

07 JAN 2019

[REDACTED]

Wylfa Newydd Nuclear Power Station Project Team,  
The Planning Inspectorate,  
Temple Quay House,  
2 The Square,  
Bristol,  
BS1 6PN.

28<sup>th</sup> December 2018.

Dear Sir/Madam,

**Re: Application for Development Consent Order.**

This letter contains our concerns regarding the proposed changes to the above application. We reside at the above address which is in close proximity to the A5025.

We have perused the voluminous documentation prepared on behalf of Horizon which is contained on the website relating to the proposed Wylfa Newydd Nuclear Power Station.

The proposed changes to the following:-

- i) Worker shift patterns
- ii) HGV delivery times
- iii) Construction working hours

are all causes for concern.

Dealing firstly with the worker shift patterns:-

The initial Development Consent Order (DCO) that has been submitted shows daytime working hours to be from 7.00 hours to 18.00 hours in 10 hourly shifts. The proposed changes for 2020 are from 7.00 hours to 18.00 hours but a 10.5 hourly shift – effectively no overall change to the times of the hours being worked. In 2023 the proposed daytime working hours are from 7.00 hours to 18.30 hours in 10.5 hourly shifts an overall daily increase of 30 minutes.

The proposed night time shift start/end times are the major cause for concern. The DCO shows night time working hours as follows:-

<u>DCO</u>	<u>2020</u>	<u>2023</u>
16.00 – 03.00	19.30 – 06.00	19.30 – 05.30
17.00 – 03.30		20.00 – 06.00
17.30 – 04.00		
10.5. hour shift	10.5. hour shift	10 hour shift

The proposal for 2020 shows that the 10.5 hour shift remains but shows a commencement time of 19.30 hours and a finish time of 06.00 hours effectively working three hours later into the following morning. It also appears that there is no overlap between the daytime and night time shifts but a break of 90 minutes between the 18.00 daytime finish and the 19.30 night time start. The proposals for 2023 cover the same hours as 2020 but two ten hour shifts rather than one 10.5 hour shift.

The increase in the overall working hours and the later finishing times would lead to an increase in the volume of traffic using the roads at times when the majority of people are sleeping. Such an increase in traffic volumes would increase noise levels for local residents causing disturbance to sleep and sleep deprivation.

Turning now to the proposals relating to the HGV delivery times- The **DCO** that has been submitted shows the following HGV delivery times:-

<u>Parameter</u>	<u>DCO</u>	<u>Proposed change</u>
Weekday delivery Day	5 days per week 07.00 – 19.00	no change
Weekday delivery Night	N/A	5 days per week 19.00 - 23.00 limit 20 HGV movements in each direction.
Saturday	N/A	Saturday delivery 08.00-13.00 limit 50 HGV movements in each direction.

The proposal shown above indicates that the intention is for a vast increase in the hours per day and the days of the week covered by HGV deliveries. The **DCO** shows no HGV deliveries to be made on either weekday nights or on Saturdays. The proposed amendment shows weekday night time deliveries 5 days per week between 19.00 and 23.00 with a limit of 20 movements in each direction (i.e. 40 HGV deliveries) and on Saturdays from 08.00 to 13.00 with a limit of 50 movements in each direction (i.e. 100 movements).

The documentation indicates that night time noise levels would be increased by between 0.30 and 0.4dB and that there would be "significant adverse effects of up to +12%"

An increase in the volume of traffic and the hours covered by the deliveries as outlined above would quite obviously have an impact on the air quality and noise levels which would be burdened upon the local residents. A decrease in the quality of the air and an increase in noise levels would more than likely interfere with the health of residents i.e. loss of sleep, altered sleep patterns and mental health issues.

Most heavy goods vehicles are fuelled by diesel. An increase in HGV movements in the locality would naturally result in higher diesel fuel emissions which can have a detrimental effect on one's health.

HGV deliveries on a Saturday could have serious consequences for the tourism industry upon which Anglesey relies heavily. For most types of holiday accommodation Saturdays are the busiest days namely "change over days" which may require additional staff for cleaning of the properties etc some of these staff will need to travel by car to their place of work. Cleaning of holiday accommodation is mainly done in the morning when the tourists leave the premises and prior to the new holiday makers arriving. Any adverse effect upon tourism would be a tremendous detrimental loss to Anglesey.

Additionally Saturday morning is the time when the majority of people who work Mondays to Fridays do their shopping etc again additional vehicles (particularly HGV's) on the road would impact on local residents. Such travel would inevitably coincide with the proposed timing of the Saturday HGV movements. All of the above would have a significant impact on Road Safety issues.

Finally dealing with the proposed changes to the Construction Working hours- The initial DCO shows that such activities mainly cease by 19.00 hours, which could be construed as acceptable.

The proposed changes to construction activities show a dramatic increase in the number of hours worked – more or less covering 24 hours per day 7 days per week.

The majority of the activities shown are ones which invariably produce high noise and or high vibration levels. Blasting, rock drilling, packing and piling to name a few are all activities with high noise/vibration levels. A substantial increase in the proposed working hours in relation to procedures like these would have a major adverse effect upon the local communities which in turn could affect their sleep patterns and health. Such hours would be totally unacceptable and shows a blatant disregard for the health and wellbeing of local residents.

The above activities would definitely impact on the air quality, producing high volumes of dust and debris which in turn would inevitably deposit onto local properties and vehicles resulting in unnecessary cleaning for the owners. Any reduction in the air quality may have serious health consequences for certain people i.e. those with asthma, chest problems etc.

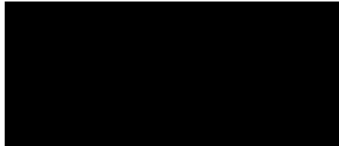
An increase in the noise/vibration levels and a decrease in the air quality would ultimately have a detrimental impact upon the local environment and wildlife.

It is imperative that noise/vibration mitigation is a high priority for Horizon. There will definitely be increased levels of noise and vibration possibly throughout the whole construction period. Horizon must do whatever possible to alleviate the disturbances to the local residents.

In conclusion, whilst we appreciate the need for the construction of a nuclear power station at Wylfa and welcome the prospect of additional employment opportunities for residents of Anglesey, it is considered that the proposed amendments to the construction working hours, shift patterns and HGV delivery times are inconsiderate and totally unacceptable due to their huge adverse impact on local communities.

We believe that Horizon are now failing to consider the wellbeing and lifestyle of the local residents and such failings will definitely interfere with the quiet, peaceful enjoyment of residents lives and their properties.

Yours faithfully,



Peter & Maureen Shea

