

# Wylfa Newydd Project

## Horizon's Deadline 5 Responses to actions set in Issue Specific Hearing on 8 January 2019

PINS Reference Number: EN010007

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# 1 Horizon's Deadline 5 Responses to actions set in Issue Specific Hearing on 8 January 2019

## 1.1 Introduction

- 1.1.1 This document contains Horizon Nuclear Power Wylfa Limited's ("Horizon") responses to actions outlined by the Hearing Action Points issued by the Examining Authority [OD-006] on 25<sup>th</sup> January 2019.
- 1.1.2 It also contains Horizon's responses to actions it recorded during the Issue Specific Hearing on 8<sup>th</sup> January 2019 and committed to responding to in its Deadline 4 submission [REP4-008].
- 1.1.3 A summary of other actions set at the Issue Specific Hearing on 8<sup>th</sup> January 2019 provided at Deadline 4 or planned for subsequent deadlines is also provided.

## 1.2 List of responses to actions provided at Deadline 4

- 1.2.1 Potential Cumulative Impact of National Grid Connection
- 1.2.2 Post Hearing Submission – Wales Coast Path
- 1.2.3 Land and Lakes – Post-hearing note

## 1.3 Hearing Action points

- 1.3.1 The below table outlines the status of responses to actions recorded by the Examining Authority in document reference OD-006.

Table 1-1 Status of actions assigned to 'Applicant'

Ref	Action	Deadline	Status
1	Note from Applicant re how the need to comply with the Construction Environmental Management Plan (CEMP)/requirements and Code of Construction Practice's (CoCPs) and what the consequence of not complying with the CEMP/requirements or CoCPs would be fed down through the various tiers of contractors.	Deadline 5	Provided in Appendix 1-2 of this document.
2	Information note explaining the differences between the traffic and transport modelling for this project and that used by the Grid Connection project with particular reference to the	Deadline 5	Provided in REP4-008 Appendix 1-1

Ref	Action	Deadline	Status
	effect of the Grid Connection project on the Britannia Bridge, A5025 and HGV's travelling to the proposed Wylfa Newydd Development Area (WNDA).		
3	To provide the raw data for the A5025 (including Magnox traffic), existing flows and factors used for future HGV growth (including traffic that would arise from the proposed Grid Connection project).	Deadline 5	Provided in Appendix 1-3 of this document.
4	To include impact of HGVs in the note that they are preparing about the potential to bring forward the phasing of the Temporary Worker Accommodation.	Deadline 5	Provided in Appendix 1-4 of this document.
6	Consideration to be given to an early years transport strategy.	Deadline 5	Provided in Appendix 1-5 of this document.
7	Information to be provided with regards to the provision of broadband and telecoms services to the WNDA and in particular whether there would be the potential for Applicant and the Emergency Services to share information regarding traffic accidents and incidents to manage traffic flows during these events.	Deadline 6	Horizon plan to provide a response at Deadline 6.
9	Applicant to submit a map of the footpaths including the location of the existing and proposed routes (construction and operational) of the Welsh Costal Path and wider footpath network in the WNDA.	Deadline 4	Provided in REP4-008 Appendix 1-2
10	Applicant to provide a technical note on the Welsh Costal Path including a detailed explanation of how the routes during construction	Deadline 5	Provided in REP4-008 Appendix 1-2

Ref	Action	Deadline	Status
	and operation were determined.		
11	WG and Applicant to agree a list of projects (including potentially the proposed third Menai crossing) which need to be assessed for cumulative effects.	Deadline 5	Response provided in Appendix 1-6 and 1-7 of this document.
12	Applicant to provide detail regarding the DMAT tracking of HGVs over the Britannia Bridge and whether it is proposed that HGVs would use the bridge during the morning and afternoon peaks.	Deadline 5	Provided in Appendix 1-8 of this document.
13	Applicant to provide a written response to the points raised by Land and Lakes at deadline 2.	Deadline 4	Provided in REP4-008 Appendix 1-3

## 1.4 Summary of Deadline 5 action responses to actions recorded by Horizon

### *Engagement with Mr Dafydd Griffiths*

1.4.2 Summary of engagement with Dafydd Griffiths further to the request by the Examining Authority at the Issue Specific Hearing for Horizon to engage with Mr Griffiths and report back into Examination. This is included in Appendix 1-1.

## 1.5 Action responses planned for subsequent Examination Deadlines

1.5.1 There are no actions planned for subsequent deadlines over and above those noted in section 1.3.

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# **Wylfa Newydd Project**

## Appendix 1-1 Engagement with

### Mr Dafydd Griffiths

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## **1 Engagement with Mr Dafydd Griffiths**

### **1.1 Examination Hearing Discussion**

- 1.1.1 Following the Examination Hearing on 8 January 2019 a short discussion took place between Mr Dafydd Griffiths and Voirrey Costain, who represented Horizon on Public Access and Recreation matters.
- 1.1.2 It was agreed that Mr Griffiths would provide more information about his concerns in respect of the effect of the Wylfa Newydd DCO Project on Non-Motorised Users (pedestrians and cyclists) using the highway network. This information would be provided as a Post-Hearing Submission at Deadline 4 (17 January 2019).
- 1.1.3 It was agreed that following receipt of the Post Hearing Submission Horizon would consider his points and discuss these further with him.

### **1.2 Engagement Following Post Hearing Submission**

- 1.2.1 Mr Griffiths submitted a detailed Post Hearing Submission at Deadline 4. Horizon is seeking to have a meeting between Mr Griffiths, Voirrey Costain, and members of the A5025 Off-line Highway Improvements design team so that each of his concerns can be considered in turn.
- 1.2.2 Horizon intends to submit a formal response to Mr Griffiths' Post Hearing Submission at Deadline 7 (14 March 2019) once this meeting has taken place and more detailed responses can be drafted.

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# **Wylfa Newydd Project**

## Appendix 1-2 Horizon's Intent to Achieve Compliance with the DCO Through its Contractual Arrangements

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## 1 Introduction

1.1.1 This paper outlines how Horizon intends to achieve compliance with the Development Consent Order (DCO) through its contractual arrangements. Horizon acknowledges that the majority of the DCO requirements will be executed via its supply chain and therefore understands the need to implement a framework that demonstrates the lines of responsibility and accountability.

1.1.2 There are three key elements to Horizon's strategy to ensure that contractors comply with the requirements of the DCO and other major environmental permission held by Horizon. They are:

- i. Develop and manage a means to ensure that all requirements associated with major permissions are captured and communicated to the supply chain. This is through a 'requirements capture database'.
- ii. Ensure contract arrangements provide the necessary provisions to facilitate compliance with the DCO requirements through the supply chain, at all tiers of that supply chain.
- iii. Ensure effective arrangements are developed and resource is in place to provide oversight of the supply chain activities and that those activities are undertaken in accordance with the requirements of the DCO and other major environmental permissions. Similarly, where an upper tier contractor contracts with sub-suppliers, the upper tier contractor will have their own oversight arrangements in place to ensure effective of oversight and compliance with DCO requirements.

1.1.3 In Section 2 of this paper a brief summary of the requirements capture database process is provided. The main subject of this paper is set out in Section 3 where specific details of how contractual arrangements facilitate compliance with the DCO is presented. Details of oversight arrangements are not the subject of this paper.

## 2 Requirements Capture

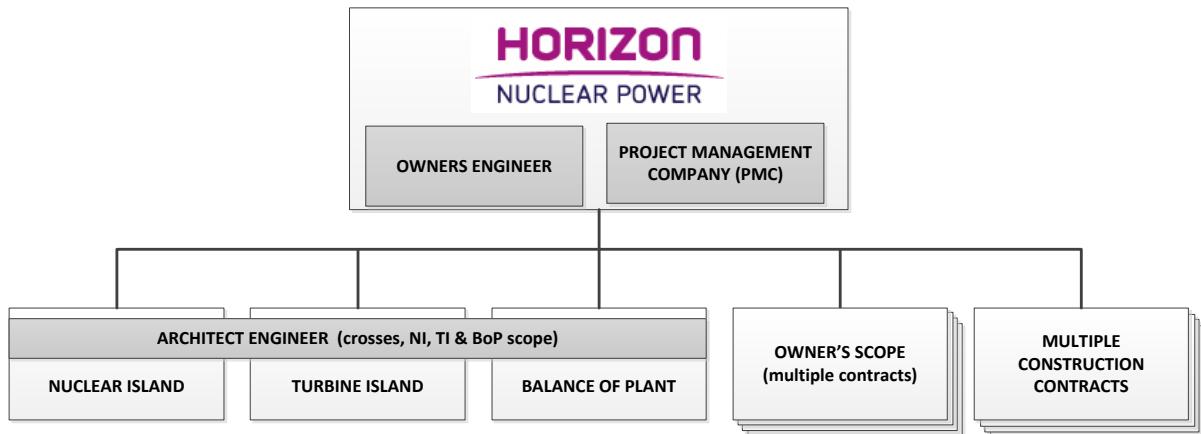
- 2.1.1 All commitments, constraints and requirements have been and will continue to be captured from all of the key permissions, consents and licenses, including DCO requirements and commitments contained within DCO control documents.
- 2.1.2 All of these requirements have been entered into a database and analysed with a view to help identifying the best way to discharge the requirements. The process of the requirements management was developed in consultation with principal design and construction partners (such as architect engineering and project management consultant). All individual requirements have been communicated to all of the known design and build sub-contractors for their incorporation into their arrangements.
- 2.1.3 The requirements management is kept under strict change control and the change control process includes a systematic way of updating, analysing, approving and communicating any changes.
- 2.1.4 It is anticipated that Horizon will retain control and oversight of requirements discharge and lead all communications on requirements management with external stakeholders, such as IACC and NRW.

## 3 Horizon Contract Strategy

### 3.1 Overview of Contract Structure

3.1.1 The Horizon strategy is to have a small number of main Tier 1 contractors executing the works, with these Tier 1 contractors subcontracting with more specialist contractors for work packages that fall within their programme of works. The below diagram outlines the Horizon contracting structure for delivering the works for Wylfa Newydd.

**Figure 3-1 Contract Structure**



3.1.2 This structure balances minimising the overall number of packages and interfaces, whilst establishing clear accountability for performance, flow down of other responsibilities or constraints and placing contracts with scopes matched to each supplier's core capabilities.

3.1.3 It is of importance that Horizon therefore ensures the flow down of the DCO requirements through its arrangements.

3.1.4 The DCO required obligations will be driven around works based at the Wylfa Site. As shown in the above figure, works at the Wylfa Site predominately feature within two key categories:

- Owner's Scope; and
- Construction Contracts.

3.1.5 As part of its contract management, Horizon will monitor all legal and regulatory obligations, including DCO requirements and constraints.

### 3.2 Accountability and Liability

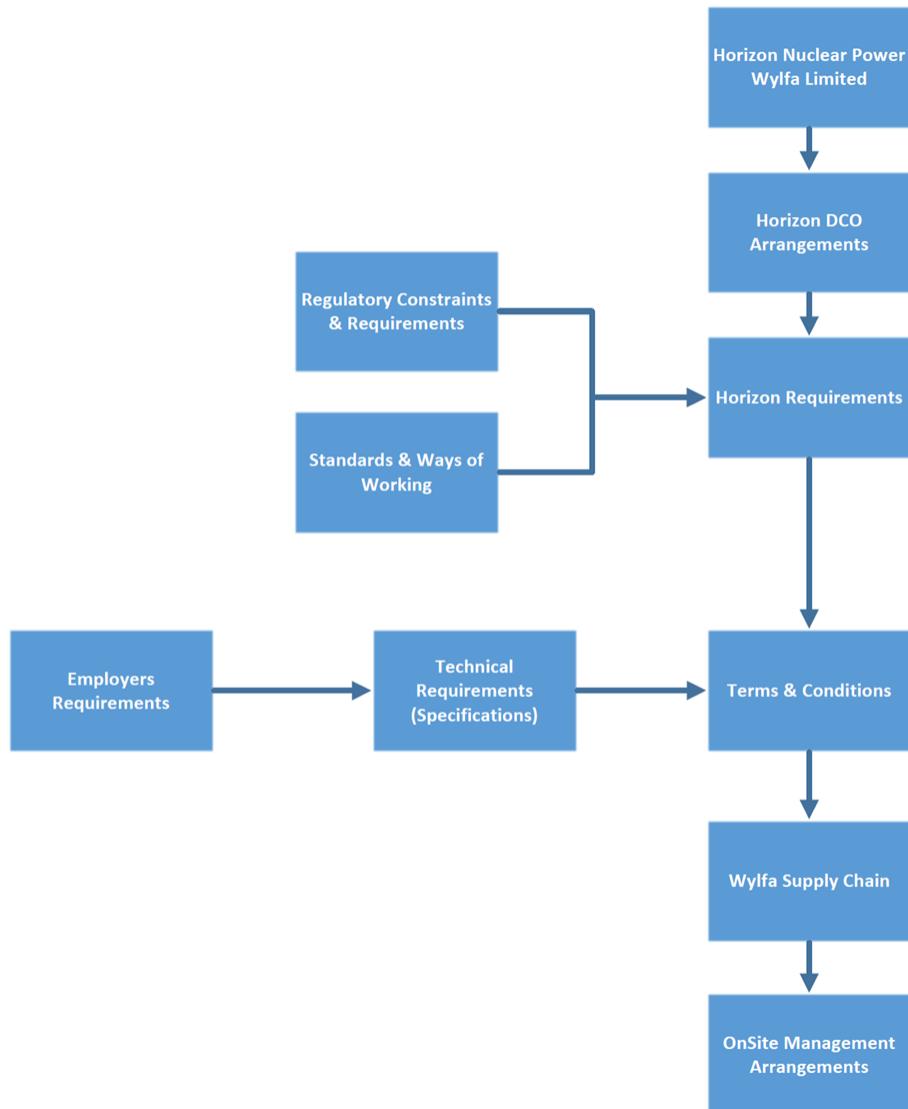
3.2.1 Horizon is directly accountable for regulatory compliance, including compliance with the DCO. As a result, Horizon will hold the supply chain accountable for compliance through its contracts. The Tier 1 Contractors will be responsible for compliance with any DCO requirements and constraints related to their work packages.

3.2.2 It will then be the responsibility of the Tier 1 Contractors to ensure compliance of their subcontractors. Within the UK construction market it is standard practice for the main Contractor to be contractually responsible for the works irrespective of their choice to Subcontract any of those works.

3.2.3 Contractors will therefore be accountable through Conditions of Contract including a high-level condition to comply with all DCO requirements. In addition, the Constraints and Requirements referred to in the figure below, which will form part of the contracts, will set out the detailed DCO requirements.

3.2.4 The below figure illustrates the contract model for each agreement.

**Figure 3-2 Contractual Flow Down of DCO Requirements**



### **3.3 Conditions of Contract**

3.3.1 The contractual arrangements will be made of various components, collectively they will be referred to as the 'Conditions of Contract' and they will be split into two main areas:

- Terms and Conditions; and
- the Constraints and Requirements.

3.3.2 The Terms and Conditions will include two areas. One will capture the standard elements which will be common across all contractual arrangements. Within this area will be a contract clause requiring Contractors to take full responsibility/accountability for the works irrespective of them Subcontracting any of those works. The second area will set out bespoke conditions for each individual Contractor and will be dependant on the package. The intention is to standardise the Terms and Conditions as much as possible.

3.3.3 The Constraints and Requirements will provide the detailed DCO requirements which each Contractor is required to comply with. This area will include two key areas:

- i. Technical Requirements; and
- ii. Management Arrangements.

3.3.4 The Technical Requirements will comprise technical requirements for the specific piece of work (i.e. the specification, detailed design of structures, etc.). The Management Arrangements will include any business requirements Horizon may have and the DCO requirements.

3.3.5 As detailed in Section 2 of this document, the DCO and other major permission requirements are captured in a Requirements Database and there is a golden thread from that requirements captured down through the supply chain. As referred to above, these will be captured by the Constraints and Requirements forming part of the Conditions of Contract.

3.3.6 In addition to the above draft and final DCO control documents have been and will continue to be available to contractors to ensure that they are able to develop their arrangements against source documentation and understand the wider context of those requirements within the control documents.

3.3.7 The contractual mechanisms for ensuring compliance with DCO requirements will include a combination of incentives and disincentives within the Contracts which will be linked to Key Performance Indicators (KPI's) and may include fee reductions and disallowed costs depending on the severity and subsequent actions to mitigate.

### **3.4 Commercial Review of DCO Compliance and Pre-Mobilisation Checks**

3.4.1 At all stages in the contractual process at the Tier 1 level and below DCO requirements are communicated into the supply chain and this is followed by a stage gate review of the supplier response to ensure that response includes relevant measures to comply with the DCO requirements. At each stage of

the contractual processes unless compliance is demonstrated then the contractual process does not clear the stage gate.

- 3.4.2 In addition to the contractual structure and mechanisms set out above, prior to the commencement of any work package, Contractors will be required to attend pre-mobilisation meetings to ensure that there has been adequate communication of DCO (and other) requirements as well as adequate plans put in place to ensure compliance with these.
- 3.4.3 Prior to mobilisation of any contractor on site a pre-mobilisation check list is completed which will include a review of the onsite worker arrangements and that they ensure compliance with Horizon requirements, including the DCO requirements.

# **Wylfa Newydd Project**

## Appendix 1-3 Raw Data on the Existing Traffic Flows and Future HGV Growth on the A5025

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# 1 Raw Data on the Existing Traffic Flows and Future HGV Growth on the A5025

## 1.1 Overview

1.1.1 Following the Issue Specific Hearing on Traffic and Transport on Tuesday 7 January 2019 this note provides further details of the following issues:

- details of the raw data for the A5025 (including Magnox traffic); and
- existing flows and factors used for future HGV growth (including traffic that would arise from the proposed Grid Connection project).

## 1.2 Raw Traffic Data

1.2.1 Section 4.6 of the DCO Transport Assessment [APP-101] summarises the road traffic surveys undertaken as part of the analysis of the transport impacts of the Wylfa Newydd DCO Project. Further details of each traffic survey are provided in DCO Transport Assessment Appendix D Traffic Data Report [APP-105] with the location of each survey shown in Figure 1-1 and dates and type of survey provided in Table 1-1.

1.2.2 Overall, 180 different traffic surveys were undertaken as part of the Wylfa Newydd DCO Project and given the very large amount of data these surveys provide the raw data files were not provided as part of the DCO application. However, as described in section of 1-0.1 of DCO Transport Assessment Appendix D Traffic Data Report [APP-105] the raw traffic survey data can be provided upon request for any specific traffic survey.

1.2.3 This survey information shows that more than 15 traffic surveys were undertaken along the A5025 and the raw data of some of these traffic surveys has been supplied to the Isle of Anglesey County Council as part of the Statement of Common Ground process.

## 1.3 Magnox Traffic Data

1.3.1 Traffic surveys form one component of the baseline traffic flows used to assess the Wylfa Newydd DCO Project in 2020, 2023 and 2033. A further component of the baseline traffic flows is the traffic associated with committed developments. On the A5025 the traffic associated with the ongoing decommissioning of the existing Magnox nuclear power station provides an important component of the traffic associated with committed developments.

1.3.2 These Magnox traffic flows were obtained from the report “Wylfa Nuclear Power Station – Environmental Statement 2013 Update” prepared by Magnox Ltd in March 2013. Table A1-2 states that 38 HGVs per day are required for the duration of the decommissioning process.

1.3.3 These daily HGV traffic flows were incorporated into the forecast of baseline traffic flows on the A5025 for the assessment of traffic flows in 2020 and 2023.

The value of 38 HGVs was interpreted as being 38 HGVs to and then 38 HGVs from the Magnox site each day.

## 1.4 Future HGV Traffic Growth

1.4.1 The surveyed traffic data was combined with traffic associated with nearby developments (e.g. Magnox decommissioning) to form an initial baseline traffic flow for each assessed part of the road network. These traffic flows were then factored to each year of assessment (2020, 2023 and 2033) using traffic growth factors based on standard Department for Transport growth factors and the TEMPRO (version 7.2) database.

1.4.2 Full details of this process are provided in section 9.2 of the DCO Transport Assessment [APP-101] and a summary of the growth factors which have been used are presented in Table 9-1. This table is repeated below for ease of reference.

**Table 1-1 Traffic Growth Factors (extract from DCO Transport Assessment)**

**Table 9-1 Traffic growth factors**

Vehicle type	Growth from 2016 to 2020	Growth from 2016 to 2023	Growth from 2016 to 2033
Car	5%	7%	13%
Light goods vehicle	11%	19%	45%
Heavy goods vehicles	3%	5%	15%

## 1.5 Traffic associated with the National Grid Connection project

1.5.1 Since Deadline 3 there have been further discussions with AECOM who are the transport advisors to the National Grid Connection project. As part of these discussions further information has been obtained concerning the potential period when construction vehicles associated with the National Grid Connection project would use the A5025 between the Valley and the Wylfa Newydd Development Area (WNDA).

1.5.2 It is now understood that construction traffic associated with the National Grid Connection project is expected to be required to use the A5025 between Valley and the WNDA from May 2022 onwards.

1.5.3 It is the current expectation of the Wylfa Newydd DCO Project that the A5025 Offline Highway Improvements would be open by this date.

- 1.5.4 This means that the construction traffic associated with the National Grid Connection project would not affect the residents of Llanfachraeth and other locations bypassed by the A5025 Offline Highway Improvements.
- 1.5.5 If the delivery of the A5025 Offline Highway Improvements is delayed for some reason, the National Grid Connection project has the potential to use alternative routes or the proposed National Grid haul road network to enable their construction traffic to reach relevant work sites.
- 1.5.6 In addition, Horizon (and its suppliers) and the National Grid Connection project will cooperate to minimise traffic impacts in accordance with best practice and current CDM regulations.
- 1.5.7 Traffic issues associated with the National Grid Connection project (including the cumulative impact of the National Grid Connection project and the Wylfa Newydd DCO Project) are also considered as part of the National Grid's application for a Development Consent Order which was accepted by the Planning Inspectorate on 4 October 2018.

## **1.6 Summary of Traffic Flows**

- 1.6.1 The resulting traffic flows for the A5025 (and other links) for each year of assessment with and without the Wylfa Newydd DCO Project are presented in ES Volume C - Road traffic-related effects (project-wide) App C2-3 - Traffic Flows [APP-100]. Traffic flows are provided for general traffic flows, HGVs, and Heavy Duty Vehicles (HGVs and buses).
- 1.6.2 An extract of this document showing HGV flows on the A5025 is provided below for reference.

Table 1-2 A5025 Traffic Flows (extract from Appendix C2-3)

Appendix C2.03 - Traffic Flows - HGV AADT Flows

Section	Sensitive Link	2020 (without bypasses)	Significant?														
			2023	2020 (with bypasses)	2023	2020 (with bypasses)	2023	2020 (with bypasses)	2023	2020 (with bypasses)	2023	2020 (with bypasses)					
1 A55 J12 to Britannia Bridge	X	4,575	5,088	5,250	3%	5,250	3%	5,207	5,369	3%	5,804	5,829	0%	X	X	X	X
2 Britannia Bridge Only	X	4,475	4,955	5,190	5%	5,190	5%	5,073	5,241	3%	5,661	5,708	1%	X	X	X	X
3 Britannia Bridge to A55 J6	X	4,222	4,675	4,909	5%	4,909	5%	4,788	4,957	4%	5,360	5,406	1%	X	X	X	X
4 A55 J6 to A55 J4	X	2,570	2,861	3,095	8%	3,095	8%	2,927	3,096	6%	3,325	3,371	1%	X	X	X	X
5 A55 J4 to A55 J3	X	2,405	2,681	2,859	7%	2,859	7%	2,743	2,911	6%	3,123	3,169	1%	X	X	X	X
6 A55 J3 to A55 J2	X	2,158	2,352	2,438	4%	2,438	4%	2,408	2,562	6%	2,821	2,821	0%	X	X	X	X
7 A55 J2 to A55 J1	X	1,853	2,017	2,017	0%	2,017	0%	2,065	2,065	0%	2,247	2,247	0%	X	X	X	X
8 A5 (Parc Cybi) to Valley Crossroads	✓	386	393	479	22%	479	22%	393	547	39%	599	599	0%	X	X	✓ (A)	X
9 A5025 Section 1a On-line	X	186	268	398	49%	206	-23%	272	170	-38%	230	167	-27%	✓ (A)	X	✓ (B)	X
10 A5025 Section 1b Off-line	X	-	-	-	-	-	-	398	-	-	440	-	-	277	-	-	-
11 A5025 Section 2 On-line	X	162	235	382	63%	382	63%	238	406	71%	195	242	24%	✓ (A)	✓ (A)	✓ (A)	X
12 A5025 Section 3a On-line	✓	162	235	382	63%	87	-63%	238	46	-81%	195	50	-74%	✓ (A)	✓ (B)	✓ (B)	✓ (B)
13 A5025 Section 3b Off-line	X	-	-	-	-	-	-	271	-	-	336	-	-	167	-	-	-
14 A5025 Section 4 On-line	X	96	164	269	64%	269	64%	166	334	101%	120	166	38%	✓ (A)	✓ (A)	✓ (A)	✓ (A)
15 A5025 Section 5a On-line	X	125	195	317	63%	0	-100%	197	0	-100%	151	0	-100%	✓ (A)	✓ (B)	✓ (B)	✓ (B)
16 A5015 Section 5b Off-line	X	-	-	-	-	-	-	316	-	-	366	-	-	198	-	-	-
17 A5025 Section 6 On-line	X	125	195	317	63%	317	63%	197	364	85%	151	194	28%	✓ (A)	✓ (A)	✓ (A)	X
18 A5025 Section 7a On-line	X	111	177	259	46%	24	-86%	179	24	-87%	132	26	-80%	✓ (A)	✓ (B)	✓ (B)	✓ (B)
19 A5025 Section 7b Off-line	X	-	-	-	-	-	-	245	-	-	332	-	-	160	-	-	-
20 A5025 Section 8 Online	X	102	166	248	49%	248	49%	167	335	101%	120	162	35%	✓ (A)	✓ (A)	✓ (A)	✓ (A)
21 A5025 Section 9 Online	X	126	195	235	21%	235	21%	197	211	7%	153	153	0%	X	X	X	X
22 A5025 Tregele to Amlwch	X	118	135	135	0%	135	0%	137	137	0%	145	145	0%	X	X	X	X
23 A5025 Amlwch to Benllech	✓	160	180	180	0%	180	0%	182	182	0%	193	193	0%	X	X	X	X
24 A5025 Benllech to A55 J8	✓	474	539	539	0%	539	0%	548	548	0%	583	583	0%	X	X	X	X

1.6.3 To help explain these traffic flows and their derivation the traffic flows for section 12 through Llanfachraeth are presented in Table 1-3 below with a commentary.

**Table 1-3 A5025 Traffic Flows through Llanfachraeth**

Item	Daily HGV Traffic Flows	Comment
2016 Baseline (two-way)	162	Based on traffic survey data
2020 Reference Case (two-way)	235	Includes allowance for Magnox flows and background traffic growth
2020 Wylfa Newydd Project (without bypasses) (two-way)	382	Includes HGVs associated with Wylfa Newydd DCO Project
% change in traffic (without bypasses)	63%	

1.6.4 As part of the DCO application process further discussions have been undertaken with Magnox Ltd to understand the current decommissioning programme.

1.6.5 As part of these discussions it became apparent that the value of 38 HGVs per day quoted in the Environmental Statement in fact referred to two-way movements i.e. 19 HGVs travel to and then from the Magnox site each day.

1.6.6 This means that the transport analysis provided as part of the Wylfa Newydd DCO Project has over-estimated the number of HGVs on the A5025 and the 2020 Reference Case (two-way) should be lower at 200 HGVs per day (i.e. 162+38). This means that the traffic impacts (and related noise and air quality impacts which are based on traffic flows) are over-estimates of expected impacts.

1.6.7 Although the absolute level of traffic reduces the percentage change in traffic associated with the Wylfa Newydd DCO Project increases because of the lower baseline traffic flow. The value presented in Table 1-3 changes from 63% to 74% and this means there is no change to the conclusions of the environmental assessment. This is because the change remains in the range 60% to 90% and hence is classified as a 'medium' magnitude of change as defined in Table B3-12 of ES Chapter B3 Traffic and Transport [APP-068].

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## Wylfa Newydd Project

### Appendix 1-4 Potential Traffic and Transport Implications of Early Delivery of the Temporary Worker Accommodation

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# 1 Potential Traffic and Transport Implications of Early Delivery of the Temporary Worker Accommodation

## 1.1 Overview

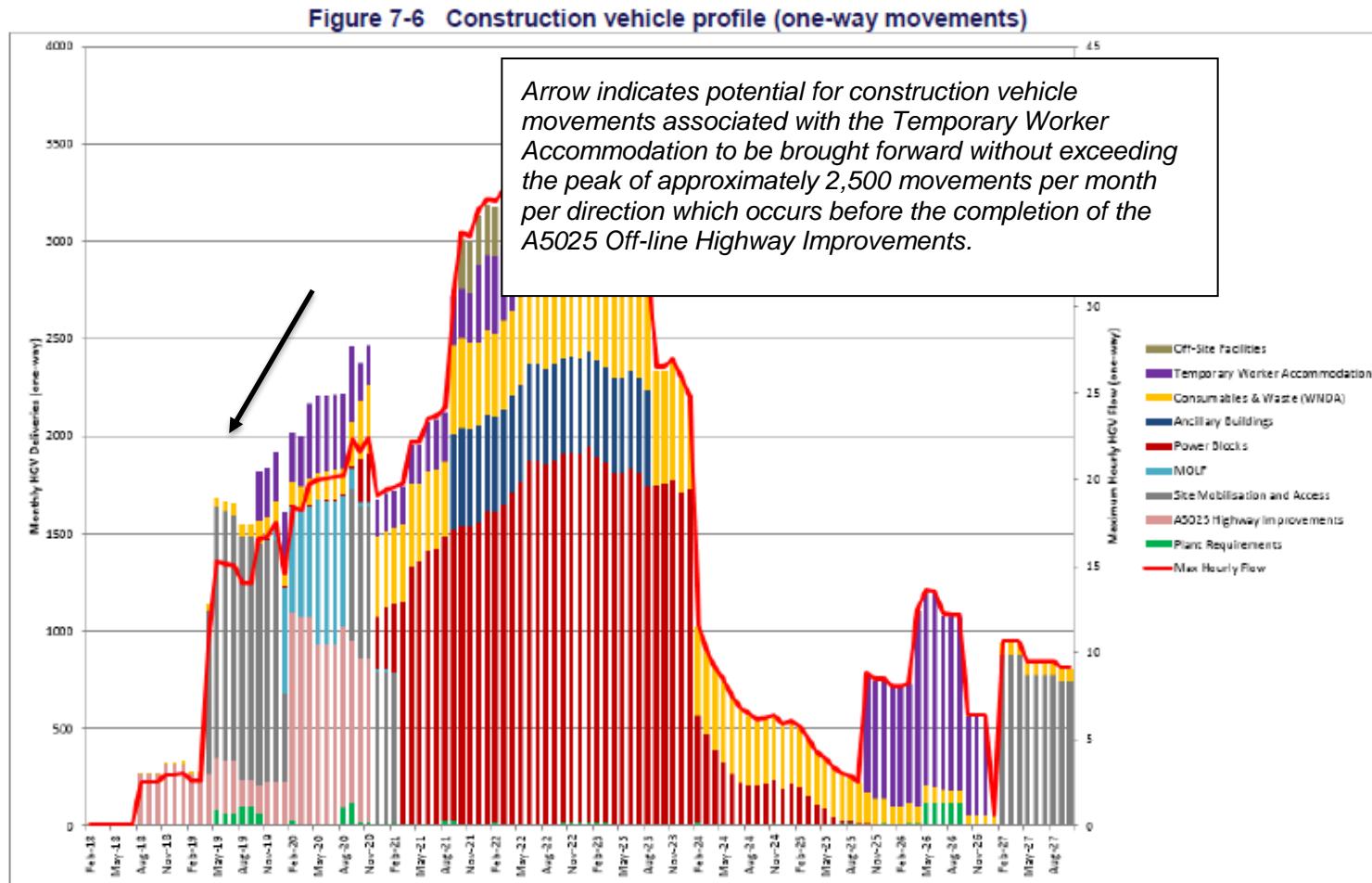
- 1.1.1 At the Issue Specific Hearing on Traffic and Transport on 8 January 2019 stakeholders suggested that the Temporary Worker Accommodation (TWA) should be delivered early to reduce the potential impact of construction workers using accommodation that would normally be used by tourists.
- 1.1.2 Horizon's ability to deliver the Site Campus earlier is limited by a range of factors (further justification is provided in REP4-007, which was submitted at Deadline 4 (17th January 2018)).
- 1.1.3 In the ExA's hearing action points arising from the 2<sup>nd</sup> Socio Economic ISH the Examiner requested that Horizon provides details of the impact of HGVs as a result of early delivery of the TWA.
- 1.1.4 This document provides a response to this request.

## 1.2 Potential Traffic Effects of early delivery of TWA

- 1.2.1 Several stakeholders consider that the Temporary Worker Accommodation should be delivered earlier than currently specified in the Phasing Strategy [APP-447].
- 1.2.2 If this facility were to be delivered earlier this would require construction vehicle movements associated with this part of the Wylfa Newydd DCO Project to be made over a shorter time period than the current proposed construction programme.
- 1.2.3 Figure 7-6 of the DCO Transport Assessment [APP-101] shows the profile of construction vehicle movements used to assess the traffic impacts of the Wylfa Newydd DCO Project. This figure is repeated below as Figure 1-1 for ease of reference.
- 1.2.4 Examining the key to this figure enables the number of construction vehicle movements associated with the construction of the Temporary Worker Accommodation to be determined.
- 1.2.5 This figure indicates that a maximum of approximately 500 construction vehicle movements per direction per month in May 2020 is required to deliver the Temporary Worker Accommodation. This equates to approximately 22 construction vehicle movements per direction per day (based on 22 working days per month). Over the course of a working day this in turn equates to two to three construction vehicle movements per direction per hour.
- 1.2.6 Towards the end of the construction period of the Temporary Worker Accommodation (i.e. from February 2021), the number of construction vehicle movements reduces by half to approximately 250 construction vehicle movements per direction month. This is also reflected in an overall drop in construction vehicle movements at this point in the construction programme.

- 1.2.7 This analysis shows that the number of construction vehicle movements to the Temporary Worker Accommodation could be increased to bring forward the delivery of the Temporary Worker Accommodation without increasing the total number of construction vehicle movements above the peak shown in November 2020 in Figure 7-6 of the DCO Transport Assessment [APP-101]. This is shown as an annotation in Figure 1-1.
- 1.2.8 However, as noted in REP4-007 Horizon's ability to deliver the Site Campus earlier is limited by a range of other factors.

**Figure 1-1 Copy of Figure 7-6 DCO Transport Assessment [APP-101] (with annotation)**



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# **Wylfa Newydd Project**

## Appendix 1-5 Early Years Strategy

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## 1 Early Years Strategy

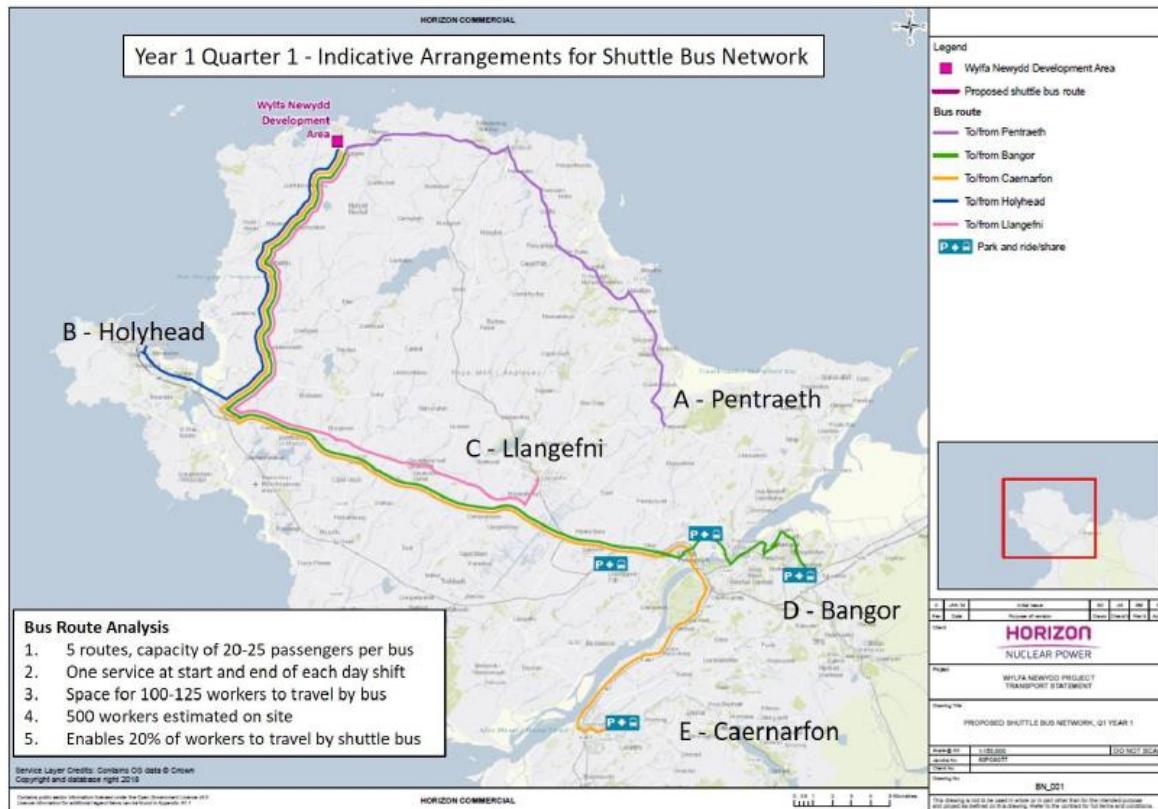
### 1.1 Overview

- 1.1.1 The transport strategy for the Wylfa Newydd DCO Project includes a range of measures during the “early years” i.e. during the first two years of the Project before the opening of the Park and Ride facility at Dalar Hir, Logistics Centre, Site Campus, A5025 Off-line Highway Improvement Works and Marine Off-loading Facility (MOLF).
- 1.1.2 During these “early years” construction workers will travel to the WNDA (and other locations) by shuttle bus or by car (either as driver or passenger). Construction delivery vehicles will travel direct to each work site rather than going via the Logistics Centre.
- 1.1.3 This document provides a summary of the proposed travel arrangements for construction workers and construction deliveries during the “early years”.

### 1.2 Construction Worker Travel

- 1.2.1 The shuttle bus network for construction workers will be in operation from the commencement of construction. The proposed indicative shuttle bus network during the first quarter of the first year of construction is shown in Figure 1-1 and this diagram is to be added to the version of the Code of Construction Practice that has been submitted at Deadline 5 (12 February 2019).

**Figure 1-1 Shuttle bus network in “early years”**



- 1.2.2 Shuttle buses would use the Park and Share sites proposed by others (e.g. site at Bangor proposed by Welsh Government) if they are available and demand arises.
- 1.2.3 The routes and frequencies of the shuttle bus network will be adjusted to reflect the actual home locations of construction workers with the aim of 35% of construction workers travelling to work using the shuttle bus network by the end of the first year of construction. This percentage of workers is then expected to travel by shuttle for the remainder of the Project.
- 1.2.4 This target level of use of the shuttle bus network will be supported by the controls on car parking stated in the Code of Construction practice (paragraph 5.10.1 – check):
 

*“Horizon commits to manage, monitor and regulate the availability of car parking spaces to reflect the number of workers on the Wylfa Newydd DCO Project, balancing an over-provision of car parking (which could encourage car travel) with an under-provision of car parking (which could encourage fly parking).”*
- 1.2.5 The delivery of the transport strategy and the associated number of workers travelling by each mode of transport is to be summarised in the Travel Report which is to be provided to the Transport Engagement Group each quarter. Further details of this process are provided in the revised Code of Construction Practice which has been submitted at Deadline 5 (12 February 2019).

## 1.3 Construction Vehicles

- 1.3.1 In the “early years” construction vehicles will travel direct to each work site e.g. WENDA, Park and Ride facility, Logistics Centre, Off-Site Power Station Facilities or locations for construction of A5025 Off-line Highway Improvements.
- 1.3.2 As described in section 5.8 of the Code of Construction Practice, the movement of each construction vehicle will be controlled by a Vehicle Tracking System which forms part of Distribution Management Asset Tracking System (DMATS) which will monitor, manage and control deliveries to work sites. More information on the management of construction traffic has been provided in the version of the Code of Construction Practice submitted at Deadline 5.
- 1.3.3 The number of construction vehicles travelling on the A5025 through Valley will be capped before the opening of the A5025 Off-Line Highway Improvements as follows:
  - maximum of 22 HGV deliveries (44 movements) per hour;
  - 160 HGV deliveries (320 movements) per day; and
  - 2,500 HGV deliveries (5,000 movements) per month
- 1.3.4 These caps are specified in the Code of Construction Practice.
- 1.3.5 In addition, the timing of construction vehicle movements along the A5025 is restricted in the Code of Construction Practice to avoid school opening and closing times as follows.
- 1.3.6 The construction vehicle delivery window would run from 07:00 to 19:00, Monday to Friday, with restrictions during school start times (between 08:00 and 09:00) and end times (between 15:00 and 16:00) in advance of the A5025 Off-line Highway Improvements being operational. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited, whenever practicable.
- 1.3.7 In addition, the number of construction vehicles using the A5025 is also to be capped at a maximum of 22 HGV deliveries (44 movements) per hour prior to the opening of the Logistics Centre.

## 1.4 Other Mitigation Measures

- 1.4.1 To help mitigate potential traffic impacts on the A5025 in advance of the opening of the A5025 Off-line Highway Improvements further additional mitigation measures are proposed in Llanfachraeth.
- 1.4.2 These works include repairs to ironworks and potholes, manhole covers and providing other minor kerb works and white lining to improve the road surface through Llanfachraeth.
- 1.4.3 These measures will be included in the version of the draft DCO s.106 agreement to be submitted at Deadline 6 (19 February 2019).

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# **Wylfa Newydd Project**

## Appendix 1-6 Horizon and WG's Position on Issues Relating to HGVs on Britannia Bridge

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## **1 Horizon and WG's Position on Issues Relating to HGVs on Britannia Bridge**

### **1.1 Potential for Further Restrictions on use of Britannia Bridge by HGVs - Overview**

- 1.1.1 Based on discussions with the Welsh Government about the use of Britannia Bridge, Horizon has further reviewed the potential need to limit HGV movements across Britannia Bridge.
- 1.1.2 This review has taken account of the Welsh Government's continued desire to have peak hour restrictions on the movement of HGVs associated with the Wylfa Newydd DCO Project across Britannia Bridge.
- 1.1.3 As explained in this note, Horizon remains of the view that the implementation of these proposed restrictions is unjustified and would place an unnecessary additional burden on the efficient delivery of the Wylfa Newydd DCO Project. Horizon considers that if such peak hour restrictions were to be implemented then there would be a severe negative impact on Horizon's ability to deliver the Project to the specified timescales and there would most likely be significant programme delays.
- 1.1.4 Horizon is also aware that the Welsh Government considers that Horizon should contribute to the proposed Third Menai Crossing. As stated in paragraph 12.2.2 of the DCO Transport Assessment [APP-101] the analysis of the transport impact of the Wylfa Newydd DCO Project on the existing Britannia Bridge and Menai Bridge has indicated no substantial impact on traffic flows and delays and consequently a third crossing is not considered necessary nor justified as part of the Wylfa Newydd DCO Project.
- 1.1.5 Horizon is committed to monitoring construction traffic movements to and from the Wylfa Newydd DCO Project and this information will be reported to the Transport Engagement Group each quarter. The Transport Engagement Group provides a mechanism to review transport impacts and make changes to the delivery arrangements if problems arise due to traffic associated with the Wylfa Newydd DCO Project.

### **1.2 Morning Period**

- 1.2.1 In the morning period (08:00-09:00), the busiest direction on Britannia Bridge is eastbound i.e. towards the mainland (see Figure 4-7 of DCO Transport Assessment [APP-101]).
- 1.2.2 During this morning period only a small number of HGVs associated with the Wylfa Newydd DCO Project are expected to travel eastbound towards the mainland.
- 1.2.3 This is because the earliest time deliveries can start from the Logistics Centre is 07:00. It will then take approximately 30 minutes to reach the WNDA i.e. HGVs will arrive at 07:30.

1.2.4 Given it takes approximately 40-45 minutes to travel from the WNDA to the Britannia Bridge, an HGV would need to be processed to enter the WNDA site, reach the off-loading point, turnaround, and then be processed for departure within approximately 45 minutes (i.e. by 08:15) to enable an HGV to travel across the Britannia Bridge in the eastbound direction before 09:00.

1.2.5 In practice, the time required for a delivery to be unloaded and processed is expected to be at least 60 minutes – and hence this means HGVs from the Wylfa Newydd DCO Project are not expected to travel eastbound over the Britannia Bridge in the morning peak period.

1.2.6 If an HGV has waited overnight at the WNDA (and this is not anticipated to be a regular occurrence given the potential security issues – in practice HGVs would be directed to wait at the Logistics Centre) then the earliest an HGV could depart would be 07:00. Again, the HGV would have travelled eastbound over the Britannia Bridge before the busiest hour of travel begins at 08:00.

1.2.7 This therefore means that further restrictions on the movement of HGVs to avoid travel in the morning peak period across Britannia Bridge are not considered necessary.

It should also be noted that restrictions on HGVs moving along the A5025 will be in place during the early part of the Project (first two years) until the A5025 Offline Highway Improvements are completed. These restrictions limit HGV flows during school start and finish times. The impact of these restrictions combined with the proposed restrictions on Britannia Bridge would effectively reduce the HGV delivery window to the WNDA and other work sites to between 10:00 and 15:00 and a very short window after 16:00 to 18:00. This would extend the duration of the early works activities to the extent that the Project is likely to be unviable.

### **1.3 Evening Period**

1.3.1 In the evening period (17:00-18:00), the busiest direction on the Britannia Bridge is westbound i.e. towards Anglesey. During this period HGVs could be travelling towards the Logistics Centre and / or WNDA. The impact of these HGV movements on the operation of the Britannia Bridge has been assessed in the DCO Transport Assessment [APP-101] with results provided in Table 11-9. The resulting modelled increase in delay of 23 seconds per vehicle in the peak year of construction is not considered significant and is not considered to require the introduction of further additional mitigation.

1.3.2 In addition, it is noted that the expected number of HGVs on the Britannia Bridge in the evening peak hour is approximately 13-14 HGVs per hour per direction (160 HGVs per direction per day divided by the 12 hours when deliveries can be made).

1.3.3 This compares with a flow of 1,800 vehicles per hour in the eastbound direction (see Figure 4-7 of DCO Transport Assessment [APP-101]). The HGVs therefore form less than 1% of the traffic flow on the bridge. In practice, HGV flows in the evening peak are expected to be less than 13-14

HGVs per hour as HGVs are expected to travel to the Wylfa Newydd DCO Project over a longer period than the 12-hour delivery window and wait (if required) at the Logistics Centre until their delivery slot. This further reduces the potential impact of HGV movements on the Britannia Bridge in the evening peak period.

1.3.4 All these reasons mean that further restrictions on the movement of HGVs to avoid travel in the evening peak period across Britannia Bridge are not considered necessary.

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# Wylfa Newydd Project

## Appendix 1-7 Projects to be Considered for Cumulative Effects

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# 1 Projects to be considered for Cumulative Effects

## 1.1 Overview

1.1.1 Following the Issue Specific Hearing on Traffic and Transport on 8 January 2019, the Examining Authority has asked the Welsh Government and Horizon to agree a list of projects (including potentially the proposed third Menai crossing) which need to be assessed for cumulative effects.

## 1.2 Information provided in DCO application by Horizon

1.2.1 The assessment of cumulative transport effects is provided in ES Volume I - Cumulative effects I5 -Inter-project cumulative effects [APP-388].

1.2.2 Further details of developments which could affect the transport networks assessed as part of the transport analysis of the Wylfa Newydd DCO Project are listed in section 5.2 and section 5.3 of the DCO Transport Assessment [APP-101].

1.2.3 Further information concerning the Britannia Bridge was also provided in Horizon's response to Question 11.1.50 from the Examining Authority. This response is repeated below for ease of reference:

*"Whilst the question is not directed to Horizon as the applicant, the following response by Horizon is provided at this stage:*

*When the Draft DCO application was submitted, the Third Menai Crossing project was in the early stages of development with no single preferred option or programme for construction. It was therefore omitted from the cumulative impact assessment within the DCO Transport Assessment. The justification for the exclusion of the traffic effects from the assessment is listed in the RFFP long list in Cumulative Effects I2 - Scope [APP-385] table I2-2, page 16: "Until environmental and traffic information relating to a preferred option becomes available, it will not be possible to include this proposed project in the CEA [Cumulative Effects Assessment]. Further discussions will be held with the Welsh Government as the project develops."*

*After the preferred route for the Third Menai Crossing was announced by the Welsh Government, they also confirmed that a full Environmental Impact Assessment would be undertaken and an Environmental Statement would be produced, as the scheme is a "relevant project" under Regulation 48 (1) (a) of the Conservation (Natural Habitats etc) Regulations 1994 (SI 1994/No 2716) in relation to Article 6(3) of the EU Habitats Directive 92/43/EEC. However, there is no further environmental information available as to the scope or likely content of the Environmental Statement, or any likely further environmental surveys that will be undertaken. Therefore, there is insufficient information currently available on the Third Menai Crossing for the basis of a cumulative assessment, and this means it is not possible to update the Wylfa Newydd cumulative assessment to take the Third Menai Crossing into account."*

## 1.3 Further Comments from Welsh Government

1.3.1 In consultation with Welsh Government they have provided the following information: *“The following projects are currently being developed and therefore Welsh Government suggest that depending on the timing of these works there could be an impact on the construction programme of Wylfa Newydd, which should be acknowledged, as they will impact on the main supply route along the A55. Therefore, whilst at the present time the projects may not have been developed sufficiently to provide the level of environmental data to inform the cumulative assessment, the Developer needs to take into consideration the risk they may add to the project and consider the necessary mitigation that may be required.*

1) *A55 The Third Menai Crossing – The preferred route over the Menai Strait was announced in October 2018 for a new bridge to be built to the east of the existing Britannia Bridge, with work commencing after 2021. It is currently not possible to give an exact date as it is being assessed by the Design Commission for Wales, however the Planning Inspectorate Notice has been sent out and there is current engagement with the market to decide the most appropriate form of contract to build the structure.*

2) *A55 Llanfairfechan and Penmaenmawr - Junctions 15/16 upgrade of junctions from roundabouts to grade separation for the A55, timetable as follows:*

- *Contract Start Date: 15 Jan 18 (KS3/4)*
- *Contract Start Date: Winter 2021 (KS6)*
- *Contract completion: Spring 2023*
- *End of 3-year aftercare: Spring 2026*

3) *A55 Abergwynnog to Tai'r Meibion improvement - It was announced that the scheme would go ahead in July 2018, timetable as follows:*

- *Publication of draft orders: autumn 2016 (no statutory objections therefore no Public Local Inquiry)*
- *Enabling works contract commencement: late 2018*
- *Completion of enabling works contract: Spring 2019*
- *Start of main works construction: autumn 2019*
- *Completion of new section of trunk road: spring 2021*

4) *A494 Dee Crossing – Timetable: Work due to commence late 2020 with completion in 2022.”*

## 1.4 Summary

Horizon and the Welsh Government have agreed that the list of projects assessed as part of the cumulative assessment of the Wylfa Newydd DCO Project is appropriate. However it is also agreed that Horizon should continue to consider the potential effects of the projects listed above by the Welsh Government and have regard to ongoing potential traffic impacts. This

is considered to be best achieved through the monitoring and review mechanism overseen by the Transport Engagement Group.

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# **Wylfa Newydd Project**

## Appendix 1-8 HGV Tracking on Britannia

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# 1 HGV Tracking on Britannia Bridge

## 1.1 Overview

1.1.1 Following the Issue Specific Hearing on Traffic and Transport on Tuesday 7 January 2019 this note provides further details of the proposed system to manage construction vehicle movements and their potential impact on the operation of Britannia Bridge in peak hours.

## 1.2 Construction Vehicle Movements

1.2.1 All Heavy Goods Vehicles (HGVs) making construction deliveries to the Wylfa Newydd Project will be managed using an integrated Distribution Management Asset Tracking System (DMATS). This system is described in chapter 5 of the Wylfa Newydd Code of Construction Practice, submitted at Deadline 5 (12 February 2019), as follows:

*“An integrated Distribution Management Asset Tracking System (DMATS) will be used to monitor, manage and control deliveries to site and will likely comprise three elements:*

- a Delivery Booking System;
- a Vehicle Tracking System; and
- an Asset Tracking System.

*A DMATS is a collection of applications contained within a single electronic system designed to monitor, manage and control an entire distribution network efficiently and reliably.*

*The Delivery Booking System will allow Horizon’s contractors and other users requiring delivery of items to site to pre-book entry, typically 24 hours in advance. The Asset Tracking System will enable the tracking of all delivery items (maximising delivery items per HGV), the ability to pinpoint individual items quickly, efficiently and holistically from source to site, and provide accurate information to all contractors as well as clear accountability for material and goods ownership.*

*The DMATS will include appropriate use of technology such as barcoding, Global Positioning System tracking and just-in-time delivery systems and will allow capacity optimisation for HGVs and maximise the efficacy of the overall system.*

*Horizon will monitor freight vehicle movement including HGV numbers and deliveries via the MOLF using the delivery booking system to ensure compliance with the above.*

*There may be exceptional circumstances, for example, adverse weather that disrupts the normal operation of the MOLF, which makes compliance with this difficult. Horizon will prepare contingency arrangements in agreement with IACC and the Welsh Government to manage such events.”*

1.2.2 The DMATS system has the capability to track the movement of HGVs over the Britannia Bridge. However, it is not proposed to restrict the timing of HGVs across Britannia Bridge for the reasons described in the following section.

## **1.3 Potential for Further Restrictions on use of Britannia Bridge by HGVs**

1.3.1 Based on discussions with the Welsh Government on the use of Britannia Bridge, Horizon has further considered the need to limit HGV movements across the Britannia Bridge.

## **1.4 Morning Peak Period**

1.4.1 In the morning peak period (08:00-09:00), the busiest direction for traffic on Britannia Bridge is eastbound i.e. towards the mainland (see Figure 4-7 of DCO Transport Assessment [APP-101]). No traffic capacity issues typically occur in the westbound direction.

1.4.2 During this morning period only a small number of HGVs associated with the Wylfa Newydd DCO Project are expected to travel eastbound towards the mainland.

1.4.3 This is because the earliest time deliveries can start from the Logistics Centre is 07:00. It will then take approximately 30 minutes to reach the WNDA i.e. HGVs will arrive at 07:30.

1.4.4 Given it takes approximately 40-45 minutes to travel from the WNDA to the Britannia Bridge, an HGV would need to be processed to enter the WNDA site, reach the off-loading point, turnaround, and then be processed for departure within approximately 45 minutes (i.e. by 08:15) to enable an HGV to travel across the Britannia Bridge in the eastbound direction before 09:00.

1.4.5 In practice, the time required for a delivery to be unloaded and processed is expected to be longer than 45 minutes – and hence this means HGVs from the Wylfa Newydd DCO Project are not expected to travel eastbound over the Britannia Bridge in the morning peak period.

1.4.6 If an HGV has waited overnight at the WNDA (and this is not anticipated to be a regular occurrence given the potential security issues – in practice HGVs would be directed to wait at the Logistics Centre) then the earliest an HGV could depart would be 07:00. Again, the HGV would have travelled eastbound over the Britannia Bridge before the busiest hour of travel begins at 08:00.

1.4.7 This therefore means that further restrictions on the movement of HGVs to avoid travel in the morning peak period across Britannia Bridge are not considered necessary.

## **1.5 Evening Peak Period**

1.5.1 In the evening peak period (17:00-18:00), the busiest direction on the Britannia Bridge is westbound i.e. towards Anglesey. No traffic capacity issues typically occur in the eastbound direction. During this period HGVs could be travelling towards the Logistics Centre and / or WNDA. The impact of these HGV

movements on the operation of the Britannia Bridge has been assessed in the DCO Transport Assessment [APP-101] with results provided in Table 11-9. The resulting modelled increase in delay of 23 seconds per vehicle in the peak hour of the peak year of construction based on 60% of construction material being delivered via the MOLF is not considered significant and is not considered to require the introduction of further additional mitigation.

- 1.5.2 In addition, it is noted that the expected number of HGVs on the Britannia Bridge in the evening peak hour is approximately 13-14 HGVs per hour per direction.
- 1.5.3 This compares with a flow of 1,800 vehicles per hour in the eastbound direction (see Figure 4-7 of DCO Transport Assessment [APP-101]). The HGVs associated with the Wylfa Newydd DCO Project therefore form less than 1% of the traffic flow on the bridge. In practice, these HGV flows in the evening peak are expected to be less than 13-14 HGVs per hour as HGVs are expected to travel to the Wylfa Newydd Project over a longer period than the 12-hour delivery window and then wait (if required) at the Logistics Centre until their delivery slot. This could further reduce the potential impact of HGV movements on the Britannia Bridge in the evening peak period.
- 1.5.4 All these reasons mean that further restrictions on the movement of HGVs to avoid travel in the evening peak period across Britannia Bridge are not considered necessary.

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