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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](#)

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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, A5025 Treglele

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## 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 Within the application documentation, there are off-line highway improvements proposed on the main construction traffic route between Valley and the proposed roundabout access which lies some 900m south of Treglele. However, it is acknowledged by Horizon that the proposed roundabout access will not be constructed until 2020, therefore there will be a period of some 12 months when all construction traffic will pass through Treglele village on the A5025 to use the existing access to the site. Additionally, Horizon have also acknowledged that some construction traffic will route using the A5025 from Cemaes and so will pass through Treglele village once the proposed roundabout access has been constructed.
- 1.1.3 The NACP are concerned about the safety of pedestrians and all road users in Treglele as a result of the predicted increases in traffic flow.

## 2. Existing context

- 2.1.1 Anecdotal reports from NACP members and the local community suggest that traffic speeds through Treglele village are significantly higher than the posted 40mph speed limit. NACP requested the raw Automatic Traffic Count (ATC) data from Horizon so that they could consider the recorded speed of traffic on the A5025 through Treglele. 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.
- 2.1.2 Annual Average Daily Traffic (AADT) flows of 3,184 vehicles per day, of which 4% are HGV, were taken from APP-100, Document 6.3.13 App C2-3 - Traffic Flows.
- 2.1.3 Google imaging shows that the highway environment in the vicinity of Treglele contains gateway signage, a speed limit reduction to 40mph on approach to the village from the south, no controlled or uncontrolled crossings and no street lighting. The road section at this location is predominantly a straight horizontal alignment but with an upward gradient from the 40mph signs to the filling station, therefore forward visibility may be restricted.
- 2.1.4 Interrogating the Personal Injury Accident (PIA) data has shown that there was one recorded injury accident within Treglele village during the last five years, which was a slight accident. A review of the accident records showed that there were no Non-Motorised Users (NMU) accidents recorded within the five-year period.
- 2.1.5 NACP also requested pedestrian crossing data from Horizon and none is available, however it is considered that a pedestrian desire line exists between the residential properties of Treglele on the



east side of the A5025 and the filling station on the west side of the A5025. The filling station provides the village with a convenience store, post office services and agricultural diesel in addition to usual filling station services.

## 3. Construction

### 3.1 Predicted impacts

- 3.1.1 NACP requested additional traffic flow data from Horizon to provide more detail to the information presented in Figure 7-6 of the Transport Assessment contained within ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO Transport Assessment (APP-101). This data shows that prior to the construction of the main access roundabout the AADT flows on the A5025 in the vicinity of Tregele are expected to increase by 2,481 HGV deliveries per month (one-way) which is equivalent to 23 HGV per hour (one way) or 46 HGV per hour assuming an unladen return, this of course is in addition to any light vehicles (cars and vans) that would be attending the site. Appendix C2-03 suggests that the AADT flow would increase to 4,068 of which 6% would be HGV. However, this contradicts the data in Figure 7-6 which (assuming a 12 hour working day) would result in 13% of the AADT being HGV. In summary:

|                            | 2016  |     |      | 2020    |      |      | Increase due to Wylfa Newydd and background traffic growth |     |      |
|----------------------------|-------|-----|------|---------|------|------|------------------------------------------------------------|-----|------|
|                            | AADT  | HGV | %HGV | AADT    | HGV  | %HGV | AADT                                                       | HGV | %HGV |
| <b>Figure 7-6 App C2-4</b> |       |     |      | 4,385** | 552* | 13%  | 1,201                                                      | 426 | 35%  |
| <b>Appendix C2-03</b>      | 3,184 | 126 | 4%   | 4,068   | 235  | 6%   | 884                                                        | 109 | 12%  |

\* 46 HGV per hour assuming a 12 hour working day

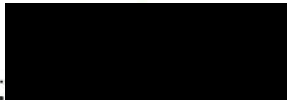
\*\* Estimated using the Appendix C2-03 AADT and the anticipated increase in HGV from Figure 7-6 App C2-4

- 3.1.2 The 1993 Institute of Environmental Assessment (IEA) publication Guidance Notes No. 1: Guidelines for the Environmental Assessment of Road Traffic makes reference to fear and intimidation as a potential environmental impact. The scale of fear and intimidation experienced by pedestrians is dependent on the volume of traffic, its HGV composition, its proximity to people or the lack of protection caused by such factors as narrow pavement widths, as well as factors such as the speed and size of vehicles. In this circumstance, the proximity to people (crossing the road in Tregele village), the lack of protection (no formal crossing point), perceived speeding and a significant increase in the HGV composition will all contribute to increased fear and intimidation.

### 3.2 Mitigation

- 3.2.1 Horizon considers that a pedestrian crossing and reduction in speed limit in this location is not required, but they have suggested that if issues of concern arise during the construction programme, these can be reported to the transport sub-group for consideration of further mitigation. This approach is of concern to the NACP, as the length of time taken to report and investigate any problem(s) followed by the design and construction of a solution(s) may well take longer than 12 months when traffic flows in this area will be at their highest.
- 3.2.2 There does appear to be an opportunity to provide further speed reductions, traffic calming measures and pedestrian crossing facilities within Tregele village. The NACP believe that these

options would mitigate the increase in traffic flow and provide pedestrians and all road users in the vicinity of Tregle with a safer more pleasant highway environment. This mitigation would also provide a legacy for the community beyond the construction of Wylfa Newydd and potentially mitigate similar effects that may arise during the operational phase.

**Issued by**  
Helen Harding**Approved by**  
Neil Marlborough**Copyright and non-disclosure notice**

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