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To: [Wylfa Newydd](#)
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Subject: Wylfa Newydd Examination Deadline 2: NACP responses
Date: 04 December 2018 20:15:38
Attachments: [image001.png](#)
[NACP Construction working hours.pdf](#)
[NACP Local Opportunities.pdf](#)
[NACP Residential Amenity.pdf](#)
[NACP Suggested site visit locations .pdf](#)
[NACP Temporary workers accommodation.pdf](#)
[NACP Tourism and recreation.pdf](#)
[NACP Traffic and Transport A5025 Treglele.pdf](#)
[NACP Traffic and Transport crosscountry routes.pdf](#)
[NACP Traffic and Transport other matters.pdf](#)

On behalf of the North Anglesey Councils Partnership (NACP), please find within this email and attached their responses to the Deadline 2 requests of the Wylfa Newydd examination.

The responses include the following:

- Written Representations on:
 - Temporary Workers Accommodation
 - Tourism and Recreation
 - Local Opportunities
 - Construction working hours
 - Residential Amenity
 - Traffic and Transport: A5025 Treglele
 - Traffic and Transport: Cross country routes
 - Traffic: other matters
- Recommendations on locations for site visits

In response to the Written Questions posed, two questions were specifically posed to the NACP (referred to as NAP in the WQs):

Q7.0.5: The NACP are surprised that no photomontages have been produced to show the Construction Phase activities at WNDA and request that photomontages are provided from this phase of works. Not showing the predicted impacts from such a major construction exercise, lasting for 9 years, is considered to be a significant omission which risks underplaying the landscape and visual effects from these works in the examination.

Q14.0.10: The NACP have concerns around the focus of temporary worker accommodation on a single campus in the WNDA. Whilst this primarily is due to reasons of worker numbers on one site, and the loss of legacy benefits from using other site(s), the concentration of development in this environmentally sensitive area is also a concern. A smaller scale of development would be less intrusive from an environmental perspective and a better option. Due to the lower numbers of temporary workers which would be able to be accommodated on the WNDA site because of this approach, additional development will be needed elsewhere and can be provided on other site(s) such as Rhosgoch.

Regards

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Wylfa Newydd Nuclear Power Station: NACP Written Representation: Traffic and Transport, Other Matters

1. Introduction

- 1.1.1 The NACP support in principle the Wylfa Newydd project and recognise that the development of this project will require a large-scale construction project which will have an impact on traffic and transport. The NACP do however have concerns over the nature of some of these impacts and their effect on multi modal travel and land uses adjacent to the transport network in the area.
- 1.1.2 This Written Representation sets out the NACP concerns relating to highway maintenance and undesirable parking practices and as a result it will be useful in the consideration of the following Written Questions. Likewise, the NACP will be interested in the answers to these questions to inform their consideration of the issue going forward.
- ▶ Q11.1.7,
 - ▶ Q11.1.15, and
 - ▶ Q11.1.39.

2. Highway maintenance

2.1 Context and impacts

- 2.1.1 An increase in traffic flow and HGV composition can lead to road surface degradation and damage which heightens accident risk. The NACP are concerned that where the existing A5025 is being used as the principal construction route the road surface may experience levels of usage exceeding those used in the design criteria and thus wear and tear would occur.
- 2.1.2 The principal characteristics and features that contribute to increase accident risk due to surface degradation are as follows (in no particular order):
- Speed;
 - Volume of traffic;
 - Vehicle mix;
 - Abnormal Indivisible Loads (AIL);
 - Infrastructure; and
 - Debris.
- 2.1.3 NACP requested the raw Automatic Traffic Count (ATC) data from Horizon so that they could consider the recorded speed of traffic on the A5025. This information has not been forthcoming

from Horizon and a request has now been made for a revised list of data to be prepared, as such it remains identified as an ongoing issue within the Statement of Common Ground.

- 2.1.4 Annual Average Daily Traffic (AADT) flows in 2016 presented in APP-100, Document 6.3.13 App C2-3 - Traffic Flows, for the highway link south of the proposed roundabout access shows 2,952 vehicles per day of which 102 are HGV. At its peak, it is forecast that some 5,494 vehicles per day will be present on this link of which 335 would be HGV. These changes equate to an increase of 2,542 vehicles and 233 HGV some of which will be due to background traffic growth. As a percentage, the increase would be 86% and 228% respectively.
- 2.1.5 Horizon have stated that 1,150 AIL deliveries are likely to be transported via the highway network during the nine year construction. If an even distribution is assumed (which is highly unlikely) this would result in five AIL deliveries per fortnight.
- 2.1.6 Google imaging shows at least three farm accesses with direct access onto the A5025 and at least five driveways/rural lanes joining the section of the A5025 to the south of the proposed roundabout access. At each of these points debris may enter the main A5025 carriageway. However, without suitable controls the largest source of highway debris would be construction vehicles exiting the site.
- 2.1.7 Based on the information set out above the NACP consider that there is a real risk that the highway surface will be detrimentally affected as a result of the construction traffic; leading to an increased risk of accidents, plus delays and diversions while repairs are made.

2.2 Mitigation

- 2.2.1 To address their concern, the NACP would like reassurance that a suitable strategy is in place that addresses treating exiting HGV for debris, monitoring highway surfaces and undertaking timely remedial works. Within this strategy the response to Question 11.1.15 should be included:
- Is the Government satisfied that the road network (following the proposed road improvements) is capable of taking the volume of traffic and loads proposed and would not be damaged as a result of the use by construction traffic?
 - If the road network is damaged by construction traffic who would be responsible for its repair?
 - Are there any requirements that the Highways Authority would suggest to minimise the effect of construction traffic on the road network and maintain existing road conditions over and above those already suggested by the applicant?

3. Undesirable parking practices

3.1 Context and impacts

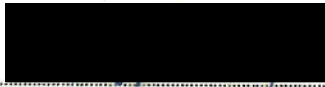
- 3.1.1 Horizon estimates that 1,630 workers will be transported to site by shuttle buses and 1,780 workers will car share either from their origin (1,550) or en-route (230). As a worst case scenario, some 2,800 cars could be left parked in various off site locations during the working day, based on the assumption that three workers would be in each shared car. The majority of these vehicles would be parked in car parks at the workers lodgings or in designated areas. However, the NACP consider (given the potential quantum of parking) that there would be a significant chance of parking occurring in inappropriate or dangerous locations.

- 3.1.2 The car parking management strategy states that "If the specified car share ratios required are not achieved and/or cars are regularly parked near the Wylfa Newydd Development Area, refinements to mitigation could be required such as increased parking patrols and removal of vehicles." However, a detailed code of conduct needs to be implemented to control fly parking. Furthermore, the Workforce Management Strategy includes a clause that states any personnel found to be parking outside designated areas (or 'fly parking') will be disciplined. Local residents will be able to report suspected fly-parking via email or phone to be investigated.

3.2 Mitigation

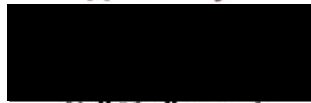
- 3.2.1 The NACP seek further clarification from Horizon about the intended locations of the designated areas but would support additional park and ride facilities for those workers living locally. It is hoped that these facilities could be used by shuttle buses and car sharers alike and would minimise parking in inappropriate or dangerous local locations.
- 3.2.2 Moreover, the NACP would like to see technology (such as CCTV/Automatic Number Plate Recognition) used to monitor parking practices within Llanfechell and Tregle so that action can be taken by Horizon, rather than relying on reports by local residents.

Issued by



Helen Harding

Approved by



Neil Marlborough

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