



## Wylfa Newydd Project

### 6.8.2 ES Volume H - Logistics Centre H2 - Alternatives and design evolution

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## 2 Alternatives and design evolution

### 2.1 Introduction

- 2.1.1 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 require the main alternatives studied by Horizon to be outlined in the Environmental Statement, together with an indication of the main reasons for Horizon's choice, taking into account the environmental effects. Although the 2009 Regulations apply to the Wylfa Newydd Project (see chapter A5 overarching environmental legislation, policy and guidance, Application Reference Number: 6.1.5), Horizon has also had regard to the requirements on alternatives in the 2017 Regulations, i.e.: "*A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the applicant or appellant which are relevant to the proposed development and its specific characteristics and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.*"
- 2.1.2 This chapter outlines the site selection process and design evolution for the Logistics Centre and describes how design considerations and environmental constraints have influenced the decision-making process.
- 2.1.3 This chapter should be read in conjunction with chapter A4 (strategic alternatives) (Application Reference Number: 6.1.4) of the Environmental Statement (which outlines the need for the Wylfa Newydd Project, and the strategic alternative locations considered), volume 6 (Logistics Centre) of the Site Selection Report (Application Reference Number: 8.24.6), and volume 3 (Associated Developments and Off-Site Power Station Facilities) of the Design and Access Statement (Application Reference Number: 8.2.3).

### 2.2 Alternatives considered

#### *Alternative solutions*

- 2.2.1 Horizon's Integrated Traffic and Transport Strategy (Application Reference Number: 6.3.20) identified a need for a Logistics Centre as a mitigation measure to provide a secure facility from which deliveries to the Wylfa Newydd Development Area would be managed during construction to reduce traffic and related environmental effects on the local road network and adjacent receptors.
- 2.2.2 At the peak of the Power Station construction, a maximum of 40 goods vehicles would be arriving at, and departing from, the Logistics Centre each hour en route to the Wylfa Newydd Development Area.
- 2.2.3 The 'do nothing' alternative would be not to provide any logistics management, which would likely result in convoys of delivery vehicles travelling along the A5025 and queues of vehicles waiting to enter the Wylfa Newydd Development Area.
- 2.2.4 Horizon has explored increasing vehicle consolidation at source, and has reduced the peak number of delivery vehicles which would be travelling on the

A5025 by half compared to previous stages of consultation on the Wylfa Newydd Project. However, a logistics centre is still required to enable proper control of vehicles on the A5025 given the size of the Wylfa Newydd Project.

### ***Alternative locations***

- 2.2.5 A site option assessment process was undertaken to identify the preferred site for the Logistics Centre. This is described in detail in volume 6 of the Site Selection Report (Application Reference Number: 8.24.6), and summarised in this chapter.
- 2.2.6 The site selection process provides an objective assessment of alternative sites against a range of planning and environmental criteria. The site selection process has therefore taken into account guidance in the relevant local and national planning policies, as follows.
- *Overarching National Policy Statement for Energy (EN-1) [RD1]*
  - *National Policy Statement for Nuclear Power Generation (EN-6) [RD2]*
  - The Joint Local Development Plan for Anglesey and Gwynedd [RD3] sets out a spatial strategy to inform the location of development associated with the Wylfa Newydd Project.
  - *The New Nuclear Build at Wylfa: Supplementary Planning Guidance [RD4]* provides locational guidance on Associated Developments, including freight logistics.
- 2.2.7 The principles of the site selection process for the Logistics Centre have been informed by an ongoing process of consultation, including the outcomes of Pre-Application Consultation Stage One undertaken by Horizon at the end of 2014, the Project Update Pre-Application Consultation in January 2016, Pre-Application Consultation Stage Two between August and October 2016, and Pre-Application Consultation Stage Three in May and June 2017.
- 2.2.8 Horizon undertook a four-stage site identification, screening and assessment process to identify potentially suitable sites for the Logistics Centre. This process is described in volume 6 the Site Selection Report (Application Reference Number: 8.24.6), and summarised below:
- *Stage 1 comprised a desk-based exercise to generate a 'long-list' of sites using a number of data sources to ensure that Horizon was aware of as many potentially available sites as possible;*
  - *Stage 2 comprised initial screening of the long-list to discount any sites within/covered by one or more of the following constraints: Special Area of Conservation; Special Protection Area; Ramsar Site; Site of Special Scientific Interest, World Heritage Site; and Flood Risk Zone C2;*
  - *Stage 3 of the assessment determined whether the remaining sites met Horizon's operational prerequisites (Stage 3a) and compatibility criteria (Stage 3b) and resulted in the identification of 14 'short-listed' sites for further assessment; and*

- *Stage 4 comprised a detailed assessment of the short-listed sites as described below.*

### Stage 4– Detailed assessment

- 2.2.9 Stage 4 comprised a detailed assessment of the short-listed sites, based on a number of planning and environmental criteria. Further details are presented in volume 6 of the Site Selection Report (Application Reference Number: 8.24.6).
- 2.2.10 In addition, the Stage 4 assessment included consideration of commercial matters, most notably the availability of land for lease/purchase and viability considerations (e.g. commercial viability). It should be noted that, whilst such commercial matters may not comprise overriding reasons for choosing a preferred site in all circumstances, where sites perform similarly in relation to other planning and environmental considerations, commercial factors were taken into account in the final choice of site. This is consistent with paragraph 4.4.3 of EN-1, which states that alternative proposals that are not commercially viable can be excluded from consideration.
- 2.2.11 The features of the 14 sites short-listed for detailed assessment are summarised in table H2-1 below. Volume 6 of the Site Selection Report (Application Reference Number: 8.24.6) provides detail on how each site scored in this assessment.

**Table H2-1 Summary of short-listed sites**

S1	Parc Cybi
<ul style="list-style-type: none"> <li>• The wider Parc Cybi site (of which the site considered for the Logistics Centre is a small part) comprises a total of 108.5ha of land located to the southwest of the A55, accessed from the A5153 adjacent to Junction 2 of the A55.</li> <li>• The site is within the settlement boundary of Holyhead, lying to the south of the settlement.</li> <li>• The site is bounded to the northeast by the A55 and by existing development in Holyhead to the north. Open land bounds the site to the southwest and southeast.</li> <li>• The site has been previously subject to outline planning permission for employment development and is allocated for employment uses.</li> <li>• The site includes road infrastructure and a heavy goods vehicle (HGV) parking facility and café.</li> </ul> <p>The site is within the Anglesey Area of Outstanding Natural Beauty (AONB), and there is a Scheduled Ancient Monument located 36m east of the site boundary.</p>	

<b>SP301</b>	<b>Land adjacent to Dalar Hir</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 28.1ha of land located to the north of the A55 and A5, accessed directly from the A5 and adjacent to Junction 4 of the A55 with a small section of land to the south of the A55.</li> <li>• The site is outside of a recognised settlement. The village of Llanfihangel-y-n-Nhywyn is approximately 400m to the south and Bodedern is 1km to the north.</li> <li>• The site is bounded to the south by the A5 and to the west by a road leading to Bodedern, with a parking area for HGVs beyond to the southwest. To the east, the site is partially bounded by a road and partially by agricultural land. Adjacent land to the north is in agricultural use.</li> <li>• The site comprises predominantly previously undeveloped agricultural land with a number of agricultural buildings. The eastern section of the site includes a go-kart track with associated buildings, and a residential care home.</li> </ul>	
<b>SP48</b>	<b>Tir Ty Mawr Land</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 13ha of land located to the north of the A55 and southwest of the A5, accessed directly from the A5 and adjacent to Junction 3 of the A55.</li> <li>• The site lies outside of a recognised settlement but is adjacent to the south-eastern extent of Valley's settlement boundary, some 200m at its nearest point.</li> <li>• The site is bounded to the south by the A55 and the Junction 3 slipway and to the northeast by the A5. A railway line forms the western boundary and undeveloped agricultural land is to the north.</li> <li>• The site comprises previously undeveloped agricultural land and is partially within Flood Risk Zone C1.</li> </ul>	
<b>SP307; SP537</b>	<b>Land off Station Rd and Part of Bryn Hyfryd</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 8ha of land located to the north of the A55 and southeast of the B4545.</li> <li>• The site is accessed from the B4545 and is not in proximity to a junction of the A55.</li> <li>• The site lies outside a recognised settlement, but the Valley settlement boundary abuts the site to the north.</li> <li>• The site is bounded by the A55 to the south and southwest, and residential properties within Valley are to the north and northwest. Agricultural land lies to the east.</li> <li>• The site comprises previously undeveloped agricultural land and is within the Anglesey AONB and Flood Risk Zone C1.</li> </ul>	



<b>SP202</b>	<b>Yr Ogof</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 4.7ha of land located to the north of Holyhead Leisure Centre, accessed from the roundabout of the B4545 Kingsland Road and A5153.</li> <li>• The easternmost section of the site adjacent to Kingsland Road lies within the settlement boundary of Holyhead, with the western section of the site abutting the settlement boundary to the east and south.</li> <li>• The site is bounded by the Holyhead Leisure Centre to the south. Residential properties are immediately adjacent to the site to the northeast. Kingsland Road is to the east of the site and open land is to the west.</li> <li>• The site is previously undeveloped open land which is within the Anglesey AONB.</li> </ul>	
<b>SP755</b>	<b>Ynys Wen</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 4.5ha of land located to the south of the A5 and accessed from this road. Junction 3 of the A55 is some 300m to the east. The site lies outside a recognised settlement but abuts the settlement boundary of Valley to the northwest.</li> <li>• The site is bounded to the north by the A5, to the southeast and southwest by railway lines and to the northwest by properties in Valley.</li> <li>• The site comprises previously undeveloped agricultural land and is within Flood Risk Zone C1.</li> </ul>	
<b>SP368</b>	<b>Land adjacent to Tyddyn Uchaf</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 3.8ha of land located at the southern extent of Parc Cybi. The site is accessed from the Parc Cybi road, which dissects the site. The site is within the settlement boundary of Holyhead.</li> <li>• The site is bounded by open land, with land subject to allocation for employment to the east and north.</li> <li>• The site comprises previously undeveloped agricultural land and is within the Anglesey AONB.</li> </ul>	
<b>SP324</b>	<b>Land adjacent to Zealand Park</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 3ha of land located to the south of the village of Caergeiliog and is accessible from Zealand Park road to the west. The site lies outside the village settlement boundary, but this abuts the site to the north.</li> <li>• Properties within Caergeiliog are to the north of the site and an industrial unit is to the east. Open land lies to the south and west.</li> <li>• The site comprises previously undeveloped open land.</li> </ul>	

<b>SP304</b>	<b>Land adjacent to Cae Rhos</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 4.9ha of land located to the southwest of Holyhead. The site is not within a recognised settlement, but the Holyhead settlement boundary abuts the site to the north, south and west.</li> <li>• The site is bounded by residential development in Holyhead to the east, north and southeast and by open land to the east and south.</li> <li>• The site comprises a number of rock outcrops.</li> </ul>	
<b>SP97</b>	<b>Cae Warren</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 4.2ha of land located to the north of Trearddur Bay. The site is not within a recognised settlement, but the Trearddur Bay settlement boundary abuts the site to the south.</li> <li>• The site is bounded by residential development in Trearddur Bay to the south and by open land to the north.</li> <li>• The site comprises a number of rock outcrops and is within the AONB.</li> </ul>	
<b>SP99</b>	<b>Cae Ffynnon</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 24.2ha of land located to the south of Holyhead. The site is not within a recognised settlement, but the Holyhead settlement boundary abuts the site to the east.</li> <li>• The site is bounded largely by open land; however, it abuts residential development on part of the northern boundary and part of the Holyhead Leisure Centre Development on its southern boundary.</li> <li>• The site comprises a number of rock outcrops and green fields.</li> </ul>	
<b>SP518</b>	<b>Land adjacent to Trearddur Mews</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 23ha of land located to the north of Trearddur Bay. The site is not within a recognised settlement, but the Trearddur Bay settlement boundary abuts the site to the south.</li> <li>• The site is bounded by residential development in Trearddur Bay to the southwest and by open land to the north. A small section of the sites north-eastern border encompasses a number of buildings within Trearddur Mews.</li> <li>• The site is largely greenfield space within the AONB.</li> </ul>	
<b>SP300</b>	<b>Land at Ysbyllidir</b>
<ul style="list-style-type: none"> <li>• The site comprises a total of 3.9ha of land located to the north of the village of Caergeiliog and is accessible from a single carriageway along the site's eastern border. The site lies outside the village settlement boundary.</li> <li>• Properties within Caergeiliog are to the south of the site, the west and east borders are agricultural land and the norther border is separated from the A55 by a strip of open land.</li> <li>• The site comprises previously undeveloped open land.</li> </ul>	

SP10	Land adjacent to Bryngwran Farm
<ul style="list-style-type: none"> <li>• The site comprises a total of 3.4ha of land located to the north of Bryngwran. The site is not within a recognised settlement, but Bryngwran residential properties are adjacent to the site to the south and east.</li> <li>• The site’s northern boundary is made up of open land.</li> <li>• The site comprises a number of fields.</li> </ul>	

### Preferred location

- 2.2.12 For the reasons summarised below, Horizon considers S1 Parc Cybi to be the most appropriate site for the location of the Logistics Centre, and it was therefore selected as the location for this facility for the purposes of the application for development consent.
- 2.2.13 S1 is allocated and safeguarded in the Development Plan for employment purposes, and is therefore preferable in planning terms to unallocated sites outside of the settlement boundaries. In addition, JLDP Policy PS 11 advises that the Logistics Centre should be located on a safeguarded or allocated employment site.
- 2.2.14 S1 has an extant planning permission for a warehousing and distribution development which has already been implemented in part, including the laying out of internal access roads and the establishment of site plots, including the site which has been selected by Horizon for the Logistics Centre. The implication here is that major development on this AONB site is already consented, and underway, and there would be an impact regardless of this site being considered for redevelopment to accommodate a Logistics Centre. This permission, combined with the employment allocation in the Development Plan, provides sufficient ‘exceptional circumstances’ to justify employment development in this AONB location.
- 2.2.15 This site accords with the JLDP and locational guidance in the Wylfa SPG, fully meets Horizon’s functional requirements and is easily accessible from the A55.
- 2.2.16 In respect of the other sites at Valley and Holyhead considered through the site selection process, these are greenfield sites which are not allocated for employment uses, and consideration of potential environmental impacts, including impact on the AONB, residential amenity and flood risk would make development at these locations less desirable than at S1 Parc Cybi. Table H2-2 provides a summary of the Stage 4 assessment findings for each site, with further information being given in volume 6 of the Site Selection Report (Application Document Reference: 8.24.6).

**Table H2-2 Summary of final assessment considerations**

S1	Parc Cybi
<p>The site is allocated for employment purposes and draws clear support from planning policy. In addition, distribution development has already been implemented in part, in accordance with the extant planning permission for the site.</p>	

<b>SP301</b>	<b>Land adjacent to Dalar Hir</b>
<p>Parts of the site lie within low, medium and high surface water flood risk zones (pluvial) although not within fluvial flood risk zones i.e. not within Flood Zone C1.</p> <p>SP301 is an undeveloped greenfield site, but unlike S1 does not benefit from an employment policy allocation so offers no legacy potential.</p> <p>SP301 is not located within the AONB, so there would be no impacts in this respect.</p> <p>There is a residential property on the site and a residential care home in close proximity; however, the site is larger than required and so in principle it should be possible to mitigate some of these impacts through design.</p> <p>Horizon is proposing to use the site for the Park and Ride and it could not accommodate the Logistics Centre as well due to size constraints.</p>	
<b>SP48</b>	<b>Tir Ty Mawr</b>
<p>The site lies within an area of flood risk which JLDP Policy PS 6 states should only be considered where there are no alternatives in areas of lower flood risk. Given that other sites including S1 are outside flood risk areas and are not constrained in this respect, SP48 is discounted.</p>	
<b>SP307 / 537</b>	<b>Station Road and Bryn Hyfryd</b>
<p>The site lies partially within an area of flood risk, which JLDP Policy PS 6 states should only be considered where there are no alternatives in areas of lower flood risk. Other sites, including S1, are outside flood risk areas and are not constrained in this respect.</p> <p>The site also has no direct access from the A55 and is not within the settlement boundary. For this reason, the site is less favourable in terms of local policy guidance.</p>	
<b>SP755</b>	<b>Ynys Wen</b>
<p>The site lies partially within an area of flood risk, which JLDP Policy PS 6 states should only be considered where there are no alternatives in areas of lower flood risk. Other sites, including S1, are outside flood risk areas and are not constrained in this respect.</p> <p>The site is outside the settlement boundary, and is less favourable in terms of Wylfa SPG guidance. In addition, SP755 is located within the AONB, within which development should be resisted where there is potential to locate it elsewhere.</p> <p>Unlike S1, there are no exceptional circumstances to justify the development of this AONB site.</p>	

<b>SP202</b>	<b>Yr Ogof</b>
<p>The site has no direct access from A55/A5, which significantly reduces its potential suitability for a logistics centre. It is a greenfield site within the AONB and therefore development should be resisted where there is the potential to locate it elsewhere.</p> <p>There are no exceptional circumstances to justify the development of this AONB site.</p> <p>There are potential effects on residential amenity which may be difficult to mitigate given immediate proximity, size of site and nature of use.</p> <p>SP202 is only partially within the settlement boundary and therefore less favourable in terms of Wylfa SPG guidance.</p>	
<b>SP300</b>	<b>Land at Ysbyllidir</b>
<p>Flood risk issues and access to the site are considered to be the main constraints.</p> <p>SP300 is not within the settlement boundary and therefore less favourable in terms of Wylfa SPG guidance.</p> <p>Furthermore, the potential effects on residential amenity which may be difficult to mitigate given immediate proximity, size of site and nature of use.</p>	
<b>SP324</b>	<b>Land adjacent to Zealand Park</b>
<p>The access is a residential road therefore unsuitable. The site is not within the settlement boundary and is less favourable in terms of the Wylfa SPG guidance so is therefore discounted.</p> <p>There would also be significant adverse effects on residential amenity which would be difficult to mitigate given immediate proximity to residential areas.</p>	
<b>SP368</b>	<b>Land adjacent to Tyddn Uchaf</b>
<p>The site lies within an AONB and the access from Parc Cybi Road would require vehicles to drive down a narrow, single track lane so for this reason it is discounted.</p>	
<b>SP99</b>	<b>Cae Ffynnon</b>
<p>The site has no direct access from the A55/A5, which significantly reduces its potential suitability for a logistics centre. A small portion is within the settlement boundary; however, it has a housing allocation within the JLDP. Therefore, it would prejudice the potential for housing to come forward at this site.</p>	
<b>SP518</b>	<b>Land adjacent to Trearddur</b>
<p>The site is located within a reasonable distance of the A55; however, due to its existing access issues created by a single vehicle lane, and its location within the AONB, it is not considered to be appropriate, nor are there any exceptional circumstances to justify development in this instance.</p>	

<b>SP304</b>	<b>Cae Rhos</b>
The access to the site is via narrow roads which would not support large scale development and is therefore discounted for this reason. In addition, unfavourable topography would require blasting or pecking to prepare for development.	
<b>SP97</b>	<b>Cae Warren</b>
The site is located within a reasonable distance of the A55; however, due to existing access constraints, its location within the AONB and its likely impact on residential properties, it is not considered to be an appropriate site.	
<b>SP10</b>	<b>Land adjacent to Bryngwran</b>
The site has limited physical constraints; however, it has an unsuitable access and abuts residential properties likely to result in significant impacts on local living conditions.	

## 2.3 Design evolution of preferred site

### *Environmental considerations*

- 2.3.1 During the design evolution, a number of Environmental Design Objectives were identified to address environmental constraints in and around the site. These Environmental Design Objectives were identified following completion of desk and field-based environmental surveys, and are described in volume 3 of the Design and Access Statement (Application Reference Number: 8.2.3). Corresponding actions in the form of embedded mitigation were identified in order to mitigate (where practicable) significant adverse environmental effects.

### *Evolution of layout alternatives*

- 2.3.2 At Pre-Application Consultation Stage Two, it was envisaged that the Power Station Site would be supported by an integrated logistics centre and stores with an on-site warehouse. It was proposed that, as construction of the Power Station progressed, and the principal plant and materials deliveries subsided, the facility would gradually change to that of an off-site store, the warehouse being used for the safe storage of materials in advance of their delivery to the Wylfa Newydd Development Area. Figure H1-3 (Application Reference Number: 6.8.29) shows the proposed site layout.
- 2.3.3 This initial design had made provision for the following:
- a warehouse (approximately 1,900sqm in total), which would have height clearance to enable HGV access, as well as facilities for the loading of equipment and materials;
  - a welfare/security building of approximately 350sqm (anticipated to be 22m long, 16m wide and 6m high);
  - a laydown area for storage of materials (approximately 1,000sqm);



- *two security kiosks (at both the entrance and exit of the site, anticipated to be 6m long, 6m wide and 4.5m high);*
- *parking zones (57 HGV parking bays, four medium goods vehicle parking bays, six light goods vehicle parking bays, two HGV loading/unloading bays near warehouses and 12 staff parking bays (including two disabled spaces); and*
- *firefighting water tanks.*

2.3.4 This integrated logistics centre and stores had an initial layout which had been proposed in advance of environmental constraints being identified. As a result, the (relatively large) security kiosks, as well as the welfare/security building and the warehouse itself were all located at the southern and eastern edges of the site. They would have interfered with the line of sight between the Ty Mawr Standing Stone and the Trefignath Burial Chamber (two Scheduled Monuments), which are important cultural heritage assets located to the west and east of the site respectively (see chapter H1, proposed development, Application Reference Number: 6.8.1). The initial layout would also have necessitated more rock removal from the rock outcrop to the southeast of the site, which has been identified as having ecological value (see chapter H9, terrestrial and freshwater ecology, Application Reference Number: 6.8.9), than is required by the proposed final layout.

2.3.5 The main environmental factor determining the proposed final layout of the Logistics Centre (as described in chapter H1, Application Reference Number: 6.8.1) has been the requirement to maintain, as far as possible, the line of sight between the aforementioned Scheduled Monuments. In addition, the southern part of the Logistics Centre site has been assessed to be of high archaeological potential (see chapter H1, Application Reference Number: 6.8.1). The consideration of these factors resulted in the office/welfare building, covered inspection bay and HGV parking areas being located as far as possible outside these areas of interest.

### ***Development of preferred design***

2.3.6 Rationalisation of the functional requirements of the Logistics Centre (including greater consolidation of delivery materials at source and more 'just in time' deliveries) resulted in the development no longer requiring a warehouse for storage of materials awaiting consolidation. This reduction in building footprint on site served to reduce overall visual effects of the development.

2.3.7 A review of the operational requirements of the Logistics Centre similarly resulted in a decrease in the dimensions of the structures on site and the removal of previously proposed firefighting water tanks. Instead the site will now be served by a private fire mains.

2.3.8 A review of security requirements resulted in the requirement for an inspection bay and vehicle scanner on site.

2.3.9 Through reducing overall building footprints and locating buildings together outside zones of environmental sensitivity, the preferred design (see chapter H1, Application Reference Number: 6.8.1), as assessed in this Environmental

Statement, has sought to reduce, as far as practicable, the potential for significant environmental effects, whilst maintaining operational and functional effectiveness.



## 2.4 References

**Table H2-3 Schedule of references**

ID	Reference
RD1	Department of Energy and Climate Change. 2011. <i>Overarching National Policy Statement for Energy (EN-1)</i> . London: The Stationery Office.
RD2	Department of Energy and Climate Change. 2011. <i>National Policy Statement for Nuclear Power Generation (EN-6)</i> . London: The Stationery Office.
RD3	Isle of Anglesey County Council and Gwynedd Council. 2017. <i>Anglesey and Gwynedd Joint Local Development Plan 2011 - 2026 - Written Statement (2017)</i> . [Online]. [Accessed: 2017]. Available from: <a href="http://www.anglesey.gov.uk/planning-and-waste/planning-policy/joint-local-development-plan-anglesey-and-gwynedd/">http://www.anglesey.gov.uk/planning-and-waste/planning-policy/joint-local-development-plan-anglesey-and-gwynedd/</a> .
RD4	Isle of Anglesey County Council. 2014. <i>New Nuclear Build at Wylfa: Supplementary Planning Guidance (Wylfa SPG)</i> . [Online]. [Accessed: 10 July 2017] Available from: <a href="http://www.anglesey.gov.uk/Journals/2014/08/11/q/k/h/Wylfa-NNB-SPG-Adopted-July-2014.pdf">http://www.anglesey.gov.uk/Journals/2014/08/11/q/k/h/Wylfa-NNB-SPG-Adopted-July-2014.pdf</a> .

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