

## **Deadline 8 submission**

### **NACP submission on the provision for Non-motorised Users (NMU) along the A5025/A5**

#### **Update on engagement**

The NACP attended the meeting held on the 15th March 2019 to discuss in detail the concerns that the NACP had expressed, at the January ISH and at Deadline 4 (REP4-031), about provision for NMU travelling along the A5025 / A5. Also in attendance were representatives of the IACC and Horizon.

Subject to receiving written confirmation from the applicant at Deadline 8 and sight of the updated plans the NACP are now content that concerns about the routing of the Copper Trail between Nanner Road and Llanfechell are largely resolved. The applicant's updated proposals now include a continuous, appropriately surfaced, shared use path between Nanner Road and Tregele. It was agreed that the applicant and IACC would inform Sustrans of the line of the route that would, subject to agreement with Sustrans, avoid the need to cross the A5025 at Bwlch and preserve the link via Tregele to Cemaes.

The NACP are also content, again subject to written confirmation at Deadline 8, that the narrowing of two sections of the shared use path at Llanyngchedl are no longer proposed as two additional utility poles are to be relocated.

The NACP are broadly supportive of the arrangements discussed for NMU at the Valley traffic light junction. The NACP would wish to be informed of, and involved in, discussions at the detailed design stage.

Unfortunately, the discussion at the meeting did not resolve the outstanding concerns about sections of the A5025 near Llanfaethlu, and Llanfachraeth where in the NACP's view mitigation for NMU is required. Also, there continues to be disagreement about the adequacy of the NMU mitigation proposed for the section of A5 between the A55 junction and the proposed new roundabout at Valley. To be clear, the NACP do not accept the justification presented by the applicant, during the discussion at the meeting, that no further mitigation for NMU is required. Therefore, the NACP will await the formal, considered, written responses at Deadline 8 from the applicant and IACC and reserve the right to respond more fully in writing at Deadline 9.

#### **NACP's response to the s.106 agreement comments by Horizon at Deadline 7**

Turning to the applicant's document "Wylfa Newydd Project Appendix 1-7 Horizon's Response on s.106 Agreement Matters" and specifically "1.8 Response to NACP: Copper Trail and public rights of way" (REP7-001).

The NACP's submission at Deadline 4 (REP4-031) expressed detailed concerns about the proposed provision and also a lack of provision for NMU not only close to the WNDA, but also at specific locations along the A5025 and a very small section of the A5. To reiterate, the NACP are, subject to the written confirmation noted above, content with the arrangements for the Copper Trail near the WNDA and the associated signage and marketing funding noted in the s.106. The NACP also note that the cost of the proposed shared use path between Nanner Road and Tregele is at the applicant's expense.

Furthermore, the applicant's Public Rights of Way (PRoW) and associated s.106 proposals during construction are not in dispute. The NACP also broadly support the PRoW proposals during operation. However, as the start of operation is now unlikely to be prior to 2030 – 2036 and operation is proposed to last 60 years the NACP will continue to engage with the operator of the Wylfa Newydd Power Station to highlight the potential positive benefits that a 'traffic free' shared

use path route on Horizon owned land between the proposed Visitor Centre and Cemlyn Bay could bring to both the operator and the local community.

Despite the above, inclusion in the s.106 of a reference to "fund walking and cycling improvements to routes near or adjacent to the A5025 between Valley and Wylfa" was only agreed between IACC and the applicant and made available to interested parties very late in examination at Deadline 6 (REP6-005). The March Open Floor Hearing and s.106 discussion the following day was the first opportunity for the NACP to question the proposed structure, phasing and magnitude of this walking and cycling element. It was also the first opportunity to highlight the apparent disparity not only in magnitude but also structure and phasing between what was agreed for NMU provision during the examination of Hinkley Point C and what is currently proposed in the Wylfa Newydd s.106.

Whilst the NACP agree with the applicant that mitigation and the associated costs will vary from project to project the NACP continue to be concerned that when the impact of the lack of provision for NMU along the A5025/A5 HGV route in north Anglesey becomes apparent any action will have to be reactive and sufficient funding may not be available to the IACC without recourse to the public purse.

In summary, if the applicant's written response (at Deadline 8) to NACP's detailed concerns (submitted at Deadline 4) reflect the justifications put forward at the meeting between NACP, Horizon and IACC that no further mitigation for NMU is required then the NACP reserve the right to submit further evidence at Deadline 9.