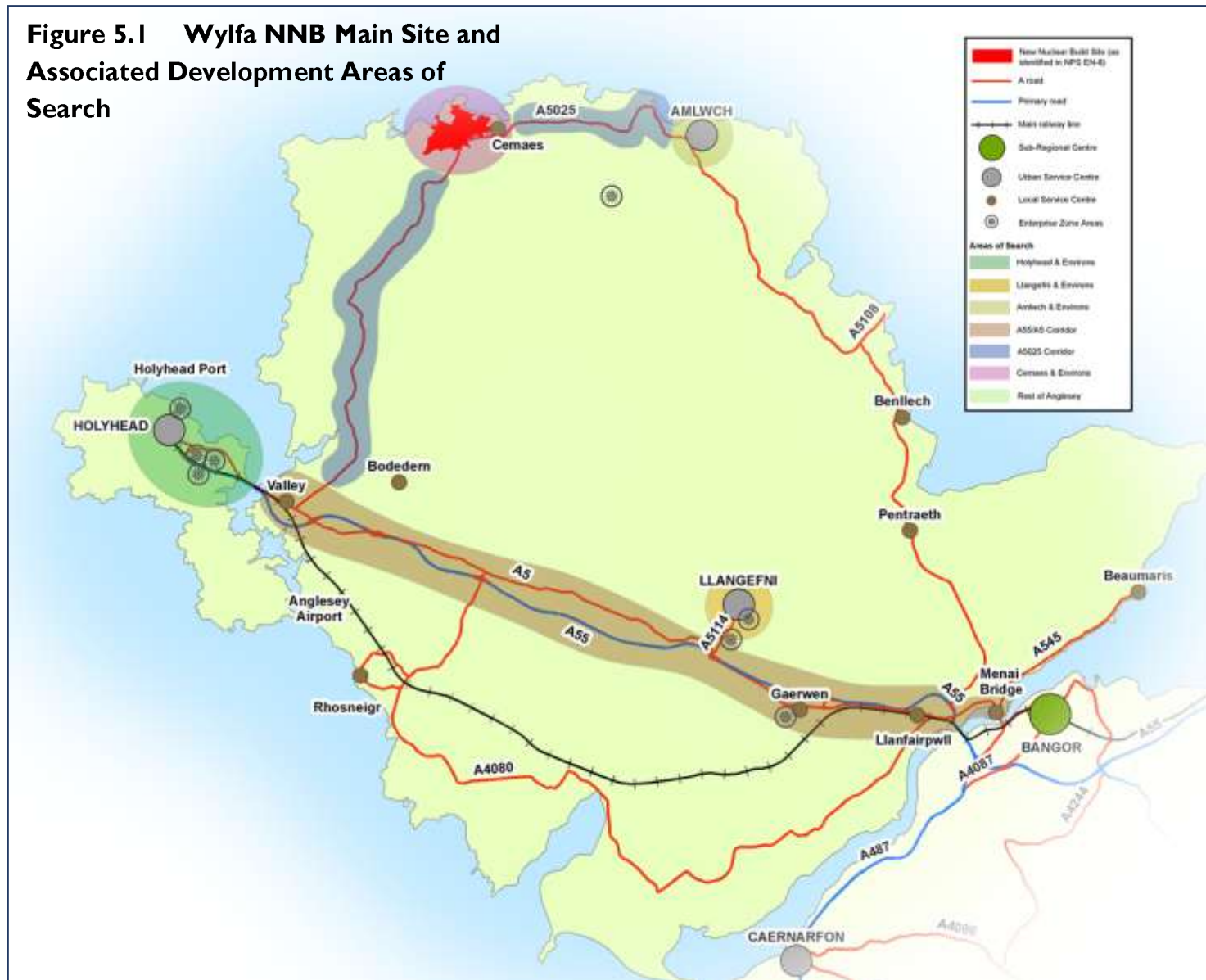
- Development of a comprehensive evidence base, describing agreed baseline conditions from which change can be monitored and evaluated;
- Preparation of a monitoring framework including key indicator sets and, where appropriate, targets informed by existing national, regional and local plans and programmes;
- Agreement in respect of the form, content and frequency of monitoring reports; and
- Establishment of a protocol for addressing unforeseen effects such as adjustments to mitigation and compensation measures.

Service level agreements to resource the County Council's involvement in the management and implementation of the monitoring framework will be sought.

## 5 Locational Guidance

- 5.1.1 It is important that a strategic approach is taken to the planning and consent of the Wylfa NNB Project. The approach should reflect existing Development Plan policy, the Stopped UDP, the emerging JLDP and other plans and programmes of the UK and Welsh Governments, the County Council and stakeholders. This will help to ensure that the NNB and associated developments deliver sustainable development that aligns with the wider aspirations for the growth of Anglesey and delivery of the Energy Island Programme.
- 5.1.2 This section of the SPG sets out the County Council's key development principles in relation to the construction and operation of a new nuclear power station at the main NNB site at Wylfa. It also provides locational guidance that is designed to help inform and guide proposals for off-site associated development, in accordance with the County Council's spatial strategy for future growth on Anglesey, with a view to mitigating adverse impacts and maximising benefits associated with the Wylfa NNB Project.
- 5.1.3 To guide the broad location of associated development, the following seven Areas of Search (AoS) have been identified:
- Holyhead and Environs;
  - Llangefni and Environs;
  - Amlwch and Environs;
  - A55/A5 Corridor;
  - A5025 Corridor;
  - Cemaes and Environs;
  - Rest of Anglesey.
- 5.1.4 The AoS are outlined in **Figure 5.1** opposite together with the main NNB site.

**Figure 5.1 Wylfa NNB Main Site and Associated Development Areas of Search**



- 5.1.5 The AoS and the associated guidance set out in the sections that follow broadly seek to direct development associated with the Wylfa NNB Project to the Island's largest settlements and along key transport corridors. For each of the seven AoS, an overview of the range, type, scale and potential location of associated development that the County Council is minded to prefer is provided. Opportunities and key issues that the County Council would expect the project promoter to consider when preparing proposals for associated development in each AoS are also highlighted. Guidance that responds to these issues and opportunities is then set out in a series of 'Guiding Principles' (GPs).
- 5.1.6 The County Council will use this guidance, alongside the project-wide guidance contained in **Section 4** of this SPG and relevant national and local (including emerging) planning policy, to respond to consultation by the project promoter, to prepare its Local Impact Report and to assist decision-making in the determination of Town and Country planning applications including enabling and site preparation works which may be proposed in advance of a DCO application. The extent to which the guiding principles are relevant to each application the County Council receives will vary and, by necessity given the likely variable scale and nature of the applications, will be determined on a case-by-case basis.

## 5.1 Main Wylfa NNB Site

### Overview

5.1.7 The proposed main NNB site is located adjacent to the existing Wylfa nuclear power station at Wylfa Head on the north coast of Anglesey. The site extends eastwards to the western outskirts of Cemaes, south to the A5025 and the village of Tregale and west to the Porth-y-Pistyll inlet. The site is approximately 10km from Amlwch to the east, 25km from Holyhead to the south west and 24km from Llangefni to the south.



5.1.8 Detailed proposals for the main site are not yet known. However, the project promoter has indicated that the development is likely to include:

- A power station, including two Advanced Boiling Water Reactors with a minimum generating capacity of up to 2,700 MW;
- Marine Off-Loading Facility (MOLF);
- Temporary MOLF;
- Cooling water intake and outfall structure;
- Electricity transmission infrastructure;
- Other associated buildings, such as administration offices;
- Interim waste and spent-fuel storage facilities;
- Access roads; and
- Measures and initiatives to manage any impacts during the construction and operation of a new power station<sup>26</sup>.

5.1.9 The principle of development of a new nuclear power station at the site has already been established in NPS EN-6. However, the County Council also considers it essential that key development principles are set out in this SPG which reflect local priorities and opportunities and highlight those issues that it considers should be addressed by the project promoter in order to minimise adverse impacts and

<sup>26</sup> See <http://www.horizonnuclearpower.com/wylfa-our-proposals> for further details.



maximise positive benefits arising from the construction and operation of the new nuclear power station and associated developments.

## Opportunities

5.1.10 The decommissioning of the existing Magnox nuclear power station adjacent to the main NNB site is a major undertaking and a key strategic project in the context of the Energy Island Programme. Decommissioning will take place alongside the construction and operation of the new nuclear power station and in consequence, it presents a major opportunity for the Wylfa NNB project promoter to work in partnership with Magnox to deliver cumulative social, economic and environmental benefits and to offset the adverse socio-economic impacts related to the closure of the existing power station.

## Key Issues

5.1.11 The area surrounding the main NNB site has a particularly rich and sensitive coastal environment which, together with the presence of important historic assets and the rural nature of communities in its immediate vicinity, present a number of key issues that will need to be considered by the project promoter when developing proposals for the main site. These issues include:

- **The natural environment:** Tre'r Gof SSSI is situated within the boundary of the main NNB site. NPS EN-6 highlights that this rich fen habitat could be subject to direct and/or indirect effects associated with changes to water quality or quantity but that it is anticipated that sufficient land is available within the site for the development of a new nuclear power station without permanently affecting any designated area. NPS EN-6 also highlights that Tre'r Gof SSSI could be protected through engineered drainage mitigation measures to preserve surface and groundwater quality and quantity including protection of the mineral rich waters and hence maintain the overall ecology of the SSSI. There is also the potential for the provision of replacement habitat for any habitat that may be lost as a result of development.

Beyond the main site, there are several internationally and nationally designated nature conservation sites. NPS EN-6 highlights that there is the potential for significant adverse effects on the integrity of six European sites (Cemlyn Bay SAC, Ynys Feurig, Cemlyn Bay and The Skerries SPA, Menai Strait and Conwy Bay SAC, Liverpool Bay SPA, Lavan Sands SPA and Puffin Island SPA) through potential impacts on water resources and quality, habitat (and species) loss and fragmentation/coastal squeeze, disturbance (noise, light and visual), and air quality.

The Anglesey AONB, Heritage Coast and Wales Coast Path follow the coastline to the east and west of the main site. Additionally, there are three pockets of Ancient Woodland within the site boundary.

- **The historic environment:** Cestyll Garden lies immediately to the west of the main NNB site boundary. Additionally, there are a number of designated cultural heritage assets in close proximity to the site including listed buildings, scheduled monuments and the Cemaes Conservation Area.
- **Flood risk and coastal erosion:** The main NNB site is predominantly located on higher ground with hard bedrock and the risks of flooding and coastal erosion are therefore considered to be low. However, NPS EN-6 sets out that further assessment is required to determine the need for additional defences over the lifetime of a new power station.
- **Welsh language and culture and community cohesion:** The main NNB site is in a predominantly rural location with a small population and limited range of community services and facilities. Consequently, it will be important to consider the impact of the construction and operation of the new nuclear power station on community cohesion, including potential impact on the Welsh language and culture.

5.1.12 Whilst decommissioning of the existing nuclear power station and other proposals near the main site (including off-site associated development) may present an opportunity to deliver synergistic benefits, the combined scale of works in a relatively small and sensitive area means that it will be particularly important for the project promoter to fully consider the potential for cumulative impacts. The County Council will therefore expect the project promoter to work in partnership with Magnox and other developers as appropriate to agree and implement measures to mitigate adverse cumulative impacts.

#### **GP 26 Wylfa NNB Main Site – Key Development Principles**

The Wylfa NNB project promoter, as part of the preparation of a DCO application or applications to other bodies for associated development within the main site, will be encouraged/expected to:

- Minimise impacts on local community cohesion, health and Welsh language and culture through:
  - limiting construction worker accommodation at the main site to that which is essential and supported by a robust justification of need;
  - the preparation of a detailed Welsh Language Impact Assessment to inform the identification of appropriate measures to reduce adverse effects on Welsh language and culture;
  - the provision of services and facilities, integrated within existing settlements and at a scale appropriate to their location, to meet the needs of construction workers and which can also be used by the local community during the construction of the power station and be made available post construction/operation as a permanent legacy benefit;

**GP 26 Wylfa NNB Main Site – Key Development Principles**

- adopting measures to promote community safety including the preparation of a Code of Conduct for Construction Workers and a Community Safety Management Plan; and
- undertaking a comprehensive assessment of the health and amenity impacts of the construction and operation of the NNB to inform the identification of appropriate mitigation and compensation measures.
- Promote sustainable resource use through:
  - the management of waste in accordance with the waste hierarchy;
  - the use of sustainably, locally sourced construction materials;
  - incorporation of energy efficiency measures in the layout and design of new buildings;
  - the use of water efficient products and design; and
  - provision of on-site renewable energy infrastructure.
- Avoid adverse effects on water resources and water quality during construction and operation;
- Ensure that development is resilient to flood risk including storm surge and tsunami;
- Adopt appropriate mitigation, and where appropriate compensation, so as to avoid adverse impacts on:
  - the integrity of Natura 2000 sites (or their interest features) including Cemlyn Bay SAC, Ynys Feurig, Cemlyn Bay and The Skerries SPA, Menai Strait and Conwy Bay SAC, Liverpool Bay SPA, Lavan Sands SPA and Puffin Island SPA (where development at the main NNB site, either alone or in-combination with other proposals, gives rise to the likelihood of significant effects on a Natura 2000 site then Appropriate Assessment will be required);
  - the condition of SSSIs including Tre'r Gof SSSI;
  - Ancient Woodland; and
  - key habitats and protected species, including those identified in the Anglesey Local Biodiversity Action Plan.
- Minimise landscape and visual impacts including in respect of the Anglesey AONB and Heritage Coast, historic assets and residential and recreational receptors. Where it has been demonstrated by the Wylfa NNB project promoter that the impacts are unavoidable, appropriate levels of mitigation and compensation should be provided;
- Maintain and enhance access to the coast allied with improvement to the Wales Coast Path;
- Identify landscape treatments, habitat creation, flood risk management and Public Rights of Way connections and improvements that integrate appropriately with the surrounding area. Landscape and green infrastructure works and enhancements that extend beyond the power station main site boundary could potentially mitigate and compensate the impacts of the project and provide enhancements where appropriate;
- Where development is temporary, to reinstate and/or create new hedgerows, agricultural land, grassland, woodland, water features and scrubland as soon as is

**GP 26 Wylfa NNB Main Site – Key Development Principles**

reasonably practicable in order to minimise landscape and visual impacts and to compensate for impacts on these natural features.

The project promoter should also work in partnership with the County Council, local communities and other stakeholders when developing the masterplan for the main site in order to identify and minimise potential adverse impacts and enhance benefits associated with the construction and operation of the new nuclear power station.

The project promoter should work in partnership with Magnox (and other project promoters as appropriate) to explore opportunities to mitigate cumulative adverse impacts and maximise benefits from decommissioning activities and the construction of the NNB. Those opportunities that the County Council would expect the project promoter and Magnox to assess include, but are not limited to:

- Utilising existing infrastructure and land at the Magnox site to support the Wylfa NNB Project;
- Measures to reduce disturbance-related impacts such as noise and emissions to air from construction activity and HGV movements;
- Enhancement of existing, or provision of new, habitat to offset cumulative impacts on biodiversity;
- Measures to reduce cumulative impacts on landscape character and seascape;
- The re-use of waste and materials generated by either the decommissioning works or construction of the NNB Project;
- The re-training and up-skilling of the existing nuclear power station workforce and local contractors in order to prevent the out-migration of skills and reduce adverse impacts related to the closure of the existing nuclear power station;
- A joint assessment of the impact of the Wylfa NNB Project and decommissioning activities on community services and facilities, infrastructure and the local housing market and the implementation of measures to address any adverse impacts within the settlements that are affected including through additional provision;
- Measures to address cumulative impacts on the Welsh language and culture, informed by a joint Welsh Language Impact Assessment; and

Preparation of a Joint Transport and Traffic Management Plan(s) including proposals for joint investment in any transport infrastructure and services necessary to support both projects and the joint use of transportation infrastructure.

## 5.2 Holyhead and Environs

### Overview

5.2.1 This AoS covers Holyhead town, extending north-east to include Llaingoch and Porth-y-felin and south-west to Penrhos. The AoS also comprises land adjacent to the development boundary of the Holyhead urban area (as defined in the Local Plan) to the north, west and south.



5.2.2 Holyhead is the largest town on Anglesey and as at the 2011 Census had a population of 11,431<sup>27</sup> (16% of Anglesey's total population).

It is also the main retail and service centre and benefits from a range of community facilities including six primary schools, a secondary school, college, community hospital and a leisure centre. It is connected to the main Island by the A5 and A55 and the North Wales Coast main railway line.

5.2.3 Holyhead is the busiest ferry port in Wales and provides a key international gateway, with some 2 million ferry passenger movements each year to and from Ireland. However, the town has suffered from a decline in economic performance compared to the rest of Wales. This decline accelerated following the closure of two of its main private sector employers in 2009/2010. The Holyhead Travel to Work Area (TTWA), which covers Holy Island and the west of Anglesey, now has the highest Job Seekers Allowance rate, and the second lowest jobs density of any TTWA in Wales. Holyhead also suffers from severe deprivation. The majority of Holyhead's Lower Super Output Areas (LSOAs) are deprived and, according to the Welsh Index of Multiple Deprivation 2011, Holyhead is one of the most deprived of any town in North or Mid Wales with an especially high deprivation ranking for health, education, physical environment, community safety, housing, income and employment.

5.2.4 The Wylfa NNB Project has very significant potential to act as a catalyst for the regeneration of Holyhead by providing much needed investment in housing, community facilities/services and job creation. The need for investment and regeneration linked to the NNB Project as well as other strategic investment in Holyhead to support the transformational change of the town is one of the County Council's key priorities. To this end, the Welsh Government has approved a £7.5 million funding bid to aid regeneration and housing projects in Holyhead over the 2015-17 period under the Vibrant and Viable Places urban regeneration framework.

<sup>27</sup>Office for National Statistics.

The successful bid, *Holyhead: Realising Sustainable Community Benefit*<sup>28</sup>, is an ambitious programme to transform one of Wales' most deprived towns. Its main aim is to provide a co-ordinated response to major new developments expected in or near Holyhead in the next five years as part of the Island's Enterprise Zone status and the EIP.

5.2.5 Holyhead is defined as a key growth settlement in the Wales Spatial Plan with the focus on providing services and employment and building on established strengths to support and spread prosperity to the wider rural hinterland. Existing and emerging Development Plan policy also seeks to concentrate infrastructure investment, employment opportunities and new housing provision in the town. The emerging JLDP, for example, identifies Holyhead as an urban service centre and a focus for the majority of future new development on the Island (together with Llangefni and Amlwch). Reflecting the role of Holyhead in the settlement hierarchy, its proximity to the main NNB site and the potential for development related to the NNB to support the regeneration of the town, it is the County Council's view that the Holyhead and Environs AoS should be a focus for construction worker accommodation and employment uses for the NNB Project as well as related community facilities and services and necessary transport proposals such as highways investment and Park and Ride.

5.2.6 The Wales Spatial Plan seeks to maximise the opportunities of Holyhead as a major international gateway. The County Council therefore also considers that opportunities in this AoS should be explored in relation to the use of Holyhead Port and rail for the transportation of freight (bulk construction goods, plant and equipment) and workers and for the development of associated freight logistics infrastructure. This is consistent with the County Council's Transport Position Statement for Wylfa New Nuclear Power Station (2011), which sets out the Council's preferred approach to managing the movement of freight and people to and from the main NNB site.



<sup>28</sup> The successful Stage 1 and Stage 2 bids are available via the County Council's website. See <http://www.anglesey.gov.uk/business/regeneration-and-investment/vibrant-and-viable-places-bid-for-holyhead/>.

## Opportunities

- 5.2.7 Realising the potential for NNB-related investment to support the regeneration of Holyhead will require a co-ordinated and holistic approach to the planning of associated development and other major economic opportunities and regeneration initiatives in and around the AoS. The County Council will expect the NNB Project promoter to complement these opportunities where appropriate in order to deliver the best outcome for the local environment, economy and communities.
- 5.2.8 The Holyhead and Environs AoS contains four of the eight Anglesey Enterprise Zone sites<sup>29</sup> including:
- Anglesey Aluminium (EZ1) (consent has been granted for the development of a biomass power plant);
  - Parc Cybi (EZ2) (consent has been granted for distribution and warehousing uses);
  - Penrhos Industrial Estate (EZ3); and
  - Port of Holyhead (EZ4).
- 5.2.9 A major leisure and residential development has also been proposed<sup>30</sup> within and adjacent to the development boundary of Holyhead (as defined in the Stopped UDP) to the south of the AoS (Land at Cae Glas and Kingsland). The proposed development includes, amongst other elements, the provision of 315 holiday lodges at Cae Glas and a residential development of up to 320 dwellings at Kingsland, both of which are promoted for temporary use as workers accommodation during the construction of the NNB. The proposals also include a range of other services and facilities with the potential for use by construction workers and the wider community including Park and Ride, retail and recreational facilities. It is the County Council's view that the scheme provides an example of an opportunity to deliver construction worker accommodation that provides a lasting legacy benefit beyond the construction period of the NNB in the form of housing, major tourism development, employment and community facilities and services.
- 5.2.10 Other potential development sites in Holyhead include the Former Eaton Electrical Site and Turkeyshore Road which are identified in the Employment Land Review<sup>31</sup> prepared in support of the JLDP as being potentially suitable for light industrial or office uses.

<sup>29</sup> For further information on the Anglesey Enterprise Zone and sites see <http://enterprisezones.wales.gov.uk/enterprise-zone-locations/anglesey>.

<sup>30</sup> Planning application reference 46C427K/TR/EIA/ECON.

<sup>31</sup> URS (2012) *Economic and Employment Land Review Study for the Anglesey and Gwynedd Planning Authority Area: Final Report*, July 2012.

5.2.11 Allied to the development opportunities outlined above, the Holyhead and Environs AoS is also expected to be a hub for development associated with a number of other major strategic energy investments on the Island. Together, they present a unique opportunity to deliver co-ordinated investment, economic growth and regeneration in Holyhead that benefits the local community and businesses.

### Key Issues

5.2.12 The County Council recognises that proposals for NNB-related investment in Holyhead, coupled with other major strategic investment projects in the AoS, will need to carefully consider the environmental and socio-economic characteristics of Holyhead and its environs. Key issues that will need to be considered by the project promoter include:

- **The natural environment:** The AoS includes, and is enclosed by, a high quality natural environment including a European designated nature conservation site (Glannau Ynys Gybi/Holy Island Coast SAC and SPA located to the north-west), several SSSIs to the north, west and south east, Anglesey AONB and Holyhead Mountain Heritage Coast;
- **The historic and built environment:** Holyhead town has a rich built environment and is designated as a conservation area which includes a number of listed buildings. The wider AoS includes further listed buildings and two scheduled monuments to the south, one within and one adjacent to the Penrhos Industrial Estate Enterprise Zone site;
- **Flood risk:** Whilst for the majority of Holyhead flood risk is not a significant issue, land within the Port is at risk of tidal flooding. There is also a risk of tidal flooding at Penrhos Beach extending inland over part of the Anglesey Aluminium plant site;
- **Utilities:** Within the catchment of Holyhead wastewater treatment works, there have been incidents of sewer network flooding. If significant inward investment developments take place in this area this will have an immediate impact on the existing electrical infrastructure. There is currently insufficient capacity within the electrical network to accommodate major developments (housing/employment);
- **Social and economic:** As a potential location for construction worker accommodation and other NNB-related development, Holyhead's local businesses and communities may experience substantial change and pressure arising from new development. The potential for adverse socio-economic impacts could be increased in areas of severe deprivation as a result of increased pressure on important community facilities and services including healthcare provision;



- **Highways capacity:** The highway route from the Port of Holyhead to Valley is likely to experience increases in traffic volume during construction of the NNB. Some of the key capacity issues along this route are at:
  - The access to the Port of Holyhead;
  - A55/A5 Junction;
  - A55 Junction 1;
  - A5 between the Port of Holyhead and Valley (as the alternative route to the A55);
  - A55 Junction 3 as the main strategic route through to the A5025 (alternative to the A5 route); and
  - A55 Junction 2.

<b>GP 27 Holyhead and Environs</b>	
<b>Associated Development</b>	
Construction Worker Accommodation	<p>The development of small scale (i.e. below 50 units) and large scale (above 50 units) construction worker accommodation comprising purpose built, private rented and/or tourist accommodation in the Holyhead and Environs AoS will be supported provided that it is of an appropriate scale and proportionate to the size of the existing resident population, taking into account other proposed or consented developments. The County Council will encourage accommodation of a type which provides a lasting legacy benefit.</p> <p>In accordance with existing Local Plan policy, the Stopped UDP and the emerging JLDP, new development should be located within, or on the fringe of, the defined development boundary of Holyhead with a preference for development on brownfield sites and land allocated for residential use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>Proposals for construction worker accommodation should be in accordance with relevant national and local planning policy and guidance and the guidance set out in this and other SPG in terms of location, design and type.</p>
Employment	<p>The County Council supports the generation of suitable small and large scale new business opportunities, supply chain opportunities and the expansion of existing businesses in the Holyhead and Environs AoS related to the Wylfa NNB Project.</p> <p>New employment uses should be located within the defined development boundary of Holyhead, with a preference for</p>

<b>GP 27 Holyhead and Environs</b>	
	<p>development on brownfield sites and land allocated for employment use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>In accordance with local and national planning policies and guidance, the County Council will support employment generating proposals on other suitable sites outside the development boundary subject to appropriate justification with respect to operational need, due consideration of environmental and social issues and there being no suitable alternative sites within the development boundary.</p>
Community Facilities and Services	<p>The County Council will require the enhancement of existing, and the provision of suitable new, community facilities and services in the Holyhead and Environs AoS that meet the needs of construction workers, can be used by the local community during the construction of the Wylfa NNB Project and which can be made available post construction as a permanent legacy benefit.</p> <p>The location, scale and design of new community facilities and services or improvements to existing ones should accord with Development Plan policy and guidance set out in <b>GP6</b> of this SPG and other SPGs. In particular, facilities and services should be easily accessible by foot, cycle and public transport and should be built to the highest environmental standard possible (i.e. BREEAM 'Excellent').</p>
Transport and Freight Logistics	<p>Improvements to existing transport infrastructure including Holyhead Port, the North Wales Coast main railway line and highways required to support the construction of the NNB will be supported, subject to national and local planning policy and guidance as well as guidance set out in this SPG, particularly <b>GPI4</b>.</p> <p>The project promoter should consider the need for Park and Ride and Park and Share facilities and freight consolidation in this AoS to minimise the volume of road traffic movements between Holyhead and the main NNB site. Where appropriate, the development of these facilities should provide a legacy benefit either through their continued use beyond the construction period or by offering land for redevelopment.</p>
<b>Opportunities</b>	
Enterprise Zone Sites	<p>The project promoter will be expected to give careful consideration, in liaison with the County Council and Welsh Government, as to how associated development can support the use of Anglesey Enterprise Zone sites EZ1, EZ2, EZ3 and EZ5. In particular, the County Council will expect the project promoter to:</p> <ul style="list-style-type: none"> <li>• Explore opportunities to locate appropriate associated development at designated Enterprise Zone sites;</li> <li>• Assess the potential to enhance the capacity of the Port of Holyhead to handle bulk construction materials, supporting its</li> </ul>

<b>GP 27 Holyhead and Environs</b>	
	<p>role as a key international gateway;</p> <ul style="list-style-type: none"> <li>Consider how investment in community facilities, services and infrastructure elsewhere in the AoS can complement and support the delivery of the Enterprise Zone sites.</li> </ul>
Land at Cae Glas and Kingsland	Subject to planning permission being granted, the project promoter should fully assess the suitability of the proposed Land at Cae Glas and Kingsland development to accommodate construction workers in the Holyhead and Environs AoS. Should an alternative approach to the accommodation of construction workers be preferred by the project promoter, then the County Council will expect the project promoter to provide strong reasoned justification for the rejection of the scheme and selection of the alternative site(s), which should itself be in accordance with existing national and local planning policy.
Other Potential Development Sites	The project promoter should consider the potential for the Former Eaton Electrical Site and Turkeyshore Road to accommodate NNB-related employment development.
Major Strategic Investments	The project promoter is expected to work with the County Council and promoters of other major strategic investment proposals which are located within or in close proximity to the Holyhead and Environs AoS in order to co-ordinate investment and development opportunities where possible, deliver the best outcomes for the local environment, residents and businesses and realise legacy benefits beyond the construction period.
Transport Infrastructure	<p>As well as exploring the potential of the Port of Holyhead for the transportation of construction materials, the project promoter should assess opportunities to utilise rail facilities for the movement of construction materials and workers. This should include the potential to utilise the existing railhead at the Anglesey Aluminium site.</p> <p>In considering the feasibility of rail, waterborne and road transport modes and in developing proposals for associated development, the project promoter should take account of, and seek to support where appropriate, existing transport investment proposals in Holyhead and in particular the Holyhead Port A55 New Access Link.</p>
Regeneration of Holyhead	<p>The project promoter will be expected to work in partnership with the County Council and other bodies to support and complement wider regeneration initiatives in Holyhead (such as the Viable and Vibrant Places Programme and the regeneration activities of the Môn Communities First Partnership).</p> <p>The project promoter should contribute to, and take account of in their development proposals, any masterplan for the town.</p>
<b>Key Issues</b>	

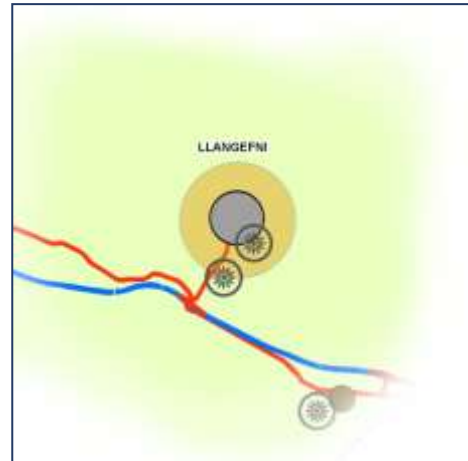
<b>GP 27 Holyhead and Environs</b>	
Natural Environment	<p>Proposals, either alone or in combination with other developments, should not have an adverse effect on Glannau Ynys Gybi / Holy Island Coast SAC and SPA (or their interest features) or SSSIs and other ecological assets both within and close to the AoS. In particular, the potential cumulative effects of increased visitor pressure on the designated nature conservation sites of Holy Island, and proposals for the management or mitigation of this, should be identified.</p> <p>Careful consideration should be given to the location, scale and design of development in order to conserve and enhance the Anglesey AONB and Holyhead Mountain Heritage Coast.</p> <p>Adverse effects on the natural environment should be mitigated and/or compensated as far as possible and in accordance with national and local planning policies and the guidance contained in this and other SPG. Opportunities should also be sought to increase green infrastructure provision in this AoS and to deliver biodiversity and landscape enhancements.</p>
Historic and Built Environment	<p>Development proposals, either alone or in combination with other projects, should seek to avoid impacts on the historic assets (and their settings) contained in this AoS including Holyhead Town Conservation Area, listed buildings and scheduled monuments.</p> <p>Proposals should adopt high quality design principles that reflect and enhance local character and provide a safe and accessible public realm, in accordance with guidance included in this and other SPG adopted by the County Council.</p>
Flood Risk	<p>Careful consideration should be given to development in areas of flood risk and in particular on land within the Holyhead Port area. In accordance with national and local planning policy and guidance, development should be located away from areas of flood risk. Should proposals be brought forward on land subject to flood risk, a comprehensive approach to flood risk alleviation is expected, informed by a Flood Consequence Assessment.</p> <p>The integrity of existing flood defences including the breakwater at the Port of Holyhead (if port-related development is proposed) should be maintained.</p>
Utilities	<p>In identifying locations and developing proposals for associated development in the Holyhead and Environs AoS, the project promoter should work with Welsh Water, Scottish Power Energy Networks and Wales &amp; West Utilities to ascertain if investment and upgrade of the existing infrastructure network is required to accommodate development. This investment may include, for example, improvements to the electrical infrastructure.</p>
Social and	<p>Proposals in the Holyhead and Environs AoS, either alone or in</p>

<b>GP 27 Holyhead and Environs</b>	
Economic	<p>combination with other developments, should not have an unacceptable impact on local businesses, community facilities and services (including healthcare provision) and quality of life. An assessment of the socio-economic impacts of proposals should be undertaken, the detail of which should be commensurate with the type and scale of development proposed. Particular attention should be given to potential impacts on Holyhead's most deprived LSOAs. Where the potential for adverse impacts is identified, appropriate mitigation and/or compensation should be implemented.</p> <p>The County Council will expect a Welsh Language Statement to be submitted with all associated development applications in this AoS and a more detailed Welsh Language Impact Assessment with larger proposals, in accordance with the thresholds set out in Supplementary Planning Guidance: Planning and the Welsh Language (2007).</p>
Highways Capacity	<p>The project promoter should ensure that proposals, either alone or in combination with other developments, do not exacerbate traffic congestion. In accordance with national and local planning policy and guidance and <b>GPI 4</b> in this SPG, the project promoter should assess potential impacts on highway infrastructure and ensure that highway improvements are provided where appropriate to minimise congestion, ensure safety and minimise environmental impacts associated with noise, air quality and severance.</p> <p>New development should be located so as to minimise the need to travel and maximise sustainable transport access. The County Council will expect the project promoter to identify opportunities for investment in local public transport and the enhancement of existing, and provision of new, pedestrian and cycle paths.</p>

## 5.3 Llangefni and Environs

### Overview

5.3.1 The Llangefni and Environs AoS comprises the town of Llangefni together with its immediate hinterland including the A5114 which provides access to the A5 and A55. Llangefni is the Island's second largest settlement with a population of 5,116 (as at the 2011 Census) and benefits from a range of community facilities and services including two primary schools, a secondary school, college, leisure centre and community hospital.



- 5.3.2 Llangefni is an important employment centre supporting 3,754 jobs, slightly higher than the total number of jobs provided in Holyhead. However, pockets of severe deprivation exist in the town. The Tudur ward covering the eastern third of the town, for example, is a designated Communities First area and is the third most deprived ward in Anglesey (and is amongst the most deprived wards in Wales)<sup>32</sup> with particular issues relating to health, income, employment and education deprivation.
- 5.3.3 The development of Llangefni is an important socio-economic driver for the Island as a whole. It is identified as one of the main centres for growth in the existing Development Plan, Stopped UDP and the emerging JLDP whilst the Wales Spatial Plan designates the town as a Regeneration Area. In this context, a number of regeneration initiatives have been implemented to enhance the town's role as an important commercial centre. Current projects, meanwhile, are seeking to capitalise on the opportunities presented by the EIP, Enterprise Zone and the Wylfa NNB Project in particular. These initiatives include the preparation of a town and industrial estate masterplan, investment in training and education and the provision of high quality business premises and infrastructure. As a result, the County Council considers that the Llangefni and Environs AoS has the potential to accommodate a range of development associated with the NNB Project including construction worker accommodation, employment, supply chain and logistics uses.

### Opportunities

5.3.4 It is vital that the Wylfa NNB project promoter works with the County Council, the Welsh Government and other stakeholders to capitalise on the opportunities presented in this AoS and to complement the existing efforts being made to enhance

<sup>32</sup> Welsh Index of Multiple Deprivation 2011.

the socio-economic potential of Llangefni. In particular, the County Council is seeking to bring forward two Anglesey Enterprise Zone sites for energy-related development. These sites are:

- Bryn Cefni Industrial Estate (EZ5): an existing industrial estate with a mix of office and light industrial uses. It is located close to the A55 and offers design and build opportunities for the low carbon energy supply chain. The County Council has recently secured funding from the European Regional Development Fund (EU Convergence Programme for West Wales and the Valleys) and the Welsh Government's Môn a Menai Regeneration Programme to facilitate a package of industrial estate improvements in the Llangefni area which will include:
  - estate reviews and improvement plans;
  - development briefs for key sites;
  - estate signage and environmental improvements;
  - site infrastructure improvements;
  - marketing and promotional activities to attract investment and jobs; and
  - development of new bespoke BREEAM Excellent business units to rent.
- Creamery Land (north of Lledwigan Farm) (EZ6): located close to the existing Bryn Cefni Industrial Park, this site has potential to accommodate industrial and office uses.

5.3.5 Other development proposals in the Llangefni and Environs AoS that provide important opportunities in the context of the NNB Project include the expansion of the Coleg Menai campus with the construction of an Energy Centre. The College is also in discussion with the Nuclear Decommissioning Authority to develop training facilities in preparation for the decommissioning of the existing Magnox nuclear power station. It is proposed that the College can be utilised as a centre of excellence for training in aspects of decommissioning and possibly develop training facilities to assist in the construction of the NNB in the longer term. However, funding is required to deliver this expansion.

### Key Issues

5.3.6 The County Council has identified a number of key issues that will need to be considered by the project promoter when developing proposals for associated development in the Llangefni and Environs AoS. These issues include:

- **The natural environment:** There are no internationally or nationally designated nature conservation sites within the Llangefni and Environs AoS, although the Dingle Local Nature Reserve, a 17.5 hectare (43 acres) wooded valley, is situated to the north-west of Llangefni. The nearest internationally or nationally designated sites are the Anglesey Fens SAC and Caeau Talwrn SSSI (approximately 1km to the north of the AoS) beyond which is the Anglesey and Llyn Fens Ramsar site and Cors y Farl and Cors Bodeilio SSSIs. To the south, Malltraeth Marsh SSSI is situated adjacent to the A5;
- **Agricultural land:** Land to the south and west of Llangefni includes Grade 2 agricultural land. Land of Grades 1, 2 and 3a (as defined by the Department for Environment, Food and Rural Affairs (Defra) Agricultural Land Classification system)) is considered to be the best and most versatile.
- **The historic and built environment:** The Llangefni Conservation Area includes the historic town and several listed buildings. Whilst there are no scheduled monuments within the AoS, Tre-Garnedd Moated Site Scheduled Monument is located to the south-east of the AoS and in close proximity to Bryn Cefni Industrial Estate;
- **Social and economic:** NNB-related development in the Llangefni and Environs AoS could have an adverse impact upon local businesses and communities in Llangefni, particularly in areas of severe deprivation including the Tudor ward. The majority of the population in this AoS also speak Welsh (over 80% of residents in the Cyngar, Tudur and Cefni wards speak Welsh, a proportion higher than any other wards on the Island). In consequence, there is the potential for NNB-related development to affect community cohesion, Welsh language and culture;
- **Flood risk:** Parts of Llangefni are at risk of flooding, particularly land adjacent to the Afon Cefni which lies within Flood Zone C2 and runs north to south through the town. Beyond the settlement boundary to the south of the town and east of the A5114, a large proportion of land is within Flood Zone C1;
- **Utilities:** The catchment of Llangefni wastewater treatment works has experienced sewer network flooding incidents. Electrical capacity to accommodate major developments is known to be an issue in the area. There is insufficient capacity in the electrical network to accommodate any significant additional loading. Installation of gas supply would be required to connect potential employment sites in the Bryn Cefni Business Park (Lledwigan & Creamery Land) to the main gas distribution line;
- **Highways capacity:** The Enterprise Zone Transport Infrastructure Feasibility Report<sup>33</sup> highlights that Enterprise Zone development could create capacity issues around Llangefni and particularly in respect of the link between the Enterprise Zone sites and the A55.

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<sup>33</sup> AMEC (2013) *Enterprise Zone Transport Infrastructure Feasibility Report*. Prepared on behalf of the Isle of Anglesey County Council.



<b>GP 28 Llangefni and Environs</b>	
<b>Associated Development</b>	
Construction Worker Accommodation	<p>The development of small scale (i.e. below 50 units) and large scale (above 50 units) construction worker accommodation comprising purpose built, private rented and/or tourist accommodation in the Llangefni and Environs AoS will be supported provided that it is of an appropriate scale and proportionate to the size of the existing resident population, taking into account other proposed or consented developments. The County Council will encourage accommodation of a type which provides a lasting legacy benefit.</p> <p>In accordance with existing Local Plan policy, the Stopped UDP and the emerging JLDP, new development should be located within, or on the fringe of, the defined development boundary of Llangefni with a preference for development on brownfield sites and land allocated for residential use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>Proposals for construction worker accommodation should be in accordance with relevant national and local planning policy and guidance and the guidance set out in this and other SPG in terms of location, design and type.</p>
Employment	<p>The County Council supports the generation of suitable small and large scale new business opportunities and supply chain opportunities and the expansion of existing businesses in the Llangefni and Environs AoS related to the Wylfa NNB Project.</p> <p>New employment uses should be located within the defined development boundary of Llangefni, with a preference for development on brownfield sites and land allocated for employment use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>In accordance with local and national planning policies and guidance, the County Council will support employment generating proposals on other suitable sites outside the development boundary subject to appropriate justification with respect to operational need, due consideration of environmental and social issues and there being no suitable alternative sites within the development boundary.</p>
Community Facilities and Services	<p>The County Council will require the enhancement of existing, and the provision of suitable new, community facilities and services in the Llangefni and Environs AoS that meet the needs of construction workers, can be used by the local community during the construction of the Wylfa NNB Project and which can be made available post construction as a permanent legacy benefit.</p> <p>The location, scale and design of new community facilities and services or improvements to existing ones should accord with Development Plan policy and guidance set out in <b>GP6</b> of this SPG and other SPGs. In</p>

<b>GP 28 Llangefni and Environs</b>	
	particular, facilities and services should be easily accessible by foot, cycle and public transport and should be built to the highest environmental standard possible (i.e. BREEAM 'Excellent').
Transport and Freight Logistics	<p>Improvements to existing transport infrastructure and services required in connection with the Wylfa NNB Project (such as the enhancement of highways capacity between Enterprise Zone sites and the A55) and freight logistics will be supported, subject to local and national planning policy and guidance as well as guidance set out in this SPG, particularly <b>GPI4</b>.</p> <p>To facilitate the sustainable movement of construction workers to and from the main NNB site, the County Council will support the provision of Park and Ride and Park and Share facilities in the Llangefni and Environs AoS. Where appropriate, the development of these facilities should provide a legacy benefit either through their continued use beyond the construction period or by offering land for redevelopment.</p>
<b>Opportunities</b>	
Bryn Cefni Industrial Estate and Creamery Land Enterprise Zone Sites	<p>The project promoter, in liaison with the County Council and Welsh Government, should explore opportunities to locate NNB-related employment uses on Bryn Cefni Industrial Estate (EZ5) and Creamery Land (EZ6) Enterprise Zone sites.</p> <p>Proposals for construction worker accommodation, community facilities, services and infrastructure elsewhere in the AoS should support and complement the delivery of the Enterprise Zone sites where appropriate.</p>
Coleg Menai Campus	The project promoter should explore opportunities to support the expansion of the Coleg Menai campus in order to facilitate the training of local people and maximise the potential for jobs generated by the Wylfa NNB Project to benefit the Island's communities.
Regeneration of Llangefni	<p>The project promoter will be expected to work in partnership with the County Council and other bodies to support and complement wider regeneration initiatives in Llangefni including the Môn Communities First Partnership.</p> <p>As part of a holistic approach to the regeneration of Llangefni, the project promoter should engage with the County Council in the delivery of the town and industrial estate masterplan.</p>
<b>Key Issues</b>	
Natural Environment	The project promoter should seek to ensure that proposals for associated development, either alone or in combination with other development, would not have adverse effects on internationally and nationally designated sites (or their interest features) including Anglesey

<b>GP 28</b>	<b>Llangefni and Environs</b>
	<p>Fens SAC and Caeau Talwrn SSSI, Anglesey and Lyn Fens Ramsar site and Cors y Farl and Cors Bodeilio SSSIs and Malltraeth Marsh SSSI. Adverse impacts on other ecological assets both within and close to the AoS including Dingle Local Nature Reserve should be minimised.</p> <p>Adverse effects on the natural environment should be mitigated and/or compensated as far as possible and in accordance with national and local planning policies and guidance as well as guidance contained in this SPG. Opportunities should also be sought to increase green infrastructure provision in this AoS and to deliver biodiversity and landscape enhancements.</p>
Agricultural Land	<p>In accordance with national and local planning policy and <b>GP20</b> of this SPG, the best and most versatile agricultural land beyond the boundary of Llangefni should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations.</p>
Historic and Built Environment	<p>Proposals, either alone or in combination with other development, should seek to avoid adverse impacts on the Llangefni Conservation Area and listed buildings in the AoS (and their settings). Careful consideration should also be given to the potential for development to affect the setting of Tre-Garnedd Moated Site Scheduled Monument.</p> <p>Proposals should adopt high quality design principles that reflect and enhance local character and provide a safe and accessible public realm, in accordance with guidance included in this and other SPG adopted by the County Council.</p>
Flood Risk	<p>In accordance with local and national planning policy, development should be located away from areas of flood risk. Should proposals be brought forward on land subject to flood risk, a comprehensive approach to flood risk alleviation is expected, informed by a Flood Consequence Assessment.</p>
Utilities	<p>In identifying locations and developing proposals for associated development in the Llangefni and Environs AoS, the project promoter should work with Welsh Water, Scottish Power Energy Networks and Wales &amp; West Utilities to ascertain if investment and upgrade of the existing infrastructure network is required to accommodate any additional development. This investment may include improvements to the electrical infrastructure and to the local sewerage infrastructure (dependent on the scale of associated development in the area).</p>

<b>GP 28 Llangefni and Environs</b>	
Social and Economic	<p>Proposals in the Llangefni and Environs AoS, either alone or in combination with other developments, should not have an unacceptable impact on local businesses and quality of life. An assessment of the socio-economic impacts of proposals should be undertaken, the detail of which should be commensurate with the type and scale of development proposed. Particular attention should be given to potential impacts on Llangefni's most deprived LSOAs. Where the potential for adverse impacts is identified, appropriate mitigation and/or compensation should be implemented.</p> <p>The County Council will expect a Welsh Language Statement to be submitted with all associated development applications in this AoS and a more detailed Welsh Language Impact Assessment with larger proposals, in accordance with the thresholds set out in Supplementary Planning Guidance: Planning and the Welsh Language (2007).</p>
Highways Capacity	<p>The project promoter should ensure that proposals, either alone or in combination with other developments, do not exacerbate traffic congestion. In accordance with national and local planning policy and guidance and <b>GPI4</b> in this SPG, the project promoter should assess potential impacts on highway infrastructure and ensure that highway improvements are provided where appropriate to minimise congestion, ensure safety and minimise environmental impacts associated with noise, air quality and severance.</p> <p>New development should be located so as to minimise the need to travel and maximise sustainable transport access. The County Council will expect the project promoter to identify opportunities for investment in local public transport and the enhancement of existing, and provision of new, pedestrian and cycle paths.</p>

## 5.4 Amlwch and Environs

### Overview

- 5.4.1 Amlwch, together with its immediate hinterland, forms the Amlwch and Environs AoS. Amlwch is the most northerly town in Wales and is situated on the north coast of Anglesey, on the A5025. The AoS is approximately 10km from the main NNB site.
- 5.4.2 Amlwch is the main centre for employment and services in the north of the Island and as at the 2011 Census had a population of 3,789. However, almost half of the town's workforce out-commutes, higher than any other centre on the Island. The town contains a number of important community facilities and services including a primary school, secondary school and leisure centre.
- 5.4.3 Amlwch Port is within the 30% most deprived LSOAs in Wales and the 20% most deprived on Anglesey with employment, education, housing and access to services being particular issues<sup>34</sup>. Unemployment levels are also relatively high in Amlwch, its environs and across the north of the Island. For example, in May 2014 the proportion of the population that claimed job seekers allowance (a measure of unemployment) in the ward of Amlwch Port was 5.3% compared to 3.6% in Anglesey as a whole and a Great Britain average of 2.6%<sup>35</sup>. In consequence, there is the potential for investment related to the Wylfa NNB Project to help address existing social and economic issues in the town.
- 5.4.4 Amlwch is identified as one of the main centres for growth in the existing Development Plan, Stopped UDP and the emerging JLDP. It is in close proximity to the main NNB site via the A5025 and has the potential for an enhanced role as a key centre in the north of the Island for construction worker accommodation, commerce and employment opportunities to support the Wylfa NNB Project. Investment in Amlwch related to the NNB Project could help to enhance the vitality and viability of the town, maintain and enhance existing facilities and services (and support new provision) and stimulate the creation of local job opportunities, supporting its future prosperity.



<sup>34</sup> Welsh Index of Multiple Deprivation 2011.

<sup>35</sup> NOMIS: Claimant Count.

## Opportunities

- 5.4.5 Specific, known development opportunities in this AoS are confined to extant smaller scale employment and housing allocations within Amlwch's development boundary. The AoS does include the former chemical works site located to the north-east which is allocated in the Local Plan and Stopped UDP for employment use. The site is currently the subject of a planning application submitted by Amlwch LNG for the construction of a Liquid Natural Gas (LNG) plant. The AoS also includes the existing Amlwch Business Park which is adjacent to the urban area to the south west of the town centre. The Business Park includes an extant Local Plan allocation and other available plots which may be appropriate for NNB-related development.
- 5.4.6 The Rhosgoch Anglesey Enterprise Zone site (EZ8) is within close proximity (circa 5km) of the Amlwch and Environs AoS. This site is understood to be one of three onshore substation site options being considered by Celtic Array to connect the proposed Rhiannon Wind Farm to the electricity transmission network. The site has also been identified by the County Council and Welsh Government as having the potential to host NNB-related development and supply chain firms and could provide an important source of employment to residents in Amlwch. In consequence, it will be important for any NNB-related proposals at EZ8 to consider linkages with this AoS in terms of jobs provision, accessibility to community facilities and services and housing in Amlwch.

## Key Issues

- 5.4.7 The Amlwch and Environs AoS has a particularly rich and sensitive natural environment and cultural heritage that plays an important role in supporting the prosperity of Amlwch and the visitor economy of the Island as a whole. Key issues that will need to be considered by the project promoter in this AoS include:
- **The natural environment:** Whilst there are no designated nature conservation sites in the Amlwch and Environs AoS, the Liverpool Bay SPA is located approximately 3km to the east of the AoS and the Mynydd Parys SSSI is situated approximately 1km to the south. The Anglesey AONB and Heritage Coast follows the coastline to the north of the AoS whilst the emerging JLDP has proposed a Special Landscape Area adjacent to the south of the built up area of Amlwch and extending to include Parys Mountain;
  - **The historic environment:** The Amlwch and Environs AoS has a rich historic environment built upon the industrial heritage of Amlwch. A large proportion of the AoS is within the designated Amlwch and Parys Mountain Historic Landscape which links Amlwch to Parys Mountain and a number of scheduled monuments. Parys Mountain was once the greatest copper mine in Wales and Britain and the largest copper producer in Europe in the late 18th century. Its relationship with the town and port of Amlwch which sustained it make it a

landscape of considerable industrial archaeological importance and the only internationally important non-ferrous mining site in Wales. Other assets of particular importance include Amlwch and Amlwch Port Conservation Areas and a number of listed buildings in the town itself;

- **Flood risk:** The coastline to the north of the AoS and parts of Amlwch are within Flood Zone C2. In this regard, the North West Wales Catchment Flood Management Plan (2010) identifies Amlwch as one of the small towns/villages where property and infrastructure are at risk from flooding;
- **Utilities:** It is understood that there is insufficient capacity in the electrical network to accommodate new development. Further discussions are also required with Welsh Water and Wales & West Utilities to discuss the condition and capacity of the water, sewerage and gas network;
- **Social and economic:** As a potential location for construction worker accommodation and other NNB-related development, Amlwch's local economy and communities may experience substantial change and pressure arising from new development. A relatively high proportion of the population in this AoS speak Welsh. For example, in the Amlwch Port ward 65% of residents can speak Welsh compared to 57% across Anglesey (and 19% nationally)<sup>36</sup>; and
- **Tourism:** The visitor economy, linked to the area's industrial heritage, is an important sector. The Port and Copper Kingdom Visitor Centre and, beyond the AoS, Parys Mountain, are particularly important tourist attractions.

5.4.8 Careful consideration will also need to be given to the potential for adverse cumulative impacts associated with NNB-related development in this AoS and other development proposals, most notably the proposed LNG plant at the former chemical works site and Rhiannon Wind Farm cable landfall sites (should they be within and/or adjacent to the AoS).

<b>GP 29 Amlwch and Environs</b>	
<b>Associated Development</b>	
Construction Worker Accommodation	<p>The development of small scale (i.e. below 50 units) and large scale (above 50 units) construction worker accommodation comprising purpose built, private rented and/or tourist accommodation in the Amlwch and Environs AoS will be supported provided that it is of an appropriate scale and proportionate to the size of the existing resident population, taking into account other proposed or consented developments. The County Council will encourage accommodation of a type which provides a lasting legacy benefit.</p> <p>In accordance with existing Local Plan policy, the Stopped UDP and the emerging JLDP, new development should be located within, or on the</p>

<sup>36</sup> Office for National Statistics.

<b>GP 29 Amlwch and Environs</b>	
	<p>fringe of, the defined development boundary of Amlwch with a preference for development on brownfield sites and land allocated for residential use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>Proposals for construction worker accommodation should be in accordance with relevant national and local planning policy and guidance and the guidance set out in this and other SPG in terms of location, design and type.</p>
Employment	<p>The County Council supports the generation of suitable small and large scale new business opportunities and the expansion of existing businesses in the Amlwch and Environs AoS related to the Wylfa NNB Project. New employment uses should be located within the defined development boundary of Amlwch, with a preference for development on brownfield sites and land allocated for employment use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>In accordance with local and national planning policies and guidance, the County Council will support employment generating proposals on other suitable sites outside the development boundary subject to appropriate justification with respect to operational need, due consideration of environmental and social issues and there being no suitable alternative sites within the development boundary.</p>
Community Facilities and Services	<p>The County Council will require the enhancement of existing, and the provision of suitable new, community facilities and services in the Amlwch and Environs AoS that meet the needs of construction workers, can be used by the local community during the construction of the Wylfa NNB Project and which can be made available post construction as a permanent legacy benefit.</p> <p>The location, scale and design of new community facilities and services or improvements to existing ones should accord with Development Plan policy and guidance set out in <b>GP6</b> of this SPG and other SPGs. In particular, facilities and services should be easily accessible by foot, cycle and public transport and should be built to the highest environmental standard possible (i.e. BREEAM 'Excellent').</p>
Transport and Freight Logistics	<p>Support for improvements to the current system of public transport should be brought forward and opportunities to improve the provision for cyclists between the town and main NNB site identified and implemented.</p>
<b>Opportunities</b>	
Amlwch Industrial Estate	<p>The project promoter, in liaison with the County Council, should explore opportunities to locate NNB-related employment uses at Amlwch Business Park.</p>



<b>GP 29 Amlwch and Environs</b>	
Rhosgoch Enterprise Zone Site	Proposals for community facilities and services, transport, infrastructure and construction worker accommodation located in the Amlwch and Environs AoS should consider, where appropriate, linkages with the Rhosgoch Enterprise Zone as a potential location for other NNB-related development/supply chain firms.
<b>Key Issues</b>	
Natural Environment	<p>Proposals in the Amlwch and Environs AoS, either alone or in combination with other developments, should not have adverse effects on the Liverpool Bay SPA and Mynydd Parys SSSI (or their interest features) or other ecological assets both within and close to the AoS.</p> <p>Careful consideration should be given to the location, scale and design of development in order to conserve and enhance important landscape designations including the Anglesey AONB, Heritage Coast and proposed Special Landscape Area.</p> <p>Adverse effects on the natural environment should be mitigated and/or compensated as far as possible and in accordance with national and local planning policies and guidance as well as guidance contained in this SPG. Opportunities should also be sought to increase green infrastructure provision in this AoS and to deliver biodiversity and landscape enhancements.</p>
Historic and Built Environment	<p>Development proposals, either alone or in combination with other developments, should seek to avoid adverse impacts on the industrial heritage of the area and conserve the historic landscape. In accordance with national and local planning policy and <b>GP22</b>, an assessment of the impact of proposals on the historic environment should be undertaken with particular attention given to designated sites (and their settings) within and in close proximity to the AoS including:</p> <ul style="list-style-type: none"> <li>• Amlwch and Amlwch Port Conservation Areas;</li> <li>• Listed buildings; and</li> <li>• Scheduled monuments at Parys Mountain.</li> </ul> <p>The County Council will expect the project promoter to work with Amlwch Industrial Heritage Trust as part of the preparation of proposals in this AoS to ensure that adverse effects are identified and mitigated/compensated and benefits maximised.</p> <p>Proposals should adopt high quality design principles that reflect and enhance local character and provide a safe and accessible public realm, in accordance with guidance included in this and other SPG adopted by the County Council.</p>
Flood Risk	In accordance with national and local planning policies, development should be located away from areas of flood risk. Should proposals be brought forward on land subject to flood risk, a comprehensive approach to flood risk alleviation is expected, informed by a Flood

<b>GP 29 Amlwch and Environs</b>	
	Consequence Assessment.
Utilities	In identifying locations and developing proposals for associated development in the Amlwch and Environs AoS, the project promoter should work with Welsh Water, Scottish Power Energy Networks and Wales & West Utilities to ascertain if investment and upgrade of the existing infrastructure network is required to accommodate any additional development. This investment may include improvements to, for example, the electrical infrastructure (dependent on the scale of associated development in the area).
Social and Economic	<p>Proposals in the Amlwch and Environs AoS, either alone or in combination with other developments, should not have an unacceptable impact on local businesses and the quality of life of communities. An assessment of the socio-economic impacts of proposals should be undertaken, the detail of which should be commensurate with the type and scale of development proposed. Where the potential for adverse impacts is identified, appropriate mitigation and/or compensation should be implemented.</p> <p>The County Council will expect a Welsh Language Statement to be submitted with all associated development applications in this AoS and a more detailed Welsh Language Impact Assessment with larger proposals, in accordance with the thresholds set out in Supplementary Planning Guidance: Planning and the Welsh Language (2007).</p> <p>In order to promote community cohesion, proposals should enable the integration of existing and new communities, services and facilities.</p>
Tourism	<p>Proposals in the Amlwch and Environs AoS, either alone or in combination with other developments, should not adversely affect the tourism potential of the area. A detailed assessment of potential effects associated with development on tourism (both alone and in combination with other proposals) will be expected.</p> <p>Measures to address any potential adverse impacts on tourism and maximise opportunities from investment in this AoS could include:</p> <ul style="list-style-type: none"> <li>• Maintenance and, where possible, enhancement of access to the coast allied with improvement to the Wales Coast Path;</li> <li>• Maintenance and strategic improvements to the Public Rights of Way Network, cycle routes and walking trail networks;</li> <li>• Improvements to visitor infrastructure and facilities;</li> <li>• Destination marketing in liaison with Visit Wales, the Destination Management Plan Partnership, the County Council and Amlwch Industrial Heritage Trust; and</li> <li>• Promotion of the Port and Copper Kingdom Visitor Centre.</li> </ul> <p>Opportunities may also exist in this AoS to develop linkages with, and</p>

<b>GP 29</b>	<b>Amlwch and Environs</b>
	<p>support, a NNB visitor centre including through marketing or provision of transport links to the centre.</p> <p>The development of small-scale, high quality tourism accommodation for temporary use by construction workers may be supported in this AoS, subject to the guidance contained in <b>GPI2</b> of this SPG.</p>

## 5.5 A55/A5 Corridor

### Overview

5.5.1 This AoS forms a corridor around the A55 dual carriageway and A5 which bisect the Island on an east-west alignment between the Britannia Bridge and Valley. The A55 is a Trans European Network route (E22) and a key strategic transport corridor on the Island, essential to the economic performance of Anglesey and the wider North Wales region. The Wales Spatial Plan seeks to maximise opportunities associated with the A55, particularly between the economies of Ireland, North Wales and beyond, whilst ensuring transport links between the hubs and rural areas are adequate to provide access to services, employment and leisure opportunities. The A5, meanwhile, is an important regional/county route.



5.5.2 Transport movements associated with the construction of the NNB are likely to affect the A55 and A5 as the principle routes onto and across the Island and in consequence there may be a need to improve highways capacity and resilience at several locations, including:

- A55 Britannia Bridge;
- A5 Menai Bridge;
- Around the A5/A5025 at Valley;
- A55 Junction 2 and 3 (A55/A5 junction); and
- Along the A55 (particularly at peak times of the day and holiday seasons).

5.5.3 The County Council will therefore support proposals for improvements to the highways network in connection with the Wylfa NNB Project in the A55/A5 Corridor. Reflecting the Transport Position Statement for Wylfa New Nuclear Power Station (2011), Development Plan policy and guidance



contained in this SPG, the project promoter should also seek to reduce vehicle movements associated with the NNB Project including through investment in public transport and the provision of Park and Ride and Park and Share sites at key residential hubs in this AoS (for example, near Valley) as well as through the provision of new, and enhancement of existing, pedestrian and cycle routes.

- 5.5.4 The A55/A5 Corridor includes the settlements of Valley, Gaerwen, Llanfairpwll and Menai Bridge which are identified as local service centres in the Development Plan and emerging JLDP and contain a range of important community facilities and services including primary schools, GP surgeries, post offices and, at Menai Bridge, a secondary school, library and leisure centre. These settlements are therefore considered to have the potential to accommodate some development related to the NNB Project including: those uses related to construction worker accommodation; employment; supply chain; transportation and logistics. It is the County Council's view that other settlements in this AoS are unlikely to be suitable for accommodating NNB-related development due to their size and position in the settlement hierarchy.
- 5.5.5 A Corporate Hub in this AoS would enable workers, visitors and sub-contractors who do not need to visit the main NNB site itself to attend meetings and training sessions off-site, thus reducing the number of trips along the County road network.

### **Opportunities**

- 5.5.6 It will be important for transport infrastructure development in this AoS to complement other infrastructure investment proposals and enhancements including those contained in the County Council's Highways Asset Management Plan and emerging Cycle Strategy as well as highways capacity improvements linked with the Anglesey Enterprise Zone sites and other major strategic investments on the Island.
- 5.5.7 The Gaerwen Industrial Estate Anglesey Enterprise Zone site (EZ7) is located to the east of Gaerwen. The site includes existing industrial uses with significant potential for expansion and has spare capacity within the existing estate to accommodate low carbon energy businesses. Other potential development opportunities in the A55/A5 Corridor include vacant plots at the established Mona Industrial Estate, which are identified in the Employment Land Review prepared in support of the emerging JLDP as being potentially suitable for B2 and B8 uses, as well as extant Development Plan and Stopped UDP housing and employment allocations.
- 5.5.8 The Menai Science Park is being developed by Bangor University. It is anticipated that the Science Park will become a hub for companies specialising in scientific innovation, research and development. The Park could play host to industry facing and science based research projects, located currently within Bangor University, within the Small and Medium Enterprises community and within large corporates. It

is hoped that the Park will build on the existing strengths of Bangor University in a number of research areas, including energy, environmental services, clean technology, engineering and electronics.

- 5.5.9 The Science Park will contribute towards establishing the Island as a centre for excellence for low carbon energy through the Enterprise Zone status and Anglesey's own Energy Island vision. The preferred location for the Science Park is a strategic site at Junction 7 on the A55 expressway near Gaerwen, although planning permission has not yet been granted for the development and conditions attached to any consent may restrict the type of uses that could be accommodated on the site.

### Key Issues

- 5.5.10 There are a number of issues that will need to be considered by the project promoter in the A55/A5 Corridor AoS. These issues include:

- **The natural environment:** The Menai Strait is a European designated nature conservation site (Menai Strait and Conwy Bay SAC). A further SAC (Llyn Dinam) is located at Valley Lakes to the west of the AoS. There are several SSSIs within and in close proximity to the AoS including (but not limited to), Cors Bodwrog to the north-east of Gwalchmai, Malltraeth Marsh to the west of Pentre Brerw, Valley Lakes and Beddmanarch-Cymyran to the west of Valley. The Anglesey AONB is located to the far east and west of the AoS. The AoS also includes two proposed Special Landscape Areas, one to the south of Llanfairpwll and the other to the south of Llangefni;
- **The historic environment:** There are a large number of designated historic assets in the A55/A5 Corridor AoS including listed buildings and historic parks and gardens;
- **Flood risk:** There are a number of flood risk areas affecting parts of this AoS and in particular the south-east of Valley, which lies within Flood Zone C1;
- **Utilities:** The Water Cycle Study prepared by AMEC (2014) has indicated that Llanfairpwll wastewater treatment works is considered to be currently operating close to its volumetric capacity. The catchments of Valley, Gaerwen and Llanfairpwll wastewater treatment works have experienced sewer network flooding incidents; and
- **Social and economic:** The A5 and A55 pass through and are adjacent to a number of settlements. Noise levels along and adjacent to the A55 are above 55dB (the World Health Organisation's Guidelines for Community Noise (1999) sets an aspirational 55dB LAeq, 16hr noise level for the avoidance in the onset of annoyance)).

Settlements in this AoS are relatively small and have a limited range of services and facilities. Consequently, it will be important to consider the socio-economic

impact of NNB-related development in this AoS including in respect of community cohesion, Welsh language and culture.

<b>GP 30 A55/A5 Corridor</b>	
<b>Associated Development</b>	
Construction Worker Accommodation	<p>The development of small scale (i.e. below 50 units) construction worker accommodation comprising private rented and/or tourist accommodation in the A55/A5 Corridor will be supported at Valley, Gaerwen, Llanfairpwll and Menai Bridge provided that it is of an appropriate scale and proportionate to the size of the existing resident population, taking into account other proposed or consented developments. Purpose built accommodation will be supported where it provides a lasting legacy benefit.</p> <p>In accordance with existing Local Plan policy and the emerging JLDP, new development should be located within, or on the fringe of, the defined development boundaries of these settlements with a preference for development on brownfield sites and land allocated for residential use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>Reflecting existing Development Plan policy and the emerging JLDP, any provision at the settlements listed above should be limited and be of an appropriate scale that is proportionate to the size of the existing resident population at each settlement and existing levels of service provision, reflecting their respective position in the settlement hierarchy.</p> <p>Proposals for construction worker accommodation should be in accordance with relevant national and local planning policy and guidance and the guidance set out in this and other SPG in terms of location, design and type.</p>
Employment	<p>The County Council supports the generation of suitable small and large scale new business opportunities in the A55/A5 Corridor related to the Wylfa NNB Project. New employment uses should be located within the defined development boundaries of Valley, Gaerwen, Llanfairpwll and Menai Bridge, with a preference for development on brownfield sites and land allocated for employment use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>In accordance with local and national planning policies and guidance, the County Council will support employment generating proposals on other suitable sites outside the development boundaries of the settlements listed above, subject to appropriate justification with respect to operational need, due consideration of environmental and social issues and there being no suitable alternative sites within the development boundaries.</p> <p>The expansion of existing business will be supported providing the development is consistent with local and national planning policy and guidance.</p>

<b>GP 30 A55/A5 Corridor</b>	
Community Facilities and Services	<p>The County Council will require the enhancement of existing, and the provision of suitable new, community facilities and services in the A55/A5 Corridor that meet the needs of construction workers, can be used by the local community during the construction of the Wylfa NNB Project and which can be made available post construction as a permanent legacy benefit.</p> <p>The location, scale and design of new community facilities and services or improvements to existing ones should accord with Development Plan policy and guidance set out in <b>GP6</b> of this SPG and other SPGs. In particular, facilities and services should be easily accessible by foot, cycle and public transport and should be built to the highest environmental standard possible (i.e. BREEAM 'Excellent').</p>
Transport and Freight Logistics	<p>The County Council supports proposals associated with improvements to the A55 and A5 and development of freight logistics in this AoS, subject to national and local planning policy and guidance as well as guidance contained in this SPG, particularly <b>GPI 4</b>.</p> <p>In considering the suitability of the works proposed, the County Council will require evidence that:</p> <ul style="list-style-type: none"> <li>• The number of vehicles proposed is the minimum necessary and that other more sustainable methods of transportation to the main NNB site have been investigated and adopted where possible;</li> <li>• Appropriate Traffic Management Plans concerning the scheduling of movements, the bulking up of loads and the types of vehicles to be used will be adopted; and</li> <li>• The works proposed minimise wherever possible the land take and severance that may otherwise occur to local communities.</li> </ul> <p>To facilitate the sustainable movement of construction workers to and from the main NNB site, the County Council will support investment in public transport, cycle and pedestrian routes and the provision of Park and Ride and Park and Share facilities. Such facilities should be located in close proximity to Valley, Gaerwen, Llanfairpwll and/or Menai Bridge. Where appropriate, the development of these facilities should provide a legacy benefit either through their continued use beyond the construction period or by offering land for redevelopment.</p>
Corporate Hub	<p>The County Council will expect the project promoter to make provision for a Corporate Hub within or in close proximity to this AoS. Proposals for a Corporate Hub should:</p> <ul style="list-style-type: none"> <li>• Reduce the need to travel to the main NNB site for business which does not require an on-site presence;</li> <li>• Be in close proximity to major transport corridors and with good existing access to passenger rail stations, Holyhead Port and Anglesey Airport (or improved access as a result of the development);</li> </ul>



<b>GP 30 A55/A5 Corridor</b>	
	<ul style="list-style-type: none"> <li>• Be accessible to the local labour market;</li> <li>• Incorporate exemplary architectural and sustainable standards of design;</li> <li>• Maximise linkages with other low carbon and research and development investment on the Island including the proposed Science Park; and</li> <li>• Be of a design that is adaptable in order to provide a legacy benefit in terms of employment use beyond the NNB construction period.</li> </ul>
<b>Opportunities</b>	
Gaerwen Industrial Estate Enterprise Zone Site	<p>The project promoter, in liaison with the County Council and Welsh Government, should explore opportunities to locate NNB-related employment uses at the Gaerwen Industrial Estate Enterprise Zone site (EZ7).</p> <p>Proposals for construction worker accommodation, community facilities, services and infrastructure elsewhere in the AoS should support and complement the delivery of this and other Enterprise Zone sites where appropriate.</p>
Mona Industrial Estate and Extant Allocations	<p>The project promoter should explore the potential to utilise vacant plots at the established Mona Industrial Estate as well as extant Development Plan and Stopped UDP housing and employment allocations located in Valley, Gaerwen, Llanfairpwll and/or Menai Bridge.</p>
Menai Science Park	<p>In liaison with Bangor University and the County Council, and subject to planning permission, the project promoter should explore the potential for NNB-related development to be located at, or in close proximity to, the proposed Menai Science Park.</p>
Existing and Emerging Transport Proposals	<p>The project promoter will be expected to work in partnership with the County Council to identify opportunities to complement and support the delivery of County transport proposals, including those related to:</p> <ul style="list-style-type: none"> <li>• The Highways Asset Management Plan;</li> <li>• Highways capacity improvements linked with the Anglesey Enterprise Zone sites; and</li> <li>• The emerging County Council's Cycle Strategy.</li> </ul>
<b>Key Issues</b>	
Natural Environment	<p>Proposals in the A55/A5 Corridor, either alone or in combination with other developments, should not have adverse effects on the Menai Strait and Conwy Bay SAC and Llyn Dinam SAC (or their interest features) or other ecological assets such as SSSIs within and close to the AoS.</p> <p>Careful consideration should be given to the location, scale and design of development to the far west and east of the AoS, in order to</p>

<b>GP 30</b>	<b>A55/A5 Corridor</b>
	<p>conserve and enhance the Anglesey AONB and the proposed Special Landscape Areas that are of relevance to the AoS. When designing necessary road improvements, the County Council will adopt a presumption against development within the AONB unless wider environmental and social benefits can be demonstrated to outweigh the adverse effects to it. It will also require the use of materials for related structures (for acoustic walls, footpaths etc) that reflect local character; that Public Rights of Way are not severed (and that enhancements (condition, signage) to them are adopted)); and that vegetation and wider habitat loss is minimised and where lost, replaced.</p> <p>Adverse effects on the natural environment should be mitigated and/or compensated as far as possible and in accordance with national and local planning policy and guidance as well as guidance contained in this SPG. Opportunities should also be sought to deliver biodiversity and landscape enhancements.</p>
Historic and Built Environment	<p>Development proposals, either alone or in combination with other developments, should seek to avoid adverse impacts on the area's historic assets (and their settings). In accordance with national and local planning policies and <b>GP22</b>, an assessment of the impact of proposals on the historic environment should be undertaken with particular attention given to designated sites within and in close proximity to the A55/A5 Corridor.</p> <p>Proposals should adopt high quality design principles that reflect and enhance local character and provide a safe and accessible public realm, in accordance with guidance included in this and other SPG adopted by the County Council.</p>
Flood Risk	<p>In accordance with national and local planning policies, development should be located away from areas of flood risk. Should proposals be brought forward on land subject to flood risk, a comprehensive approach to flood risk alleviation is expected, informed by a Flood Consequence Assessment.</p>
Utilities	<p>In identifying locations and developing proposals for associated development in this AoS, the project promoter should work with Welsh Water, Scottish Power Energy Networks, and Wales &amp; West Utilities to ascertain if investment and upgrade of the existing infrastructure network is required to accommodate any additional development. This investment may include improvements to the electrical infrastructure and to the local sewerage infrastructure (dependent on the scale of associated development in the area).</p> <p>The project promoter should enter into early discussion with Welsh Water in respect of any development proposals within the catchments of Gaerwen and Llanfairpwll wastewater treatment works.</p>

GP 30	A55/A5 Corridor
Social and Economic	<p>Proposals in the A55/A5 Corridor, either alone or in combination with other developments, should not have an unacceptable impact on local businesses and quality of life. An assessment of the socio-economic impacts of proposals should be undertaken, the detail of which should be commensurate with the type and scale of development proposed. In particular, careful consideration will need to be given to the potential impacts of development on existing community services and facilities in the AoS. In order to avoid placing pressure on existing provision, and to promote community cohesion, proposals should enable the integration of existing and new communities, services and facilities.</p> <p>The project promoter should minimise adverse impacts on residential amenity from light, air, vibration and noise pollution associated with the construction and operation of transport related development. Reflecting <b>GP7</b>, measures to minimise adverse impacts may include:</p> <ul style="list-style-type: none"> <li>• Screening construction activities;</li> <li>• Providing compensation to affected receptors;</li> <li>• HGV routing;</li> <li>• Restrictions to construction working hours and traffic management; and</li> <li>• Monitoring of potential impacts including in respect of noise, air quality and light pollution.</li> </ul> <p>Proposals, either alone or in combination with other developments, should not have an adverse impact on Welsh language and culture in the A55/A5 Corridor. The County Council will expect a Welsh Language Statement to be submitted with all associated development applications in this AoS and a more detailed Welsh Language Impact Assessment with larger proposals, in accordance with the thresholds set out in Supplementary Planning Guidance: Planning and the Welsh Language (2007).</p>

## 5.6 A5025 Corridor

### Overview

5.6.1 This AoS constitutes a corridor focused upon the A5025 that connects Valley to Cemaes and to Amlwch. Studies undertaken by the Wylfa NNB project promoter and the County Council suggest that transportation of abnormal loads could take place from Holyhead Port via road or sea to the main NNB site and that physical improvements such as passing places, accident prevention schemes and visibility improvements would be likely to be needed on the A5025. Similar work would also be required to facilitate the transportation of general freight. Horizon's Heavy Route and Marine Off Loading Facility (MOLF) study concludes that there are four locations in this AoS where improvements would be needed on the local highways network to accommodate the construction of the NNB:



- A5/A5025 (Valley);
- A5025 Llanfachraeth;
- A5025 Llanfaethlu;
- A5025/Site Access Road Tregle.

5.6.2 Other route improvements along the A5025 are also considered necessary by the County Council including, for example, improvements to road alignment at Cefn Coch.

5.6.3 There are no large settlements (i.e. urban service centres or local service centres) within this AoS. The main settlements are the small villages of Llanfachraeth, Llanfaethlu, Llanrhyddlad and Bull Bay which are connected by a bus service that runs the length of the corridor connecting the settlements with Holyhead and Amlwch on an hourly basis. These villages contain a limited range of community facilities and services and the Development Plan and emerging JLDP would support small scale development in these villages and in the wider rural area where it would help to support services and facilities provision for local communities.

5.6.4 Given its rural and comparatively sparsely populated character, lack of community facilities to accommodate development and the absence of potential development

opportunities, for the purposes of this SPG, the A5025 Corridor AoS is characterised as an existing transport corridor providing:

- Access to the main NNB site and one which is likely to be the subject of a significant increase in traffic during the construction phase of development; and
- An important link between Amlwch and its rural hinterland communities, which include Llanfachraeth, Llanfaethlu, Llanrhyddlad and Bull Bay.

The focus of guidance for this AoS is therefore to identify the requirements for the mitigation of effects arising from this transportation function.

### Opportunities

- 5.6.5 Reflecting the predominantly rural character of the A5025 Corridor AoS, opportunities for NNB-related development are likely to be limited to proposals that are of a scale and type appropriate to the capacity of settlements to accommodate development. Significant levels of development would not be supported by existing Development Plan policy, the emerging JLDP or national planning policy. Limited development within the defined villages may be appropriate but would need to be of a small scale and capable of being supported by existing services and facilities.
- 5.6.6 It will be important for transport infrastructure development in this AoS to complement other investment proposals and enhancements including those contained in the County Council's Highways Asset Management Plan and emerging Cycle Strategy as well as highways capacity improvements linked with other major strategic investments on the Island including the decommissioning of the existing Magnox nuclear power station.

### Key Issues

- 5.6.7 The County Council recognises the importance of the natural environment within this AoS which reflects its rural nature. Key issues facing the AoS are likely to be the environmental and social effects arising from an anticipated increase in traffic along the A5025 and highways improvements. The key issues are considered to be:
- **The natural environment:** There are four SSSIs which extend into this AoS (Cae Gwyn, Llyn Llygeirian, Llyn Garreg-Lwyd and Beddmanarch-Cymyran). The southern stretch of the corridor between Valley and Cemaes includes parts of the Anglesey AONB. Similarly, the AONB extends into the AoS between Cemaes and Amlwch and abuts the northern side of the A5025 along its whole length at this point. A proposed JLDP Special Landscape Area also abuts part of the search area boundary to the east;

- **The historic environment:** There are a large number of designated historic assets in this AoS including listed buildings and a registered historic park and garden;
- **Social and economic:** The A5025 passes through a number of small villages which, whilst identified as being outside areas of defined tranquillity, experience current noise levels below 55dB (55dB (the World Health Organisations Guidelines for Community Noise (1999) sets an aspirational 55dB LAeq, 16hr noise level for the avoidance in the onset of annoyance). Light, air, vibration and noise pollution issues will need to be identified, assessed and mitigated; and
- **Road safety:** The A5/A5025 route from Holyhead to Wylfa is currently classified as a Highways Agency Class D advisory heavy load route. This recognises its present use as a route to access the existing Magnox nuclear power station. The County Council anticipates that the A5025, particularly between Valley and Cemaes, will form a key access route for construction vehicles and construction worker vehicles during the construction phase of the NNB and that it will also be used during the operational phase of the development. As noted above, the A5025 passes through small villages and in consequence road safety along the highway may be compromised depending upon the number, type and frequency of vehicles deployed.

<b>GP 31 A5025 Corridor</b>	
<b>Associated Development</b>	
Employment	<p>In accordance with local and national planning policy, the County Council will generally only support proposals to accommodate appropriate new, small scale employment uses providing supply chain opportunities related to the Wylfa NNB Project in or adjoining the main villages in the A5025 Corridor. The County Council may, however, support employment generating proposals on other suitable sites where there is strong justification with respect to operational need which cannot be accommodated within villages and due consideration of environmental and social issues.</p> <p>The expansion of existing business will be supported providing the development is consistent with local and national planning policy and guidance.</p>
Community Facilities and Services	<p>The County Council does not anticipate there to be a requirement for substantial investment in existing, or new, community facilities and services in the A5025 Corridor. Should opportunities arise to enhance existing, or provide additional services, then the location, scale and design of new community facilities and services or improvements to existing ones should accord with Development Plan policy and guidance set out in <b>GP6</b> of this SPG and other SPGs. In particular, facilities and services should be easily accessible by foot, cycle and public transport and should be built to the highest environmental standard possible (i.e.</p>

<b>GP 31 A5025 Corridor</b>	
	BREEAM 'Excellent').
Transport and Freight Logistics	<p>The County Council supports proposals associated with improvements to the A5025 and particularly between Valley and Cemaes and between Cemaes and Amlwch. In considering the suitability of the works proposed, the County Council will require evidence that:</p> <ul style="list-style-type: none"> <li>• The number of vehicles proposed is the minimum necessary and that other more sustainable methods of transportation to the main NNB site have been investigated and adopted where possible;</li> <li>• Appropriate Traffic Management Plans concerning the scheduling of movements, the bulking up of loads and the types of vehicles to be used will be adopted; and</li> <li>• The works proposed minimise wherever possible the land take and severance that may otherwise occur to local communities.</li> </ul>
<b>Opportunities</b>	
Existing and Emerging Transport Proposals	<p>The project promoter will be expected to work in partnership with the County Council to identify opportunities to complement and support the delivery of County transport proposals, including those related to:</p> <ul style="list-style-type: none"> <li>• The Highways Asset Management Plan;</li> <li>• Highways capacity improvements linked with the Anglesey Enterprise Zone sites; and</li> <li>• The emerging County Council's Cycle Strategy.</li> </ul>
<b>Key Issues</b>	
Natural Environment	<p>Proposals in the A5025 Corridor, either alone or in combination with other developments, should not have significant adverse effects on ecological assets within and close to the AoS.</p> <p>Careful consideration should be given to the location, scale and design of development in order to conserve and enhance the Anglesey AONB and the proposed Special Landscape Area that are relevant to the A5025 Corridor. When designing necessary road improvements, the County Council will adopt a presumption against development within the AONB unless wider environmental and social benefits can be demonstrated to outweigh the adverse effects to it. It will also require the use of materials for associated structures (for acoustic walls, footpaths etc) that reflect local character; that Public Rights of Way are not severed (and that enhancements (condition, signage) to them are adopted)); and that vegetation and wider habitat loss is minimised and where lost, replaced.</p> <p>Adverse effects on the natural environment should be mitigated and/or compensated as far as possible and in accordance with national and</p>

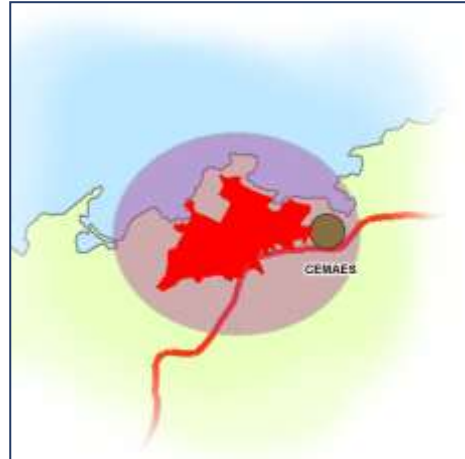
<b>GP 31</b>	<b>A5025 Corridor</b>
	local planning policies and the guidance contained in this SPG and other SPGs. Opportunities should also be sought to deliver biodiversity and landscape enhancements.
Historic and Built Environment	<p>Development proposals, either alone or in combination with other developments, should seek to avoid adverse impacts on the area's historic assets (and their settings). In accordance with national and local planning policies and <b>GP22</b>, an assessment of the impact of proposals on the historic environment should be undertaken with particular attention given to designated sites within and in close proximity to the A5025 Corridor.</p> <p>Proposals should adopt high quality design principles that reflect and enhance local character and provide a safe and accessible public realm, in accordance with guidance included in this and other SPG adopted by the County Council.</p>
Utilities	In identifying locations and developing proposals for associated development in this AoS, the project promoter should work with Welsh Water, Scottish Power Energy Networks, and Wales & West Utilities to ascertain if investment and upgrade of the existing infrastructure network is required to accommodate any additional development.
Social and Economic	<p>The project promoter should minimise adverse impacts on residential amenity from light, air, vibration and noise pollution associated with the construction and operation of transport related development. Reflecting <b>GP7</b>, measures to minimise adverse impacts may include:</p> <ul style="list-style-type: none"> <li>• Screening construction activities;</li> <li>• Providing compensation to affected receptors;</li> <li>• HGV routing;</li> <li>• Restrictions to construction working hours and traffic management; and</li> <li>• Monitoring of potential impacts including in respect of noise, air quality and light pollution.</li> </ul>
Road Safety	Measures should be implemented to maintain and enhance road safety along the A5025 both for drivers of construction vehicles but also construction workers, local residents, tourists/visitors, operators of other businesses and services, cyclists, horse riders and pedestrians.



## 5.7 Cemaes and Environs

### Overview

5.7.1 The Cemaes and Environs AoS is situated on the north coast of Anglesey and comprises land surrounding the proposed main NNB site. It includes the villages of Cemaes to the east and Treglele to the south and as at the 2011 Census had a population of approximately 1,400<sup>37</sup>. The AoS also contains the existing nuclear power station operated by Magnox which is situated west of Cemaes Bay.



5.7.2 Cemaes is the main settlement in this AoS. Development Plan policy, the Stopped UDP and the emerging JLDP identify Cemaes as a local service centre with a defined settlement boundary, being suitable to accommodate some housing growth alongside the provision of services and retail. This primarily reflects the village's existing role in providing important services and facilities to meet both local needs as well as those of communities in its rural hinterland which include a primary school, surgery, library, post office and shops. Treglele, meanwhile, is identified as a local village suitable for development that addresses community needs and respects existing character.

5.7.3 The existing nuclear power station constitutes a major employer in the area and for the Island as a whole. At 2012, permanent staff numbers at the power station were 543 with 46 fixed term contract holders, giving a total of 589 staff employed directly at the site. The power station also plays an important role in supporting



local businesses on the Island (data on expenditure with local businesses shows direct contracts to a value of £3.2m in 2011/12) and sustaining existing service provision in both the Cemaes and Environs AoS and across the Island.<sup>38</sup> Consent was obtained from the Office for Nuclear Regulation (ONR) to decommission the power station in

<sup>37</sup> The population of the community area of Llanbadrig, which includes Cemaes and Treglele, had a population of 1,357 as at the 2011 Census.

<sup>38</sup> Magnox Ltd (2013) *Wylfa Nuclear Power Station: Environmental Statement 2013 Update*.

March 2009 and Reactor 2 subsequently ceased operation in April 2012. A further consent was granted for the decommissioning of Reactor 1 in September 2013. Whilst decommissioning activities will generate employment opportunities and spend in the Island's economy, on balance the closure of the existing power station is likely to represent a significant loss of stable employment, reduction in investment in local businesses and could undermine service provision, affecting quality of life amongst the Island's residents.

- 5.7.4 Taking into account the role of Cemaes in the Island's settlement hierarchy, coupled with the combined scale of development that could occur, the Cemaes and Environs AoS is considered to have the potential to host a range of development related to the Wylfa NNB Project including construction worker accommodation, permanent staff accommodation, employment, supply chain, transportation and logistics.

### Opportunities

- 5.7.5 In addition to the decommissioning of the existing nuclear power station, offshore consent has been granted by the Welsh Government for the installation of a marine tidal turbine array between the Skerries and Camel Head (approximately 5km from the boundary of the Cemaes and Environs AoS). Planning permission has also been granted by the County Council for the associated onshore cable and substation to the west of Cemaes.
- 5.7.6 The proposed Rhiannon Wind Farm would be located approximately 20km from the AoS whilst the cable landfall sites and onshore substation could be within close proximity<sup>39</sup>.
- 5.7.7 The construction of the proposed tidal turbine array and offshore wind farm could provide further opportunity to deliver cumulative benefits to the Cemaes and Environs AoS and the wider Island in combination with both the NNB Project and decommissioning of the existing nuclear power station.

### Key Issues

- 5.7.8 The Cemaes and Environs AoS has a particularly rich and sensitive coastal environment which, together with the presence of important historic assets and the rural nature of communities, presents a number of key issues that will need to be considered by the project promoter. These issues include:

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<sup>39</sup> At the time of writing it is understood that consent applications for both onshore and offshore elements of Rhiannon Wind Farm are due to be submitted by the project's promoter, Celtic Array, in 2014.

- **The natural environment:** The Cemaes and Environs AoS contains several internationally and nationally designated nature conservation sites. These include: Ynys Feurig, Cemlyn Bay and The Skerries SPA/Cemlyn Bay SAC and SSSI to the west; Llanbadrig - Dinas Gynfor to the east; and Cae Gwyn to the south. The Anglesey AONB and Heritage Coast follow the coastline to the east and west of this AoS;
- **The historic environment:** Designated cultural heritage assets in the Cemaes and Environs AoS include Cemaes Conservation Area and listed buildings around Cemaes. Beyond the AoS, the Bronze Age standing stones Scheduled Monument is approximately 2km to the south-west whilst three Grade II listed buildings in Cafnan are approximately 0.5km to the west;
- **Flood risk:** The coastline and land around Afon Wygyr, which dissects Cemaes, are within Flood Zone C2. Part of the settlement near Trwyn y Penrhyn is also within Zone B;
- **Highways capacity:** Construction of the NNB and associated development in the Cemaes and Environs AoS, together with other major strategic investment projects, are likely to result in impacts on the local road network due to increased traffic flows;
- **Social and economic:** Construction of the NNB and associated development could have a prolonged and sustained impact on the local economy and quality of life of communities in the Cemaes and Environs AoS. Impacts are likely to be related to, for example, emissions arising from construction activities, pressure on existing services and facilities, community cohesion and Welsh language and culture. Socio-economic effects may be particularly pronounced in this AoS given the relatively small size of the existing resident population and limited scale of community facilities and service provision.
- **Tourism:** Cemaes is an important tourist destination with a substantial number of visitors in the summer months. Construction and operation of the NNB could have an adverse impact on the tourism potential of the area in terms of both visitor perception and the availability of tourism facilities and services.

<b>GP 32 Cemaes and Environs</b>	
<b>Associated Development</b>	
Construction Worker Accommodation	Reflecting existing Development Plan policy, the Stopped UDP and the emerging JLDP, the development of construction worker accommodation in this AoS should be limited to that which is essential (as evidenced by a robust justification of need) and be of an appropriate scale that is proportionate to the size of the existing residential population, taking into account other proposed or consented developments.

<b>GP 32</b>	<b>Cemaes and Environs</b>
	<p>In accordance with existing Local Plan policy, the emerging JLDP and <b>GP10</b> of this SPG, new development in the Cemaes and Environs AoS should be located within, or on the fringe of, the defined development boundary of Cemaes with a preference for development on brownfield sites and land allocated for residential use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>Proposals for construction worker accommodation should be in accordance with Development Plan policy and the guidance set out in this and other SPG in terms of location, design and type. In particular, proposals will be expected to provide a permanent legacy use by helping to meet local housing needs beyond the construction period.</p>
Employment	<p>The County Council supports the generation of suitable new business opportunities in the Cemaes and Environs AoS related to the NNB Project. New employment uses should be located within the defined development boundary of Cemaes, with a preference for development on brownfield sites and land allocated for employment use in the Development Plan, Stopped UDP and emerging JLDP.</p> <p>In accordance with local and national planning policies and guidance, the County Council will support employment generating proposals on other suitable sites outside the development boundary of Cemaes subject to appropriate justification with respect to operational need, due consideration of environmental and social issues and there being no suitable alternative sites within the development boundary.</p>
Community Facilities and Services	<p>The County Council will require the enhancement of existing, and the provision of suitable new, community facilities and services in the Cemaes and Environs AoS that meet the needs of construction workers, can be used by the local community during the construction of the Wylfa NNB Project and which can be made available post construction as a permanent legacy benefit. The location, scale and design of new community facilities and services or improvements to existing ones should accord with Development Plan policy and guidance set out in <b>GP6</b> of this SPG and other SPGs. In particular, facilities and services should be easily accessible by foot, cycle and public transport and should be built to the highest environmental standard possible (i.e. BREEAM 'Excellent').</p>
Transport and Freight Logistics	<p>Proposals to enhance the capacity of the A5025 in this AoS will be supported, subject to national and local planning policy considerations. Other transportation infrastructure proposals such as a MOLF will also be supported subject to detailed assessment of feasibility and appraisal of other options for the movement of bulk construction materials and ALLs, in accordance with <b>GP14</b>.</p> <p>To facilitate the sustainable movement of construction workers to and from the main NNB site, the County Council will support the provision</p>

<b>GP 32 Cemaes and Environs</b>	
	of Park and Ride and Park and Share drop off points. Where appropriate, the development of these facilities should provide a legacy benefit either through their continued use beyond the construction period or by offering land for redevelopment.
<b>Opportunities</b>	
Other Major Development	In accordance with <b>GP26</b> , the project promoter should work in partnership with Magnox (and other major (energy) project promoters as appropriate)) to explore opportunities to mitigate cumulative adverse impacts and maximise benefits from decommissioning activities, the construction of the NNB and other major strategic energy projects.
<b>Key Issues</b>	
Natural Environment	<p>Proposals in the Cemaes and Environs AoS, either alone or in combination with other developments, should not have adverse effects on Ynys Feurig, Cemlyn Bay and The Skerries SPA/Cemlyn Bay SAC and SSSI, Llanbadrig - Dinas Gynfor SSSI and Cae Gwyn SSSI (or their interest features) or other ecological assets both within and close to the AoS. In particular, the potential cumulative effects of increased visitor pressure on the designated nature conservation sites of Cemlyn Bay, and proposals for the management or mitigation of these effects, should be identified.</p> <p>Careful consideration should be given to the location, scale and design of development in order to conserve and, where possible, enhance important landscape designations including the Anglesey AONB and Heritage Coast as well as seascape.</p> <p>Adverse effects on the natural environment should be mitigated as far as possible and in accordance with national and local planning policies and the guidance contained in <b>GP20</b> of this SPG and other SPGs. Where appropriate, mitigation and/or compensation measures should be identified and implemented in partnership with other project promoters such as Magnox or local nature conservation groups. Opportunities should also be sought to deliver biodiversity and landscape enhancements.</p>
Historic and Built Environment	<p>Development proposals, either alone or in combination with other developments, should seek to conserve and enhance the area's historic assets (and their settings). In accordance with national and local planning policy and <b>GP22</b> of this SPG, an assessment of the impact of proposals on the historic environment should be undertaken with particular attention given to designated sites within and in close proximity to the Cemaes and Environs AoS, including:</p> <ul style="list-style-type: none"> <li>• Cemaes Conservation Area;</li> <li>• Cestyll Garden;</li> </ul>

<b>GP 32</b>	<b>Cemaes and Environs</b>
	<ul style="list-style-type: none"> <li>• Listed buildings; and</li> <li>• Scheduled monuments and other assets outside the boundary of the AoS.</li> </ul> <p>Proposals should adopt high quality design principles that reflect and enhance local character and provide a safe and accessible public realm, in accordance with guidance included in this and other SPG adopted by the County Council.</p>
Flood Risk	<p>In accordance with national and local planning policy, development should be located away from areas of flood risk. Should proposals be brought forward on land subject to flood risk, a comprehensive approach to flood risk alleviation is expected, informed by a Flood Consequence Assessment.</p>
Utilities	<p>In identifying locations and developing proposals for associated development in the Cemaes and Environs AoS, the project promoter should work with Welsh Water, Scottish Power Energy Networks, and Wales &amp; West Utilities to ascertain if investment and upgrade of the existing infrastructure network is required to accommodate any additional development.</p>
Social and Economic	<p>Proposals in the Cemaes and Environs AoS, either alone or in combination with other developments, should not have an unacceptable impact on local businesses and quality of life. An assessment of the socio-economic impacts of proposals in this AoS should be undertaken, the detail of which should be commensurate with the type and scale of development proposed. Appropriate mitigation and/or compensation should be implemented to address significant adverse effects. In particular, careful consideration will need to be given to the potential impacts of development on existing community services and facilities in the AoS. In order to avoid placing pressure on existing provision, and to promote community cohesion, proposals should enable the integration of existing and new communities, services and facilities.</p> <p>The County Council will expect a Welsh Language Statement to be submitted with all associated development applications in this AoS and a more detailed Welsh Language Impact Assessment with larger proposals, in accordance with the thresholds set out in Supplementary Planning Guidance: Planning and the Welsh Language (2007).</p>
Tourism	<p>Proposals in the Cemaes and Environs AoS, either alone or in combination with other developments, should not adversely affect the tourism potential of the area. A detailed assessment of potential effects associated with development in this AoS on tourism (both alone and in combination with other proposals) will be expected.</p> <p>Measures to address any potential adverse impacts on tourism and maximise opportunities from investment in the Cemaes and Environs</p>

<b>GP 32</b>	<b>Cemaes and Environs</b>
	<p>AoS could include:</p> <ul style="list-style-type: none"><li>• Maintenance and, where possible, enhancement of access to the coast allied with improvement to the Wales Coast Path;</li><li>• Maintenance and strategic improvements to the Public Rights of Way Network, cycle routes and walking trail networks;</li><li>• Improvements to visitor infrastructure and facilities; and</li><li>• Destination marketing in liaison with Visit Wales, the Destination Management Plan Partnership and the County Council.</li></ul> <p>The development of small-scale, high quality tourism accommodation for temporary use by construction workers may be supported in this AoS, subject to the guidance contained in <b>GPI2</b> of this SPG.</p>

## 5.8 Rest of Anglesey

### Overview

- 5.8.1 The Rest of Anglesey is the largest of the seven AoS and covers the coastal and predominantly rural parts of the Island, away from the main centres and transport corridors. It includes some of the most environmentally sensitive parts of Anglesey, such as the World Heritage Site around Beaumaris, European and nationally designated nature conservation sites and substantial parts of the Anglesey AONB and Heritage Coast.
- 5.8.2 Despite the lack of urban service centres, this AoS is estimated to contain well over half of the Island's population, accommodated within the collection of villages, hamlets and isolated dwellings. The AoS includes the local service centres of Benllech, Pentraeth, Beaumaris, Rhosneigr and Bodedern. These centres, along with Pentraeth, are accessed via the A5025 with, south of the A55, the A4080 providing access to Rhosneigr. The Holyhead-Chester railway also runs through the southern half of the AoS with stations (request stops) at Ty Croes and Rhosneigr. Bodedern is accessed from either the A55 or A5025 via the B5109. Anglesey Airport is also located to the south of this AoS within RAF Valley.
- 5.8.3 There are mixed socio-economic conditions present within this AoS. Its LSOAs do not feature within those most deprived on the Island however, there is a distinctive north-south and east-west split between the LSOAs with those in the north-south at greater levels of overall deprivation.
- 5.8.4 Reflecting the Development Plan and the emerging JLDP, it is the County Council's view that only a limited level of NNB-related development should be accommodated in the Rest of Anglesey AoS (where the policy emphasis is towards the protection and enhancement of the environment and maintenance of existing communities), with a particular focus on the north and western parts of the AoS. NNB-related development may be appropriate within the settlement of Bodedern which is located close to the A5025 and A5/A55 corridors and benefits from a range of important community facilities and services including a primary school, secondary school, GP surgery and post office. However, development in Bodedern must be of a scale appropriate to the settlement's capacity to accommodate growth.

### Opportunities

- 5.8.5 Reflecting the rural character of the Rest of Anglesey AoS there are few allocated sites with the potential to accommodate NNB-related development. The most significant site is the Rhosgoch Anglesey Enterprise Zone site (EZ8) located approximately 5km from Amlwch. Additionally, Anglesey Airport is located less than



3km from the A55 and provides a gateway for both business and leisure travellers to North West Wales, linking the Island with Cardiff. The County Council's Transport Position Statement for Wylfa New Nuclear Power Station (2011) notes that the Airport has the capacity to expand its existing services to include other UK locations if required. It recognises that whilst air travel will not form the primary mode of transport for a large proportion of the NNB workforce, it could support the movement of some suppliers or specialist contractors.



### Key Issues

- 5.8.6 The County Council recognises the importance of the built and natural environment within the Rest of Anglesey AoS as well as the socio-economic conditions experienced by its communities. Settlements do not possess a full range of services and facilities whilst connectivity is lower than for some of the other settlements on the Island. Local communities are not therefore considered appropriate to receive substantial levels of NNB-related development.
- 5.8.7 Key issues that will need to be considered by the project promoter looking to locate any development within the AoS will include:
- **The natural environment:** The Rest of Anglesey AoS includes a number of European designated conservation sites, nationally designated SSSIs and the Island's four National Nature Reserves. It also includes substantial parts of the Anglesey AONB, the Heritage Coast and the Island's two outstanding historic landscapes of Penmon and Amlwch and Parys Mountain. Proposed Special Landscape Areas also lie substantially within this AoS;
  - **The historic and built environment:** A number of the settlements in the Rest of Anglesey AoS contain listed buildings and conservation areas with Beaumaris forming part of the wider World Heritage Site. Conservation areas include Bodedern, Aberffraw, Llanfechell and Beaumaris. Archaeological remains are also present across the Island and are less likely to have been disturbed given the predominantly rural character of the area;
  - **Social and economic:** Settlements in the Rest of Anglesey AoS are relatively small and have a limited range of services and facilities. Medium and higher order facilities are concentrated in the local service centres of Benllech, Beaumaris and Rhosneigr with the other service centres and larger villages accommodating a lower level of provision. Access to multiple facilities differs

throughout the AoS with greater distances to travel (over 10 minutes drive time) experienced within the central part of the Island (the area around llyn Alaw) and much of the coastline including the area around RAF Valley. This AoS does not include areas experiencing the greatest levels of multiple deprivation on the Island. However, there is a distinctive pattern to the deprivation experienced within the LSOAs showing comparatively higher levels of deprivation running north-south across the Island as opposed to those that run east-west;

- **Tourism:** The rich built and natural environment of the Rest of Anglesey AoS plays an important role in the Island's tourism economy; and
- **Utilities:** Given the rural nature of this AoS, water supply availability may be a key constraint. The Water Cycle Study prepared by AMEC (2014) has indicated that the Rhosgoch Anglesey Enterprise Zone site is located away from the trunk mains network and would need considerable extra supply infrastructure to be provided to supply water to the site.

<b>GP 33 Rest of Anglesey</b>	
<b>Associated Development</b>	
Construction Worker Accommodation	<p>In accordance with the Development Plan and the emerging JLDP, the County Council may support the development of a limited number of small scale construction worker accommodation units:</p> <ul style="list-style-type: none"> <li>• Within, or on the fringe of, the defined boundaries of local services centres;</li> <li>• If they are accessible (or can be made accessible) to the main NNB site by means other than the private car;</li> <li>• Are in character and of a scale appropriate to the settlement within which they are to be located; and</li> <li>• Would deliver a legacy of long-term local need accommodation.</li> </ul> <p>On the basis of its location in relation to the A55, A5025 and Holyhead, Bodedern is considered to be a key settlement in this AoS. It is environmentally sensitive (it includes a conservation area) but it does accommodate the only secondary school in the AoS, is served by public transport and contains a reasonable number of other services and facilities. The Council would therefore support residential development related to the Wylfa NNB Project in this settlement which provides a longer term legacy benefit to the local community in terms of local need housing once the construction phase has been completed. Any such development should be supported by improvements to the existing bus service (particularly the frequency of service) and should be of design, scale and character appropriate to the settlement.</p> <p>Proposals for construction worker accommodation should be in</p>

<b>GP 33 Rest of Anglesey</b>	
	accordance with relevant national and local planning policy and guidance and the guidance set out in this and other SPG in terms of location, design and type.
Employment	<p>The County Council is generally unlikely to support the generation of new business opportunities and supply chain opportunities in the Rest of Anglesey AoS related to the NNB, with the exception of the Rhosgoch Enterprise Zone site (EZ8).</p> <p>The County Council may support suitable small scale employment generating proposals on other suitable sites where there is strong justification with respect to operational need and due consideration of environmental and social issues.</p> <p>The expansion of existing business will be supported providing the development is consistent with local and national planning policy and guidance.</p>
Community Facilities and Services	<p>The County Council will require the enhancement of existing, and the provision of suitable new, community facilities and services in the Rest of Anglesey AoS that meet the needs of construction workers, can be used by the local community during the construction of the Wylfa NNB Project and which can be made available post construction as a permanent legacy benefit. The location, scale and design of new community facilities and services or improvements to existing ones should accord with Development Plan policy and guidance set out in this SPG. In particular, facilities and services should be easily accessible by foot, cycle and public transport and should be built to the highest environmental standard possible (i.e. BREEAM 'Excellent').</p>
Transport	<p>The County Council does not anticipate a need to substantially improve transport infrastructure within the Rest of Anglesey AoS as a result of the Wylfa NNB Project on the basis of the level of development that is expected to be accommodated in this AoS. Localised improvements may, however, be appropriate to access Anglesey Airport and the Rhosgoch Enterprise Zone site including by a range of sustainable transport modes.</p>
<b>Opportunities</b>	
Rhosgoch Enterprise Zone Site	<p>The project promoter will be expected to give careful consideration, in liaison with the County Council and Welsh Government, to the potential to accommodate associated development at the Rhosgoch Enterprise Zone site, subject to its availability.</p> <p>Any new employment uses within this site should be compatible with local and national planning policies and guidance demonstrating in particular how this relatively remote location can be made sustainable in the context of the development proposed and its potential to</p>

<b>GP 33 Rest of Anglesey</b>	
	<p>provide convenient access to the main NNB site.</p> <p>Proposals should consider how linkages can be established with community facilities and services, transport, infrastructure and construction worker accommodation located in the Amlwch and Environs AoS.</p>
Anglesey Airport	<p>Opportunities to expand the air services currently offered at Anglesey Airport in response to the possibility of increased demand related to the Wylfa NNB Project would be supported by the County Council, subject to environmental considerations.</p> <p>Expansion of air services may require development at the Airport. Such development must be able to demonstrate that it will not lead to unacceptable effects upon the environment, that it will take place within the boundary of the existing site and that it will not compromise the operations of the adjoining RAF station. Improvements to the accessibility of the Airport by sustainable transport means would be sought.</p>
<b>Key Issues</b>	
Natural Environment	<p>Proposals in the Rest of Anglesey AoS, either alone or in combination with other projects, should not have an adverse effect on the many European and nationally designated conservation sites (or their interest features) that exist within the AoS or that are adjacent to it. Proposals should also conserve and enhance the Anglesey AONB, the Heritage Coast, areas of outstanding historic landscape and the proposed Special Landscape Areas.</p> <p>Careful consideration should be given to the location, scale and design of development in order to prevent adverse effects from occurring, in accordance with the guidance contained in this and other SPG prepared by the County Council. Opportunities should also be sought to deliver biodiversity and landscape enhancements.</p>
Historic and Built Environment	<p>Development proposals, either alone or in combination with other projects, should seek to avoid adverse impacts on the historic assets (and their settings) contained in the Rest of Anglesey AoS including, for example, the Bodedern Conservation Area.</p> <p>Proposals should adopt high quality design principles that reflect and enhance local character and provide a safe and accessible public realm in accordance with guidance included in this and other SPG adopted by the County Council.</p>
Social and Economic	<p>Proposals in the Rest of Anglesey AoS, either alone or in combination with other developments, should not have an unacceptable impact on local businesses and quality of life. An assessment of the socio-economic impacts of proposals in this AoS should be undertaken, the detail of which should be commensurate with the type and scale of</p>

<b>GP 33</b>	<b>Rest of Anglesey</b>
	<p>development proposed.</p> <p>Appropriate mitigation and/or compensation should be implemented to address significant adverse effects. In particular, careful consideration will need to be given to the potential impacts of development on existing community services and facilities in the AoS. In order to avoid placing pressure on existing provision, and to promote community cohesion, proposals should enable the integration of existing and new communities, services and facilities.</p> <p>The County Council will only support development where it does not place additional demands upon existing services that cannot be met, unless these demands are funded by the project promoter. Access to existing services by a range of sustainable transport modes will be required and the County Council will expect the project promoter to identify opportunities for investment in local public transport and the enhancement of existing, and provision of new, pedestrian and cycle paths.</p> <p>The rural centre of the Island is not considered to be appropriate for development associated with the NNB due to its comparative remoteness, with the exception of the Rhosgoch Enterprise Zone site. Redevelopment of this site should include for improvements to access into Amlwch and to the smaller settlements enabling local communities to take advantage of the economic opportunities that may arise.</p> <p>Proposals, either alone or in combination with other developments, should not have an adverse impact on Welsh language and culture in the Rest of Anglesey AoS. The County Council will expect a Welsh Language Statement to be submitted with all associated development applications in this AoS and a more detailed Welsh Language Impact Assessment with larger proposals, in accordance with the thresholds set out in Supplementary Planning Guidance: Planning and the Welsh Language (2007).</p>
Tourism	<p>Proposals in the Rest of Anglesey AoS, either alone or in combination with other developments, should not adversely affect the tourism potential of the area. A detailed assessment of potential effects associated with development in this AoS on tourism (both alone and in combination with other proposals) will be expected.</p> <p>Measures to address any potential adverse impacts on tourism and maximise opportunities from investment could include:</p> <ul style="list-style-type: none"> <li>• Maintenance and, where possible, enhancement of access to the coast allied with improvement to the Wales Coast Path;</li> <li>• Maintenance and strategic improvements to the Public Rights of Way Network, cycle routes and walking trail networks;</li> <li>• Improvements to visitor infrastructure and facilities; and</li> <li>• Destination marketing in liaison with Visit Wales, the Destination</li> </ul>

<b>GP 33</b>	<b>Rest of Anglesey</b>
	<p>Management Plan Partnership and the County Council.</p> <p>The development of small-scale, high quality tourism accommodation for temporary use by construction workers may be supported in this AoS, subject to the guidance contained in <b>GPI2</b> of this SPG.</p>
Utilities	<p>In identifying locations and developing proposals for associated development in this AoS, the project promoter should work with Welsh Water, Scottish Power Energy Networks, and Wales &amp; West Utilities to ascertain if investment and upgrade of the existing infrastructure network is required to accommodate any additional development.</p> <p>In particular, given the rural nature of this AoS, water supply availability may be a key constraint and the project promoter should discuss any proposals with Welsh Water. The Rhosgoch Anglesey Enterprise Zone site in particular would need considerable extra supply infrastructure to be provided to supply water to the site.</p>

## List of Abbreviations

AoS	Area of Search
CBC	Community Benefit Contributions
CFMP	Catchment Flood Management Plan
dB	Decibel
DCO	Development Consent Order
DMP	Destination Management Plan
EIP	Energy Island Programme
EqIA	Equality Impact Assessment
GP	Guiding Principle
GVA	Gross Value Added
Ha	Hectare
HER	Historic Environment Record
HIA	Health Impact Assessment
HRA	Habitats Regulations Assessment
JLDP	Joint Local Development Plan
LAeq	Equivalent Continuous Sound Level
LNG	Liquid Natural Gas
LSOA	Lower Super Output Area
MOLF	Marine Off-Loading Facility
MW	Megawatt
NNB	New Nuclear Build
NPS	National Policy Statement

NSIP	Nationally Significant Infrastructure Project
ONR	Office for Nuclear Regulation
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SIP	Single Integrated Plan
SMP	Shoreline Management Plan
SPA	Special Protection Area
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
TAN	Technical Advice Note
TTWA	Travel to Work Area
UDP	Unitary Development Plan
WLIA	Welsh Language Impact Assessment



## Appendix A

**Table A.1** provides an overview of the relationship between the project-wide Guiding Principles (GPs) contained in **Section 4** of this SPG and other relevant National Policy Statements and national (Wales) and local planning policy, including:

- Overarching National Policy Statement for Energy (EN-1) (2011);
- National Policy Statement for Nuclear Power Generation (EN-6) (2011);
- Planning Policy Wales (2014);
- Technical Advice Notes (TANs);
- Gwynedd Structure Plan (1993);
- Ynys Môn Local Plan (1996);
- Isle of Anglesey Stopped Unitary Development Plan (Stopped UDP) (2005);
- Anglesey and Gwynedd Joint Local Development Plan (JLDP): Draft Preferred Strategy (2013); and
- Other SPG and Interim Planning Policy adopted by Isle of Anglesey County Council.

It should be noted that **Table A.1** identifies the key policy linkages only and should not be viewed as an exhaustive list of all policy that may be relevant to this SPG.

**Table A.1 Schedule of Project-Wide Guidance Principle Policy Linkages**

<b>Wylfa NNB SPG Project-Wide Guiding Principle</b>	<b>Principle Policy/Guidance</b>								
	<b>NPS EN-1</b>	<b>NPS EN-6</b>	<b>Planning Policy Wales</b>	<b>TAN</b>	<b>Structure Plan</b>	<b>Local Plan</b>	<b>Stopped UDP</b>	<b>JLDP Draft Preferred Strategy</b>	<b>SPG and Interim Policy</b>
GP 1: Supporting the Anglesey Energy Island Programme and Anglesey Enterprise Zone	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 7	-	Policy B6	Policy 2	EPI	Strategic Policies PS6, PS7, PS8	-
GP 2: Local Job Creation and Skills Development	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 7	-	Strategic Policy 3	Policy 2	CCI	Strategic Policies PS1, PS6, PS7, PS8	-
GP 3: Supporting Employment, Logistics and Transport Uses	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 7	-	Strategic Policy 3, Policies B1, B7	Policy 2	PO2, PO4, EPI, EP4, EP6	Strategic Policies PS1, PS3, PS4, PS6, PS7, PS8	-
GP 4: Supporting the Local Supply Chain and Service Businesses	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 7, 10	TAN 4	Strategic Policy 3, Policies B1, B7	Policy 2	PO2, PO4, EPI, EP4, EP6	Strategic Policies PS1, PS3, PS4, PS6, PS7, PS8	-
GP 5: Supporting the Visitor Economy	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 7, 11	TAN 13	Policies CH1 - CH20	Policies 8 – 13	PO7, TO1-TO10	Strategic Policies PS6, PS7, PS8, PS9	-
GP 6: Maintaining and Enhancing Community Facilities and Services	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 10, 11	TAN 4, TAN 16	Strategic Policies 1, Strategic Policy 2, Policies A3, F6 – F8	Policies 14, 16 - 17	PO2, PO4, TO11, TO12, CCI, EP8 -10	Strategic Policies PS1, PS3, PS5, PS6, PS7, PS10, PS20	-
GP 7: Protecting Health	Paras 14.3.1 – 14.4.3	Paras 3.12.7 – 3.12.11	Chapters 4, 13	TAN 11, TAN 12	Policies D20, F6	Policies 6, 43 - 44	GPI, GP2, SG7, SG8, EP7	Strategic Policies PS1, PS6, PS7	Design in the Urban and Rural Built Environment

<b>Wylfa NNB SPG Project-Wide Guiding Principle</b>	<b>Principle Policy/Guidance</b>								
	<b>NPS EN-1</b>	<b>NPS EN-6</b>	<b>Planning Policy Wales</b>	<b>TAN</b>	<b>Structure Plan</b>	<b>Local Plan</b>	<b>Stopped UDP</b>	<b>JLDP Draft Preferred Strategy</b>	<b>SPG and Interim Policy</b>
GP 8: Supporting Healthy Lifestyles	Paras 4.13.4, 5.10.5 – 5.10.24	Paras 3.12.7 – 3.12.11	Chapters 4, 11	TAN 12, TAN 16	Policies CH1, CH12, CH18, F6, D31, D34	Policies 14, 16 - 17	TR9, TO10, TO11, TO12	Strategic Policies PS1, PS5, PS6, PS7, PS20	-
GP 9: Maintaining and Creating Cohesive Communities	Para 5.12.3	Paras 3.12.7 – 3.12.11	Chapter 4	TAN 12, TAN 20	Strategic Policies 1, 5, 6	Policies 1, 42, 48	PO2, PO3, GP2	Strategic Policies PS1, PS3, PS5, PS6, PS7, PS19, PS20	Planning and the Welsh Language, Design in the Urban and Rural Built Environment
GP 10: Construction Worker Accommodation and Anglesey's Housing Market	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 9	TAN 2	Strategic Policies 1, 2, 6, Policies A1-A10	Policies 47 - 52	PO2, HP2 – HP9	Strategic Policies PS1, PS3, PS5, PS6, PS7, PS11, PS12	Affordable Housing, Interim Planning Policy: Large Sites, Interim Planning Policy: Rural Clusters
GP 11: Latent Supply	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 9	TAN 2	Policy A4	-		Strategic Policies PS7, PS11	-
GP 12: Tourism Accommodation	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapters 4, 11	TAN 13	Policies CH2, CH4 – CH8	Policies 8 - 13	TO2 -TO7	Strategic Policies PS7, PS9	Holiday Accommodation
GP 13: Maintaining and Strengthening Welsh Language and Culture	Para 5.12.3	Paras 3.11.3 – 3.11.4	Chapter 4	TAN 20	Strategic Policies 1, 5, 6	Policies 1, 48	PO3, GP2	Strategic Policies PS1, PS5, PS6, PS7, PS19	Parking Standards, Design in the Urban and Rural Built Environment

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	<i>NPS EN-1</i>	<i>NPS EN-6</i>	<i>Planning Policy Wales</i>	<i>TAN</i>	<i>Structure Plan</i>	<i>Local Plan</i>	<i>Stopped UDP</i>	<i>JLDP Draft Preferred Strategy</i>	<i>SPG and Interim Policy</i>
GP 14: Transport	Paras 5.13.3 – 15.13.12	Paras 3.15.1 – 3.15.3	Chapters 4, 8	TAN 18	Policies FF1 - FF21	Policies 1, 23, 26	PO4, GPI, GP2, TRI-TR13	Strategic Policy PS1, PS3, PS5, PS6, PS7, PS8, PS22	Design in the Urban and Rural Built Environment
GP 15: Utilities Provision	Para 5.12.3	Paras 3.11.3 – 3.11.4, 3.15.1 – 3.15.3	Chapters 4, 12	TAN 19	Policies A3, B7, D19 – D20	Policies 1, 27, 46	WP10, SG4, SG5, EP14	Strategic Policies PS1, PS3, PS5, PS6, PS7, PS8, PS20, PS21	-
GP 16: Managing Waste Sustainably	Paras 5.14.6 – 5.14.9	-	Chapters 4, 12	TAN 21	Policy D18	Policy 29	PO5, GPI, WPI – WPI10	Strategic Policies PS1, PS2, PS5, PS6, PS7, PS17	Design in the Urban and Rural Built Environment
GP 17: Nuclear Waste Storage Facilities	-	Para 2.11.3	-	-	-	Policies 43 - 44	WP9	Strategic Policy PS7	-
GP 18: Mitigating Climate Change	Paras 4.5.1, 5.2.6 – 5.2.13	-	Chapters 4, 12	TAN 8, TAN 22	Policies C7 – C8	Policies 1, 45	PO8b, EP18	Strategic Policies, PS1, PS2, PS5, PS7, PS15	Onshore Wind Energy, Design in the Urban and Rural Built Environment
GP 19: Adapting to Climate Change	Paras 5.5.5 – 5.5.17, 5.7.4 – 5.7.25	Paras 3.6.6 – 3.6.16, 3.8.3 – 3.8.5	Chapters 4, 13	TAN 14, TAN 15, TAN 22	-	Policies 1, 28, 36	PO8a, SG2	Strategic Policies PS1, PS2, PS5, PS6, PS7	-
GP 20: Conserving and Enhancing the Natural Environment	Paras 5.3.3 – 5.3.20, 5.9.5 – 5.9.23, 5.10.5 – 5.10.24	Paras 3.9.3 – 3.9.6, 3.10.6 – 3.10.8	Chapters 4, 5, 13	TAN 5	Strategic Policies 1, 4, Policies D1 – D5, D7 – D14	Policies 1, 30-37	PO8, PO8a, GPI, GP2, EN1 – EN10, EN15, EN16	Strategic Policies PS1, PS4, PS5, PS6, PS7, PS15	Design in the Urban and Rural Built Environment

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GP 21: Conserving the Water Environment	Paras 5.15.2 – 5.15.10	Paras 3.7.3 – 3.7.8	Chapters 4, 5, 12, 13	TAN 5, TAN 14, TAN 22	Strategic Policies 1, 4, Policies D19 – D20	Policies 1, 27, 36	PO8, PO8a, GP1, GP2, EN9, WP10, SG3 – SG6	Strategic Policies PS1, PS2, PS5, PS6, PS7, PS14	Design in the Urban and Rural Built Environment
GP 22: Conserving and Enhancing the Historic Environment	Paras 5.8.8 – 5.8.22	-	Chapters 4, 6	-	Strategic Policies 1, 4 Policies D15 – D16, D21 – D29	Policies 1, 26, 39 – 42	PO8, PO8a, GP1, GP2, EN10 – EN15	Strategic Policies PS1, PS5, PS6, PS7, SP15	
GP 23: Planning Obligations	Para 4.1.8	-	Section 3.7	-	-	-	-	Strategic Policies PS5, PS6, PS7	Planning Obligations
GP 24: Use of Council Powers	-	-	-	-	-	-	-		
GP 25: Implementation and Monitoring	-	-	-	-	-	-	-	Strategic Policy PS7	



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