

# Wylfa Newydd Project A5025 On-line Highway Improvements

## Environmental Report – Volume 3A Appendices



APPLICATION November 2017

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**A5025 On-line Highway Improvements  
Environmental Report  
Volume 3 – Appendix 3.1  
Summary of Assessment Scope**

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## 3.1 Summary of assessment scope

### 3.1.1 Introduction

3.1.1.1 The purpose of appendix 3.1 is to provide an overview of material issues raised during the formal process of scoping the A5025 Highway Improvements and screening the A5025 On-line Highway Improvements, as detailed in section 3.2 of the Environmental Report. It explains how the outcomes of these two stages have been considered in the environmental assessment and where they are reported within the planning application documentation for the Proposed Development.

3.1.1.2 Appendix 3.1 also considers informal scoping of the environmental assessment undertaken by Horizon during the preparation of the Stage Two Pre-Application Consultation preliminary environmental information, following a strategic decision to separate the A5025 Highway Improvements into the A5025 On-line and Off-line Highway Improvements at that time.

3.1.1.3 The scope of the environmental assessment has developed over a period of time and has been influenced by the design-development process, consultation with statutory and non-statutory consultees, and changes to Horizon's consenting approach for the Proposed Development (see chapters 2 and 3 of the A5025 On-line Highway Improvements Environmental Report).

3.1.1.4 Table 3.1-1 presents a summary of the assessment scope for the Proposed Development, as identified during the following stages of the environmental assessment process.

- Scoping of the A5025 Highway Improvements - reported in Horizon's A5025 Highway Improvements Environmental Impact Assessment Scoping Report [RD1] issued 29th June 2015, and the Isle of Anglesey County Council's (IACC) Scoping Opinion [RD2] received 18th December 2015.
- Stage Two Pre-Application Consultation - reported in Horizon's Preliminary Environmental Information Report [RD3], and made available as part of the consultation between 31st August and 25th October 2016.
- Screening of the A5025 On-line Highway Improvements - reported in Horizon's request for a Screening Opinion [RD4] issued 30th August 2016, and the IACC's Screening Opinion [RD5] received 7th October 2016.
- Final environmental assessment of the Proposed Development - as reported in the A5025 On-line Highway Improvements Environmental Report and other supporting reports forming the planning application.

3.1.1.5 Table 3.1-1 also explains:



- the stages in which a particular aspect forming part of the assessment scope was identified and/or considered by Horizon;
- how and where aspects considered in the assessment have been reported and/or addressed by Horizon; and
- where Horizon has elected not to consider an aspect further or include this within the assessment scope, and the reasons for their decision.

3.1.1.6 Appendix 3.1 should be read in conjunction with appendix 3.2, which presents details of the consultation undertaken for the Proposed Development and its influence on the design-development and environmental assessment processes.

**Table 3-1.1 Summary of the environmental assessment scope for the Proposed Development**

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Socio-economics	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>changes in access to commercial and community facilities;</li> <li>creation of employment;</li> <li>land-take and land-use (loss of agricultural land classification);</li> <li>severance to Private Means of Access (PMA);</li> <li>changes in economic activity; and</li> <li>effects on tourism and recreation.</li> </ul> <p>The following aspects were reviewed and scoped out of the assessment:</p> <ul style="list-style-type: none"> <li>effects on local accommodation;</li> <li>increase in cyclists / pedestrians; and</li> <li>effects on public transport.</li> </ul>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>the new primary school at Llanfaethlu;</li> <li>land use along the route, continuation of existing agricultural operations during construction and alternative Private Means of Access (PMA) during operations;</li> <li>undertake an Economic Impact Assessment (including issues such as effects on passing trade and local expenditure);</li> <li>undertake a local employment, procurement and skills plan;</li> <li>effects on agricultural enterprises; and</li> <li>effects on tourism.</li> </ul>	<p>The emerging assessment outcomes reported within part of the Stage Two Preliminary Environmental Information Report (PEIR) considered the following matters:</p> <ul style="list-style-type: none"> <li>land use and land access (to private properties, land holdings and community facilities);</li> <li>economic activity and employment;</li> <li>community severance; and</li> <li>Welsh language and culture.</li> </ul>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR.</p>	<p>The IACC’s Screening Opinion requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>effects on tourism due to the length of the construction period;</li> <li>effects on existing communities and residents to meet their economic and social needs;</li> <li>consideration of the effects on other arterial routes off the A5025;</li> <li>provide a detailed jobs and skills strategy;</li> <li>assess the issues of passing trade; increased / decreased local expenditure; effects on access to facilities, commercial interests or tourist destinations; and</li> <li>effects on visitor traffic during construction.</li> </ul>
<b>A5025 On-line Highway Improvements: Environmental Report (Socio-economics)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>effects on land use (in respect of private property, community land, agricultural land and land identified for future development);</li> <li>effects on land access (in respect of private properties, land holdings and PMAs);</li> <li>effects in respect of community severance (in relation to the separation of people from community services and facilities, such as schools and shops); and</li> <li>effects on economic activity and employment (in respect of the local economy and employment, such as passing trade and local expenditure).</li> </ul> <p>Effects on tourism have been considered in relation to individual tourism businesses, as part of the assessment of effects on land use and access.</p> <p>In 2015, an IACC Framework Contract was established between the IACC Highways Department, in collaboration with Horizon, to engage suitably experienced Highway Construction and Civil Engineering Contractors to procure and implement the A5025 Highway Improvements, to include the Proposed Development.</p> <p>Effects on Welsh language and health have been considered and reported separately from this assessment within a Welsh Language Impact Assessment (WLIA) Report and a Rapid Health Impact Assessment (HIA) Screening Statement respectively; these comprise other reports forming part of the planning application documentation. Information used in this assessment has informed both of these studies.</p>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>effects on development land - as no areas of development land have been identified that would be affected by the Proposed Development;</li> <li>effects on active modes of transport - as improvements to cycling or pedestrian access have the potential to be offset through the reduction in traffic congestion, which would encourage the use of cars and therefore any net effect is unlikely to be significant; and</li> <li>effects on arterial routes off the A5025 - as current traffic flows along the A5025 are low, and with limited available alternative routes to avoid construction works and the employment of appropriate traffic management measures, there would be no effects on socio-economic receptors on arterial routes.</li> </ul> <p>Based on the outcomes of the assessment, no operational effects of the Proposed Development are predicted to occur in relation to community severance, and economic activity and employment interests.</p>		<p>Chapter 4, section 4.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects on:</p> <ul style="list-style-type: none"> <li>land use;</li> <li>land access;</li> <li>community severance; and</li> <li>economic activity and employment;</li> </ul> <p>arising from construction and/or operation of the Proposed Development.</p>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Public access and recreation	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>• effects on non-motorised users (NMU) due to increased traffic / speeds (journey time increase, amenity); and</li> <li>• traffic-related severance and effects on NMU.</li> </ul> <p>The following aspects were reviewed and scoped out of the assessment:</p> <ul style="list-style-type: none"> <li>• views from the road; and</li> <li>• changes to bus services.</li> </ul>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>• clearly reference Public Rights of Way (PRoW), coastal paths, cycleways, numbers and recreational uses of these paths;</li> <li>• school bus services;</li> <li>• proposed primary school provision in the north-west; and</li> <li>• detail and assessment of individual footpaths.</li> </ul>	<p>The emerging assessment outcomes reported within part of the Stage Two PEIR considered the following matters:</p> <ul style="list-style-type: none"> <li>• effects on PRoW and how NMUs use these routes;</li> <li>• effects on journeys made by NMUs in respect of journey times and distances (as a result of the physical change of the road); and</li> <li>• effects of traffic (increase as a result of the Proposed Development) on journeys made by NMUs (severance) including recreational amenity.</li> </ul>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR.</p>	<p>The IACC’s Screening Opinion did not propose anything further in respect of the assessment scope.</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Public access and recreation)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>• effects on the ability of users to physically access the existing PRoW network (in relation to how the Proposed Development could affect crossing points and journeys along the road through diversions, temporary closures and the presence of construction traffic and operations);</li> <li>• effects on users making active travel journeys (in relation to those made for non-recreational purposes and how these could be influenced by changes in journey times, distances, safety and security);</li> <li>• effects on informal recreation facilities such as open space and playgrounds; and</li> <li>• effects on the amenity of recreational features and changes in amenity experienced by user groups.</li> </ul> <p>Effects associated with traffic-related severance, the type and vulnerability of user groups, and current (or assumed) levels of use on the affected PRoW network have been considered as integral components of the above.</p> <p>Effects relating to passenger delays (users of bus services) have been considered as part of the Traffic and Transport assessment.</p>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>• effects on bus services – a review of existing services indicated that passengers would only be temporarily affected (in terms of delays) during construction of the Proposed Development; and</li> <li>• changes to views available from the road – a review of the current views indicated that these would not be markedly different either during or following construction of the Proposed Development.</li> </ul>		<p>Chapter 5, section 5.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects on:</p> <ul style="list-style-type: none"> <li>• the ability of users to physically access the existing PRoW network;</li> <li>• users making active travel journeys; and</li> <li>• informal recreation facilities (including the amenity of recreational features and changes in amenity);</li> </ul> <p>arising from construction and/or operation of the Proposed Development.</p>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Traffic and transport	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>length, duration and amenity of journeys;</li> <li>driver stress; and</li> <li>accidents</li> </ul>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>effects on the surrounding transport network;</li> <li>undertake a full Traffic Assessment;</li> <li>a review of collision data;</li> <li>quantification of the proposed traffic generation associated with the construction and operation of the Power Station;</li> <li>detail proposed mitigation measures to prevent, reduce or offset any adverse effects on the highway network in terms of traffic flows and safety;</li> <li>identify public transport, cycling and walking provisions;</li> <li>data and methodologies for quantifying the existing usage of the A5025 by cyclists, in addition to forecast future demand;</li> <li>potential conflicts between cyclists and HGVs;</li> <li>consideration of active travel;</li> <li>outline Construction Traffic Management Plan (CTMP);</li> <li>effects on residential accesses;</li> <li>Transportation of radioactive waste contained in flasks generated from the decommissioning of the Magnox Wylfa A Power Station; and</li> <li>associated effects of traffic flow disruption due to construction.</li> </ul>	<p>The emerging assessment outcomes reported within part of the Stage Two PEIR considered the following matters:</p> <ul style="list-style-type: none"> <li>effects on driver journey times and amenity;</li> <li>accidents and safety; and</li> <li>driver stress.</li> </ul>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR.</p>	<p>The IACC’s Screening Opinion requested that consideration be given to the effects on other arterial routes off the A5025, including the suitability of alternative routes.</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Traffic and transport)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>effects associated with changes in driver stress (in relation to the contributing factors of stress experienced by road users);</li> <li>effects associated with changes to journey times (in relation to vehicle and bus passenger delays); and</li> <li>effects associated with changes to highway accident risk and safety (in relation to the safety of motorised users and NMUs).</li> </ul> <p>Analysis of existing and future traffic flows associated with the Proposed Development has been undertaken, which form an integral component of the above.</p> <p>Traffic management and control measures (good practice mitigation) that the appointed contractor would be required to employ during construction of the Proposed Development are presented in the A5025 On-line Highway Improvements Code of Construction Practice (see appendix 14.1). The appointed contractor would be required to develop a Construction Environmental Management Plan (CEMP), within which a subordinate CTMP would be developed, to take account of aspects such as the movement of Magnox flasks.</p> <p>Effects associated with existing access arrangements and general disruption during construction have been considered as part of the socio-economics assessment (see chapter 4). Information relating to existing NMU usage and effects on these users (and active travel) has been considered as part of the public access and recreation assessment (see chapter 5).</p>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>the A5025 between the Wylfa Newydd Development Area and Menai Bridge – a review of the accommodation for the construction workforce for the Proposed Development would not be associated with this section of road;</li> <li>arterial routes off the A5025 – a review of the network concluded that limited alternative routes exist;</li> <li>the A5 between Valley and the A55 – a review indicated that surface dressing would only be applied on a very short section of this road; and</li> <li>the A55 – a review indicated that this road is of recent construction and already provides users with a high quality, high capacity, dual carriageway.</li> </ul> <p>A formal Transport Assessment has not been prepared for the Proposed Development, as construction would only generate localised, small scale roadworks on the existing A5025. The quantification of the proposed traffic generation associated with the construction and operation of the Power Station has not been presented within the assessment, as this focuses on the effects of the Proposed Development.</p> <p>The cumulative effect of the Proposed Development in conjunction with other developments comprising the Wylfa Newydd Project is reported within chapter 15 of the A5025 On-line Highway Improvements Environmental Report.</p>		<p>Chapter 6, section 6.4 of the A5025 On-line Highway Improvements Environmental Report presents:</p> <ul style="list-style-type: none"> <li>information relating to changes in existing traffic flows;</li> <li>effects relating to changes in driver stress;</li> <li>effects relating to changes in journey times; and</li> <li>effects relating to changes in highway accident risk and safety; arising from construction and/or operation of the Proposed Development.</li> </ul>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Air quality	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>effects of dust as a result of the construction of the Proposed Development.</li> </ul> <p>The following aspects were reviewed and scoped out of the assessment:</p> <ul style="list-style-type: none"> <li>effects on air quality as a result of changes in traffic emissions during the construction and operation of the Proposed Development.</li> </ul>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>the effects arising during the construction and operation of the Power Station; and</li> <li>the effects on climate change and global warming.</li> </ul>	<p>The emerging assessment outcomes reported within part of the Stage Two PEIR considered the following matters:</p> <ul style="list-style-type: none"> <li>the effects from dust arising as a result of the construction of the Proposed Development.</li> </ul> <p>Modelling and assessment for the following aspects was not undertaken:</p> <ul style="list-style-type: none"> <li>changes in air quality from exhaust emissions, as these would not affect local air quality; and</li> <li>the operation of the Proposed Development would not result in any change in traffic flows, and would not significantly move traffic closer to human receptors.</li> </ul>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR. Information provided as part of the Screening request confirmed that:</p> <ul style="list-style-type: none"> <li>the assessment would consider the potential effects from dust arisings during construction of the Proposed Development;</li> <li>the Proposed Development would be unlikely to exceed the Air Quality Objectives (as a result of exhaust emissions), but that this would be reviewed following further design evolution; and</li> <li>no assessment of operational effects would be required due to the limited shift in horizontal alignment of the A5025 and no changes to existing traffic flows.</li> </ul>	<p>The IACC’s Screening Opinion did not propose anything further in respect of the assessment scope.</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Air quality)</b>					
<b>Aspects scoped into the final assessment</b>		<b>Aspects scoped out of the final assessment (and justification)</b>		<b>Location of the information within the Environmental Report</b>	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>effects associated with construction dust emissions (in relation to potential annoyance to humans or harm to vegetation, through the soiling of surfaces from deposition, and related effects on human health); and</li> <li>measures to control dust emissions (good practice mitigation) that would be employed by the appointed contractor during construction of the Proposed Development are presented within the A5025 On-line Highway Improvements Code of Construction Practice (see appendix 14.1). The appointed contractor would be required to develop a CEMP, within which measures would be defined to address dust and air quality impacts during construction.</li> </ul>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>non-dust related air quality effects during construction - scoping concluded that emissions from plant, machinery and road vehicles, coupled with the short duration of construction works and deployment of good practice construction mitigation measures, would have a negligible effect on local air quality;</li> <li>non-dust related air quality effects during operation - scoping concluded that emissions from road vehicles would be well below the relevant thresholds set in current guidance;</li> <li>air quality effects associated with bend improvements within Section 4 (Bytheicws) - scoping concluded that improvements at this specific location would take operational traffic further away from human receptors; and</li> <li>effects on climate change - scoping concluded that the Proposed Development would not give rise to effects on climate change due to low volume of emissions.</li> </ul> <p>In relation to the potential air quality effects associated with the construction and operation of the Power Station (raised in the Scoping Opinion), this has not been presented within the assessment as this appropriately focuses on the effects of the Proposed Development. The cumulative effect of the Proposed Development in conjunction with other developments comprising the Wylfa Newydd Project is reported within chapter 15 of the A5025 On-line Highway Improvements Environmental Report.</p>		<p>Chapter 7, section 7.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects relating to dust emissions associated with construction of the Proposed Development.</p>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Noise and vibration	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>effects on noise and vibration arising from construction of the Proposed Development.</li> </ul> <p>The following aspects were reviewed and scoped out of the assessment:</p> <ul style="list-style-type: none"> <li>effects on noise and vibration arising from operation of the Proposed Development, due to the minimal extent of change in the horizontal alignment of the A5025.</li> </ul>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>effects arising during the construction and operation of the Power Station; and</li> <li>effects on the tranquillity of the Anglesey Area of Outstanding Natural Beauty (AONB).</li> </ul>	<p>The emerging assessment outcomes reported within part of the Stage Two PEIR considered the following matters:</p> <ul style="list-style-type: none"> <li>effects associated with operational stage of the Proposed Development i.e. traffic-based noise and vibration, due to the horizontal alignment moving outside the existing highway boundary in some locations; and</li> <li>effects associated with construction activities within the Temporary Construction Compound.</li> </ul>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR.</p> <p>Information provided as part of the Screening request confirmed that there could be beneficial effects on operational road noise from the inclusion of Low Noise Road Surfacing.</p>	<p>The IACC’s Screening Opinion requested that a Construction Noise and Vibration Management Plan (CNVMP) be developed as part of the assessment.</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Noise and vibration)</b>					
<b>Aspects scoped into the final assessment</b>		<b>Aspects scoped out of the final assessment (and justification)</b>		<b>Location of the information within the Environmental Report</b>	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>noise and vibration generated by construction activities (in relation to activities such as earth moving, pavement widening, bend improvements and the application of surface dressing);</li> <li>noise from construction plant and equipment (in relation to the temporary pavement recycling facility within the Temporary Construction Compound);</li> <li>noise and vibration generated by vehicles travelling to and from working areas along the A5025 during construction (in relation to vehicles such as workers cars and vans, delivery lorries and dumper trucks); and</li> <li>noise and vibration generated by road traffic (in relation to vehicles travelling on the improved carriageway once operational).</li> </ul> <p>Measures to control noise and vibration (good practice mitigation) that would be employed by the appointed contractor during construction of the Proposed Development are presented within the A5025 On-line Highway Improvements Code of Construction Practice (see appendix 14.1). The appointed contractor would be required to develop a CEMP, within which measures would be defined to address noise and vibration impacts during construction.</p> <p>Potential effects on the tranquillity of the AONB have been considered as part of the landscape and visual amenity assessment within chapter 12 of the A5025 On-line Highway Improvements Environmental Report.</p>		<p>Potential vibration effects from activities within the Temporary Construction Compound have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur as a result of the distance between the site and receptors.</p> <p>Noise and vibration effects associated with the construction and operation of the Power Station have not been presented within the assessment, as this focuses on the effects of the Proposed Development. The cumulative effect of the Proposed Development in conjunction with other developments comprising the Wylfa Newydd Project is reported within Chapter 15 of the A5025 On-line Highway Improvements Environmental Report.</p> <p>A specific CNVMP has not been provided as part of the assessment, as all construction-related good practice mitigation measures that the appointed contractor would be required to implement are presented in the A5025 On-line Highway Improvements Code of Construction Practice (see appendix 14.1).</p>		<p>Chapter 8, section 8.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects relating to:</p> <ul style="list-style-type: none"> <li>noise and vibration within working areas along the A5025;</li> <li>noise within the Temporary Construction Compound;</li> <li>noise and vibration from construction traffic along the A5025; and</li> <li>noise and vibration from operational traffic along the A5025;</li> </ul> <p>arising from construction and/or operation of the Proposed Development.</p>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Surface water and groundwater	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>changes to recharge, water levels, flow direction and rates, and quality;</li> <li>changes to flood risk (including a Flood Consequences Assessment);</li> <li>effects on Water Framework Directive (WFD) water bodies and statutory designated ecological sites; and</li> <li>geomorphological effects due to in-channel works and sediment.</li> </ul> <p>Scoping identified a need to focus the assessment of the Proposed Development on areas of carriageway widening and new pavement construction, new or modified watercourse crossings, installation of / modification to drainage infrastructure, potential links to sensitive ecological receptors and land take within flood zones.</p>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>a need for the Flood Consequences Assessment to cover the entire length of the A5025 Highway Improvements; and</li> <li>effects on private water supplies.</li> </ul>	<p>The emerging assessment outcomes reported within part of the Stage Two PEIR considered the following matters:</p> <ul style="list-style-type: none"> <li>effects on surface water – water quality, water availability, water distribution and flood risk;</li> <li>effects on fluvial geomorphology – erosion, changes in channel conditions;</li> <li>effects on groundwater – occurrence, movement, distribution and properties of groundwater in soils and rocks; and</li> <li>effects on WFD and statutory designated ecological sites.</li> </ul>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR.</p>	<p>The IACC’s Screening Opinion requested that an FCA be undertaken, and a Silt Management Plan be provided (or such provisions included in an alternate plan).</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Surface water and groundwater)</b>					
<b>Aspects scoped into the final assessment</b>		<b>Aspects scoped out of the final assessment (and justification)</b>		<b>Location of the information within the Environmental Report</b>	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>surface water catchments and watercourses (in relation to water quality, water availability, water distribution and flood risk);</li> <li>watercourses in relation to river bed and bank landforms, river deposits and processes such as erosion and deposition associated with the river systems; and</li> <li>groundwater resources and features dependent on groundwater in relation to water level, quality, movement and groundwater recharge.</li> </ul> <p>Scoping identified that the above aspects should be considered in relation to the proposed works within Sections 2, 4, 6 and 8 of the A5025, and the Temporary Construction Compound.</p> <p>Separate assessments (WFD and FCA) have been undertaken; these comprise other reports forming part of the planning application documentation. Information used in this assessment has informed both of these studies.</p> <p>Good practice mitigation that would be employed by the appointed contractor as part of their CEMP during construction of the Proposed Development are presented within the A5025 Highway Improvements Code of Construction Practice (see appendix 14.1).</p>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>effects associated with surface dressing in Sections 1, 3, 5 and 7 - as the extent of works within these sections would be limited and contained within the existing highway boundary; and</li> <li>spillages associated with traffic - as the risk of spillages from traffic along the existing road would not alter post-construction of the Proposed Development.</li> </ul> <p>A Silt Management Plan has not been prepared as part of the assessment. This type of plan would be prepared as a subordinate document to the CEMP by the appointed contractor, in line with the measures for sediment management presented in the A5025 Highway Improvements Code of Construction Practice (see appendix 14.1).</p>		<p>Chapter 9, section 9.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects relating to:</p> <ul style="list-style-type: none"> <li>surface water bodies;</li> <li>fluvial geomorphology;</li> <li>groundwater; and</li> <li>flood risk;</li> </ul> <p>arising from construction and/or operation of the Proposed Development.</p>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Soils and geology	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>• effects on soil quality;</li> <li>• effects on geological features and resources;</li> <li>• contaminated land issues; and</li> <li>• effects on designated sites.</li> </ul> <p>The following aspect was reviewed and scoped out of the assessment:</p> <ul style="list-style-type: none"> <li>• unexploded ordnance.</li> </ul> <p>Scoping identified a requirement to produce the following supporting reports:</p> <ul style="list-style-type: none"> <li>• a Materials Management Plan (MMP); and</li> <li>• a Site Waste Management Plan (SWMP).</li> </ul>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>• soil handling and restoration.</li> </ul>	<p>The Stage Two PEIR did not identify any potential for significant effects on soils and geological resources as a result of the construction and operation of the Proposed Development. Accordingly, a detailed assessment was not undertaken or included in the Stage Two PEIR for this topic.</p>	<p>As a result of the design of the Proposed Development evolving and the inclusion of a Temporary Construction Compound, a soils and geology assessment was reintroduced into the assessment scope as part of the Screening request.</p> <p>The scope included an assessment of effects on soils and geological resources, including the potential loss or degradation of best and most versatile agricultural soils, and effects on designated sites of geological importance.</p>	<p>The IACC’s Screening Opinion requested that a CL:AIRE [RD6] Materials Management Plan, a CEMP, and a Site Waste Management Plan (SWMP) be developed as part of the assessment.</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Soils and geology)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>• soils (in relation to the potential loss or degradation of soil resources);</li> <li>• land contamination (in relation to potential harm to human health and the environment from existing or new contamination); and</li> <li>• materials and waste (in relation to loss of access to geological deposits which have a potentially viable economic value).</li> </ul> <p>Scoping identified that the above aspects should be considered in relation to the proposed works within Sections 2, 4, 6 and 8 of the A5025, and the Temporary Construction Compound.</p> <p>Good practice mitigation that would be employed by the appointed contractor as part of their CEMP during construction of the Proposed Development are presented within the A5025 Highway Improvements Code of Construction Practice (see appendix 14.1).</p>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>• effects associated with surface dressing in Sections 1, 3, 5 and 7 - as the extent of works within these sections would be limited and contained within the existing highway boundary;</li> <li>• sites of geological importance – as they are absent from the study area; and</li> <li>• mineral resources - based upon the extent of the development in relation to the mineral resources present.</li> </ul> <p>The following plans would be produced by the appointed contractor, under the framework of their CEMP and in line with the measures presented within the A5025 Highway Improvements Code of Construction Practice (see appendix 14.1):</p> <ul style="list-style-type: none"> <li>• a materials management plan;</li> <li>• a site waste management plan; and</li> <li>• a soil management strategy.</li> </ul>		<p>Chapter 10, section 10.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects relating to:</p> <ul style="list-style-type: none"> <li>• soils;</li> <li>• land contamination; and</li> <li>• materials and waste;</li> </ul> <p>arising from construction and/or operation of the Proposed Development.</p>	



Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Terrestrial and freshwater ecology	<p>Horizon’s Scoping Report identified limited potential for significant effects to arise from construction and operation of the Proposed Development for this topic.</p> <p>Accordingly, this topic was scoped out of the assessment but noted that protected species would be addressed via relevant protected species licensing regimes.</p>	<p>The IACC’s Scoping Opinion did not make specific reference to the Proposed Development for this topic, but did place emphasis on providing sufficient information (within an appendix) to inform a Habitats Regulations Assessment.</p>	<p>The emerging assessment outcomes reported within part of the Stage Two PEIR did not identify any potential for significant effects on terrestrial or freshwater ecological receptors as a result of construction or operation of the Proposed Development.</p>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR. Information provided as part of the Screening request confirmed that there would be limited potential for effects on receptors (protected species and designated sites). The request noted that the potential risk of causing an offence would be considered as part of a separate report that would form part of the planning application documentation.</p>	<p>The IACC’s Screening Opinion requested that additional information be provided in relation to potential effects on ecological receptors, and requested that a Protected Species Survey Report be provided.</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Terrestrial and freshwater ecology)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>• effects on designated sites;</li> <li>• effects on boundary features (hedgerows, cloddiau and stone walls);</li> <li>• effects on great crested newt (<i>Triturus cristatus</i>); and</li> <li>• effects on otters (<i>Lutra lutra</i>).</li> </ul> <p>Scoping identified that the above aspects should be considered in relation to the proposed works within Sections 2, 4, 6 and 8 of the A5025, and the Temporary Construction Compound.</p> <p>The legal implications of the Proposed Development on these species are considered separately within the A5025 On-line Highway Improvements Protected and Legally Controlled Species Report, which forms part of the planning application documentation.</p> <p>Information relating to ecological (embedded mitigation) proposals is presented within the A5025 On-line Highway Improvements Design Approach and Landscape Strategy, also forming part of the planning application documentation.</p>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>• effects associated with surface dressing in Sections 1, 3, 5 and 7 - as the extent of works within these sections would be limited and contained within the existing highway boundary;</li> <li>• effects on bats, birds, badgers and reptiles - due to the small scale of works, the wider availability of habitat types in the surrounding area and the proposed mitigation measures; and</li> <li>• effects on aquatic ecology - due to the inclusion of a construction buffer along watercourses.</li> </ul>		<p>Chapter 11, section 11.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects relating to:</p> <ul style="list-style-type: none"> <li>• designated sites;</li> <li>• boundary features;</li> <li>• great crested newt; and</li> <li>• otter;</li> </ul> <p>arising from construction of the Proposed Development.</p>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Landscape and visual amenity	<p>Horizon’s Scoping Report identified the following matters as requiring consideration:</p> <ul style="list-style-type: none"> <li>• effects on landscape character; and</li> <li>• effects on visual amenity.</li> </ul> <p>The following aspects were reviewed and scoped out of the assessment:</p> <ul style="list-style-type: none"> <li>• effects on seascape character.</li> </ul>	<p>The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment:</p> <ul style="list-style-type: none"> <li>• effects on the AONB and Special Landscape Area (SLA) designations;</li> <li>• effects associated with lighting/night time, access, road junction and signage modifications, and additional traffic movements;</li> <li>• effects on PRoW, protected features, and Historic Parks and Gardens (including views from old telegraph station north of Carreglwyd Estate, Llanfaethlu); and</li> <li>• a residential visual (amenity) assessment should be undertaken to assess views from residences fronting the A5025.</li> </ul>	<p>The emerging assessment outcomes reported within part of the Stage Two PEIR considered the following matters:</p> <ul style="list-style-type: none"> <li>• effects on the landscape (landscape resource - vegetation and field boundaries, and landscape character – AONB, SLA, Local Landscape Character Areas, Registered Parks and Gardens); and</li> <li>• effects on visual amenity - views of the surrounding area by local people and visitors (including PRoW).</li> </ul> <p>The emerging assessment recorded limited potential for effects associated with operation of the Proposed Development.</p>	<p>Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR.</p> <p>Reference was made in the Screening request to the production of a landscape management plan, which would set out the landscaping strategy for the Proposed Development.</p>	<p>The IACC’s Screening Opinion requested that the assessment considered the potential for:</p> <ul style="list-style-type: none"> <li>• effects on the special qualities of the AONB; and</li> <li>• effects on local landscape character, and public and residential visual amenity.</li> </ul> <p>A request was also made for the landscape assessment to be consistent with the proposed Landscape Management Plan, including the appropriate treatment to new boundaries.</p>
<b>A5025 On-line Highway Improvements: Environmental Report (Landscape and visual amenity)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>• effects on designated landscapes;</li> <li>• effects on landscape character (and features);</li> <li>• effects on visual receptors (in relation to changes in the quality of existing views, taking account of the extent to which the Proposed Development would be visible from surrounding houses, farms, PRoW, local roads and workplaces); and</li> <li>• effects associated with construction lighting during night-time periods.</li> </ul> <p>Effects on the setting of cultural heritage assets have been considered; these are reported in chapter 13 of the A5025 On-line Highway Improvements Environmental Report.</p> <p>Information relating to landscape design (embedded mitigation) proposals is presented within the A5025 On-line Highway Improvements Design Approach and Landscape Strategy, forming part of the planning application documentation. This document includes the landscape masterplans for the Proposed Development which detail the species and planting mixtures to be used, the proposed boundary treatments, and the proposed future maintenance and management regimes that would be implemented, initially by the appointed contractor and then by the IACC as the highway authority.</p>		<p>The following aspects have been discounted from assessment, on the basis that ongoing scoping and assessment work identified limited potential for environmental effects to occur:</p> <ul style="list-style-type: none"> <li>• effects on seascape character and the Heritage Coast – as the Proposed Development would not be visible from the coast; and</li> <li>• residential visual amenity – this type of assessment is normally undertaken for wind energy developments and does not feature within established guidance relating to the assessment of highways projects.</li> </ul> <p>Notwithstanding this, the relevant aspects typically considered in a residential visual amenity assessment have been addressed by way of a visual impact assessment of individual and grouped properties, and through an assessment of intra-development effects (which considers interactions with other topics such as noise) that can affect residential amenity (see chapter 12 of the A5025 On-line Highway Improvements Environmental Report).</p>		<p>Chapter 12, section 12.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects relating to:</p> <ul style="list-style-type: none"> <li>• landscape designations;</li> <li>• local landscape character areas;</li> <li>• visual receptors; and</li> <li>• night-time views;</li> </ul> <p>arising from construction and/or operation of the Proposed Development.</p>	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Cultural heritage	Horizon’s Scoping Report identified the following matters as requiring consideration: <ul style="list-style-type: none"> <li>• effects on archaeological remains;</li> <li>• effects on historic buildings; and</li> <li>• effects on historic landscapes.</li> </ul>	The IACC’s Scoping Opinion confirmed the proposed assessment scope, and requested the following additional matters be considered in the assessment: <ul style="list-style-type: none"> <li>• a buffer area of 500m should be applied in the assessment; and</li> <li>• effects on Capel Soar (Scheduled Monument) should be consideration in the assessment.</li> </ul>	The emerging assessment outcomes reported within part of the Stage Two PEIR considered the following matters: <ul style="list-style-type: none"> <li>• effects on archaeological remains;</li> <li>• effects on historic buildings; and</li> <li>• effects on historic landscapes.</li> </ul> The emerging assessment identified limited potential for effects during the operational stage of the Proposed Development.	Horizon proposed no changes to the scope of the ongoing assessment, as presented in the Stage Two PEIR.	The IACC’s Screening Opinion requested that the assessment considered the potential for effects on Capel Soar, and that appropriate measures be put in place to avoid any direct effects on this Scheduled Monument.
<b>A5025 On-line Highway Improvements: Environmental Report (Cultural heritage)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
The following aspects relating to the Proposed Development have been assessed, and the findings reported in the A5025 On-line Highway Improvements Environmental Report: <ul style="list-style-type: none"> <li>• effects on archaeological remains and their setting (in relation to the material remains of human activity from the earliest periods of human evolution to the present);</li> <li>• effects on historic buildings and their setting (in relation to architectural, designed or other structures with a significant historical value); and</li> <li>• effects on the historic landscape (in relation to the current landscape, whose character is the result of the action and interaction of natural and/or human factors).</li> </ul> The assessment scope includes an assessment of the potential effects on Capel Soar.		No aspects have been discounted from the assessment.		Chapter 13, section 13.4 of the A5025 On-line Highway Improvements Environmental Report presents the predicted effects relating to: <ul style="list-style-type: none"> <li>• archaeological remains;</li> <li>• historic buildings; and</li> <li>• Historic Landscape Types;</li> </ul> arising from construction and/or operation of the Proposed Development.	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Welsh Language Impact Assessment	Horizon’s Scoping Report scoped out effects on the Welsh language as, the A5025 Highway Improvements (in isolation) do not align with the categories defined within the IACC’s Supplementary Planning Guidance (SPG) Planning and the Welsh Language [RD7].	The IACC’s Scoping Opinion accepted the SPG conclusions; however a specific request was made for Horizon to demonstrate that consideration has been given towards the effects of the Proposed Development upon Welsh speaking local communities. The Scoping Opinion also stated that the subject of Welsh language should be considered as a separate topic area.	The emerging assessment outcomes reported within part of the Stage Two PEIR considered the potential for effects on the Welsh language and culture as part of wider assessments of: <ul style="list-style-type: none"> <li>• Socio-economics; and</li> <li>• Cultural heritage.</li> </ul> A WLIA Interim Report for the entire Wylfa Newydd Project was produced and made available as part of the Stage Two Pre-application Consultation.	No specific scope for the ongoing WLIA was presented as part of the Screening request.	The IACC’s Screening Opinion requested that a WLIA specific to the A5025 On-line Highway Improvements be included as part of the environmental assessment.
<b>A5025 On-line Highway Improvements: Standalone Report (WLIA)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
<p>The following aspects relating to the Proposed Development have been assessed, and the findings reported in the WLIA:</p> <ul style="list-style-type: none"> <li>• population characteristics;</li> <li>• quality of life;</li> <li>• economic factors;</li> <li>• infrastructure supply; and</li> <li>• social and cultural aspects.</li> </ul> <p>Consultation with the IACC has also been undertaken to inform the assessment scope and content, specifically in relation to how the contract for the Proposed Development would be procured and delivered (subject to the grant of planning consent).</p> <p>The WLIA draws on information presented in the socio-economic assessment (see chapter 4 of the A5025 On-line Highway Improvements Environmental Report) and the Rapid HIA Screening Statement.</p>		No aspects have been discounted from the WLIA.		The effects on the Welsh language are presented within section 5 of the WLIA Report, which is a separate report forming part of the planning application documentation for the Proposed Development.	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Health Impact Assessment	Horizon’s Scoping Report identified a need for a separate HIA to be prepared, covering the following aspects: <ul style="list-style-type: none"> <li>• traffic effects and effects on existing residents and road users (air pollution, noise and road safety risk);</li> <li>• construction work opportunities;</li> <li>• changes in access and driver delay; and</li> <li>• emergency service response.</li> </ul>	The IACC provided no specific comment in their Scoping Opinion in relation to the proposed HIA scope.	The emerging assessment outcomes reported within a HIA Interim Report for the entire Wylfa Newydd Project, as part of Pre-Application Consultation Stage Two.	No specific scope for the ongoing HIA was presented as part of the Screening request.	The IACC provided no specific comment in their Screening Opinion in relation to the proposed HIA scope.
<b>A5025 On-line Highway Improvements: Standalone Report (Rapid HIA Screening Statement)</b>					
Aspects scoped into the final assessment		Aspects scoped out of the final assessment (and justification)		Location of the information within the Environmental Report	
The following aspects relating to the Proposed Development have been assessed, and the findings reported in a Rapid HIA Screening Statement. The Rapid HIA includes: <ul style="list-style-type: none"> <li>• screening by population group;</li> <li>• screening by determinants of health; and</li> <li>• recommendations.</li> </ul> The scope has been informed by the outcomes of engagement with a Steering Group, established to guide the HIA work for the Wylfa Newydd Project, and applies a proportionate methodology and reporting structure to the assessment of the Proposed Development (which follows that being adopted in other HIAs for the Wylfa Newydd Project).		No aspects have been discounted from the HIA.		The effects on health are presented within section 2 of the Rapid HIA Screening Statement, which is a separate report forming part of the planning application documentation for the Proposed Development.	

Environmental Topic	A5025 Highway Improvements: Scoping Report	A5025 Highway Improvements: Scoping Opinion	Stage Two Preliminary Environmental Information Report: A5025 On-line Highway Improvements	A5025 On-line Highway Improvements: Screening Request	A5025 On-line Highway Improvements: Screening Opinion
Other environmental considerations	<p>The following aspects were reviewed and scoped out of the assessment:</p> <ul style="list-style-type: none"> <li>radiological effects;</li> <li>marine ecology;</li> <li>marine water and sediment quality; and</li> <li>coastal hydrodynamics and geomorphology.</li> </ul>	<p>The IACC's Scoping Opinion requested the following matters be considered in the environmental assessment:</p> <ul style="list-style-type: none"> <li>effects associated with the transportation of Magnox flasks during de-fuelling, and the risk of indirect perceived public or community fear;</li> <li>the type and volume waste arisings, and their storage and management;</li> <li>effects of lighting on residential properties;</li> <li>effects on agricultural land;</li> <li>accidents and mitigation measures; and</li> <li>a description of the sustainable aspects of the Proposed Development and the measures envisaged to prevent, reduce or off-set any significant adverse effects, including global warming (including energy, water and waste management).</li> </ul>	<p>The emerging findings of assessments reported within the Stage Two PEIR were based on a review of the original assessment scope and Scoping Opinion, with refinements made where considered necessary to reflect the scale and nature of the Proposed Development.</p> <p>The assessments were also reflective of available information at the time of publication of the Stage Two PEIR.</p>	<p>The Screening request presented the proposed approach to assessing cumulative effects, and noted the following additional reports as being required as part of the planning application documentation:</p> <ul style="list-style-type: none"> <li>preliminary SWMP;</li> <li>preliminary MMP; and</li> <li>preliminary Soils Management Plan.</li> </ul> <p>Horizon's also provided information on their intended approach to the following, aspects of which fall outside the scope of the environmental assessment.</p> <ul style="list-style-type: none"> <li>HIA;</li> <li>WLIA;</li> <li>Sustainability;</li> <li>Habitats Regulations Assessment; and</li> <li>Waste.</li> </ul>	<p>The IACC's Screening Opinion requested that the following be produced in relation to the Proposed Development:</p> <ul style="list-style-type: none"> <li>Environmental Report, including environmental management plans;</li> <li>Traffic Management Plan(s);</li> <li>FCA;</li> <li>Protected Species Survey and Report;</li> <li>CL:AIRE MMP;</li> <li>CEMP;</li> <li>CNVMP;</li> <li>Silt Management Plan or provisions included in an alternate plan;</li> <li>Landscape Management Plan; and</li> <li>specific information on all waste materials and materials required for the Proposed Development.</li> </ul> <p>The Screening Opinion also made reference to the potential cumulative effects as a result of other developments, including Site Preparation and Clearance (part of the Wylfa Newydd Project).</p>
<b>A5025 On-line Highway Improvements: Environmental Report (various) and Standalone Reports (various)</b>					
<b>Aspects scoped into the final assessment</b>		<b>Aspects scoped out of the final assessment (and justification)</b>		<b>Location of the information within the Environmental Report</b>	
<p>The A5025 On-line Highway Improvements Environmental Report has been prepared by Horizon, based on a series of individual assessment scopes, supported by technical appendices and figures. Horizon has also prepared the following standalone reports and documents that form part of the planning application for the Proposed Development, and which are referred to in the A5025 On-line Highway Improvements Environmental Report:</p> <ul style="list-style-type: none"> <li>FCA;</li> <li>WFD compliance assessment;</li> <li>Protected and Legally Controlled Species Compliance Report;</li> <li>Design Approach and Landscape Strategy;</li> <li>Report to Inform Habitats Regulations Assessment Screening;</li> <li>WLIA; and</li> <li>Rapid HIA Screening Statement.</li> </ul> <p>The potential cumulative effects of the Proposed Development in conjunction with other developments forming part of the Wylfa Newydd Project are presented within chapter 15.</p>		<p>A number of the construction-related management plans identified in the Screening request and Screening Opinion have not been produced. This is because the typical content of such plans is presented in the A5025 On-line Highway Improvements Code of Construction Practice (see appendix 14.1), which would be transposed by the appointed contractor into their CEMP and subordinate management plans.</p> <p>The potential effects associated with the movement of Magnox flasks would be included in the Magnox decommissioning Environmental Statement. The appointed contractor's CEMP would also account for the movement of Magnox flasks, where appropriate.</p>		<p>Refer to the A5025 On-line Highway Improvements Environmental Report and supporting standalone reports forming part of the planning application documentation for the Proposed Development.</p>	

### 3.1.2 References

ID	Reference
RD1	Horizon Nuclear Power. 2015. Wylfa Newydd Project: A5025 improvements - Environmental Impact Assessment Scoping Report.
RD2	Isle of Anglesey County Council. 2015. Scoping Opinion for A5025 highway improvements between Valley and Cemaes.
RD3	Horizon Nuclear Power. 2016a. Wylfa Newydd Project Pre-Application Consultation - Stage Two: Preliminary Environmental Information Report.
RD4	Horizon Nuclear Power. 2016b. Request for screening opinion under Part II of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2016 - Wylfa Newydd Project - A5025 On-line Highway Improvements: Environmental Impact Assessment screening request.
RD5	Isle of Anglesey County Council. 2016. Screening Opinion for A5025 On-line Highway Improvements.
RD6	Contaminated Land: Applications in Real Environments (CL:AIRE). 2011. The Definition of Waste: Development Industry Code of Practice. Version 2.
RD7	Isle of Anglesey County Council. 2007. Supplementary Planning Guidance Planning and the Welsh Language. [Online]. [Accessed 9 September 2016]. Available from: <a href="http://www.anglesey.gov.uk/Journals/public/attachments/69/Planning_and_the_Welsh_Language.pdf">http://www.anglesey.gov.uk/Journals/public/attachments/69/Planning_and_the_Welsh_Language.pdf</a>

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## 3.2 Consultation Summary

### 3.2.1 Introduction

- 3.2.1.1 The purpose of appendix 3.2 is to outline the key comments and issues raised during consultation and engagement in response to the emerging proposals for the A5025 On-line Highway Improvements (the Proposed Development). It shows how the feedback received has informed the design-development process and the scope of the environmental assessment of the Proposed Development.
- 3.2.1.2 The reporting takes the form of a series of tables which capture the main themes emerging from each stage of consultation and engagement, including details of the actions taken by Horizon and how and where the issues have been addressed within the planning application documentation for the Proposed Development.
- 3.2.1.3 Chapters 2 and 3 of the A5025 On-line Highway Improvements Environmental Report describe that the Proposed Development has been subject to a process of design evolution, informed by consultation with statutory and non-statutory stakeholders, iterative environmental assessment and a series of changes to Horizon's consenting approach for the Proposed Development. These processes have influenced the identification and selection of strategic and local highway solutions, the approaches to construction and delivery of the Proposed Development, and the refinement of designs to reduce, where practicable, their potential environmental effects.
- 3.2.1.4 Appendix 3.2 provides details of how these processes have developed through the following consultation stages of the Wylfa Newydd Project and A5025 Highway Improvements, which are outlined in section 2.6 of the Environmental Report:
- Stage One Pre-Application Consultation (September 2014)
  - Associated Development Consultation (July 2015)
  - Wylfa Newydd Project Update (January 2016)
  - Local Planning Consultation (May 2016)
  - Stage Two Pre-Application Consultation (September 2016)
  - Stage Three Pre-Application Consultation (May 2017)
- 3.2.1.5 Key responses from statutory consultees are provided, including the Isle of Anglesey County Council (IACC), Natural Resources Wales (NRW), Welsh Government and Community Councils, together with the main issues raised by non-statutory consultees and members of the public. Where full or summarised consultee responses are presented, these have been selected on the basis that they represent the key themes raised at each stage of consultation.
- 3.2.1.6 Details of the statutory pre-application consultation carried out in accordance with Section 61Z of the Town and Country Planning Act 1990 (the TCPA) and Part 1A of the Town and Country Planning (Development

Management Procedure) (Wales) Order 2012 (as amended), are presented in the Pre-Application Consultation Report, submitted with this planning application.

3.2.1.7 Appendix 3.2 also provides an overview of how the key issues raised at the following stages of the environmental assessment process influenced the consenting strategy for the Proposed Development:

- The IACC's A5025 Highway Improvements Scoping Opinion [RD2] received 18th December 2015.
- The IACC's A5025 On-line Highway Improvements Screening Opinion [RD5] received 7th October 2016.

3.2.1.8 The 'A5025 Highway Improvements' originally comprised both the On-line and Off-line Highway Improvements, which were combined as a single proposal. As set out in section 3.2.3, the approach evolved such that the two elements were separated to enable the On-line Highway Improvements (the Proposed Development) to be consented and constructed first, as Enabling Works for the Wylfa Newydd Project.

3.2.1.9 Finally, appendix 3.2 provides a summary of the key issues raised at topic-based meetings held with the IACC, NRW and other statutory and non-statutory organisations since 2015, including the ways in which these have influenced the design-development and environmental assessment of the Proposed Development.

3.2.1.10 Appendix 3.2 should be read in conjunction with appendix 3.1, which sets out how the outcomes of the formal process of scoping the A5025 Highway Improvements and screening the A5025 On-line Highway Improvements, (as detailed in section 3.2 of the Environmental Report), have been considered in the environmental assessment.

## **3.2.2 Consultation stages**

3.2.2.1 Table 3-2.1 provides an overview of the stages of consultation undertaken throughout the development of the Wylfa Newydd Project and A5025 Highway Improvements, indicating the groups of stakeholders engaged by Horizon at each stage.

3.2.2.2 This includes the formal process of scoping the A5025 Highway Improvements and screening the A5025 On-line Highway Improvements, which have formed an integral part of the evolution of the Proposed Development.

3.2.2.3 Appendix 3.2 focusses on the key stages of consultation, including an overview of the scoping and screening stages of the environmental assessment.

**Table 3-2.1 Consultation stages of the Wylfa Newydd Project and A5025 Highway Improvements**

Stakeholder / Consultation Stage	Dates	IACC	Public	Land Owners	Other Statutory Consultees (e.g. NRW)
Stage One Pre-Application Consultation	Sep-Dec 2014	X	X	X	X
EIA Scoping Opinion Request (A5025 On-line and Off-line Highway Improvements)	July 2015	X			X
Associated Development Consultation	July 2015	X	X	X	X
EIA Scoping Opinion received from IACC (A5025 On-line and Off-line Highway Improvements)	Dec 2015	X			X
Wylfa Newydd Project Update	January 2016	X	X	X	X
A5025 On-line Highway Improvements and Site Preparation and Clearance Consultation	May 2016	X	X	X	X
Stage Two Pre-Application Consultation	Sep-Oct 2016	X	X	X	X
EIA Screening Opinion Request (A5025 On-line Highway Improvements)	August 2016	X			X
EIA Screening Opinion received from IACC (A5025 On-line Highway Improvements)	October 2016	X			X
Stage Three Pre-Application Consultation	May-June 2017	X	X	X	X
Section 61Z Pre-Application Consultation (A5025 On-line Highway Improvements)	August 2017	X	X	X	X

### ***Stage One Pre-Application Consultation (September 2014)***

- 3.2.2.4 In accordance with the requirements of the Planning Act 2008, the Wylfa Newydd Project was widely consulted on in late 2014, during the Stage One Pre-Application Consultation. This consultation engaged with both statutory and non-statutory consultees and the local community in order to share early Project proposals and seek feedback and views.
- 3.2.2.5 Exhibition events were held at venues across the Isle of Anglesey, where information about the Wylfa Newydd Project and proposed highway and transport improvements was made available, providing an opportunity for people to meet the experts from the Horizon team and discuss the proposals to alleviate their concerns. Welsh speakers were available to ensure all the events could be fully utilised by all community members.
- 3.2.2.6 The Stage One Pre-Application Consultation materials were prepared in accordance with both statutory requirements and guidance from the Department for Communities and Local Government, in order to build on Horizon's engagement activities up to that point. The aim was to share the information available at the time in order to promote an open and ongoing dialogue with Horizon's key stakeholders and the community, at a stage in the Project's development where feedback could influence design proposals.
- 3.2.2.7 This provided the first formal opportunity to present options for potential highway improvements to the A5025, which had evolved through a conceptual design process and options development between 2011 and 2014, as set out in chapter 2 of the Environmental Report. Potential On-line and Off-line Highway Improvements were presented as part of the Stage One Pre-Application Consultation materials, for the stretch of the A5025 between Valley and the Wylfa Newydd Development Area. The purpose was to invite feedback in response to the proposals which sought to alleviate the constraints and deficiencies of the A5025 from Valley to Wylfa, such as tight bends, poor visibility and narrow carriageway alignments.
- 3.2.2.8 The proposals comprised options to bypass local communities and to improve existing bends along the A5025, which subsequently formed the A5025 Off-line Highway Improvements.
- 3.2.2.9 The potential On-line Highway Improvements presented as part of the consultation included localised surface treatments, enhanced carriageway marking and signage, localised widening and re-alignment of the carriageway where necessary.
- 3.2.2.10 The comments received from statutory consultees, non-statutory consultees and members of the public focused predominantly upon the proposed A5025 Off-line Highway Improvements. The comments indicated general support for the proposals and the need for road improvements. Along with this support however, consultees noted numerous concerns and offered a variety of suggestions.

3.2.2.11 Table 3-2.2 presents the key comments and issues considered to be relevant to the Proposed Development, including the actions taken by Horizon to further develop the options for improvements to the A5025.

**Table 3-2.2 Key comments and issues raised during the Stage One Pre-Application Consultation**

<b>Stage One Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>We welcome transport proposals that limit the disruption on the road network and reduce impact on communities as well as actions to encourage travel by sustainable modes. (IACC)</p> <p>The A5025 certainly needs a vast amount of work done to it to make it safe. (Public comment)</p> <p>The traffic is awful now going to and from Wylfa. Numerous accidents so any plans to make the roads safer and less bends in the road and less traffic (or more traffic control) is a good thing. (Public comment)</p> <p>I think the road improvements along the A5025 are vital. It is a road that my family use daily and I think more overtaking section is a good thing, to make it safer and avoid frustrated motorists. (Public comment)</p>	<p>Horizon proposes to deliver a series of On-line and Off-line Highway Improvements (collectively termed the A5025 Highway Improvements) between Valley and the proposed Power Station Access Road Junction as part of its wider transport strategy for the Project. The objectives are to:</p> <ul style="list-style-type: none"> <li>• upgrade the route, both in terms of standard of construction and road geometry, such that it can support increased levels of traffic, and improve safety and accessibility;</li> <li>• ensure that all relevant abnormal loads can pass along the full length of the A5025;</li> <li>• reduce any potential increase in road accident risk;</li> <li>• reduce any adverse impacts on local communities;</li> <li>• reduce any adverse impacts on the environment; and</li> <li>• seek opportunities where possible to achieve improvements for local communities and the environment through road design measures.</li> </ul>
<p>The over specification of highway improvements may be premature. Whilst those identified may well be found to be appropriate, they are predicated upon the location of associated development within identified areas of search. Elsewhere the Preliminary Environmental Information (PEI) stresses that proposals are at an early stage and it is queried whether the specified improvements may prejudice decisions concerning the location of the associated development. Further work is required to specify the nature, quantum, location and distribution of this development as well as the specified study area to the Transport Assessment. Only after such clarity is available can the necessary highway works be agreed with the relevant highway authority. (IACC)</p>	<p>Construction of the Power Station would require very substantial transport needs for materials, large components and staff. Studies undertaken by Horizon in 2010–2011 identified that the stretch of the A5025 between Valley and the proposed Power Station Access Road Junction has physical and operational constraints in relation to its width, alignment, overtaking opportunities and surfacing condition (see chapter 2 of the Environmental Report).</p> <p>As a result of these studies, Horizon has committed to improve this section of the A5025 in order to mitigate the</p>

<b>Stage One Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>The proposed road improvements should not be classified as community benefits since they are a requirement of the Project for the transport of materials to and from the Power Station Site. (Llanbadrig Community Council)</p>	<p>predicted impacts of increased traffic associated with construction activities that would be undertaken at the Wylfa Newydd Development Area, and from operational Power Station traffic, that would travel along this part of the highway network. Consequently, the proposed A5025 On-line Highway Improvements would be considered as embedded mitigation as part of the Wylfa Newydd Project proposals. Without improvement, increases in traffic could result in further deterioration of the pavement, increased delays for road users, potentially increased accident risk and nuisance for local communities along the route.</p>
<p>The consultation only mentions localised improvements to the A5025 and not full reconstruction of the highway, or details such as future proofing the highway improvements, or handover arrangements following construction. More information is required to ensure the lifespan of the road can be secured beyond the construction phase. (IACC)</p>	<p>Studies into the condition of the existing carriageway were undertaken in 2015, which identified a need for strengthening of the existing pavement of the highway in order to sustain future traffic use. This led to the addition of pavement reconstruction works as part of the proposals within Sections 2, 4, 6 and 8 of the On-line Highway Improvements. The proposed construction methodology includes inspection operations and handover of the improved section of the A5025 (from Valley to the Power Station Access Road Junction) to the IACC as the highway authority for future operation and maintenance. Handover of the works from the contractor to the IACC would take place at the end of the contract period, in accordance with the approach presented in the A5025 On-line Highway Improvement Code of Construction Practice, submitted with this planning application.</p>
<p>There is a lack of reference to the maintenance of the A5025, particularly if regularly used by Heavy Goods Vehicles (HGVs) and buses,</p>	<p>Following the handover of the works from the contractor, the IACC would be responsible for the long term inspection, maintenance and repair of</p>

<b>Stage One Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>which could cause significant damage to the road infrastructure.</p> <p>As a result, without sufficient maintenance, the legacy could be more of a burden on the authority to carry out repairs to the road. (IACC)</p>	<p>the highway pavement, structures and footways, and the maintenance of the landscaping, planting and attenuation ponds.</p> <p>Discussions are well advanced with IACC regarding these arrangements, to be agreed and secured via legal agreement.</p>
<p>Ensure there is funding to maintain the new roads for the future. (Mechell Community Council)</p> <p>Concern was expressed about who would maintain the roads and any improvement associated with the Project, and who would pay for this maintenance. Other respondents noted that Horizon should provide funding to the IACC to help maintain the roads. (Public comments)</p>	<p>All construction costs would be met by Horizon, but once operational, it is anticipated that the new sections of highway (the A5025 Off-line Highway Improvements) would be adopted by the IACC, as the local highway authority, who would be responsible for future maintenance. This would include maintenance of the A5025 On-line Highway Improvements once completed.</p>
<p>The North Wales Fire and Rescue Service (NWFRS) welcomes the proposals for improvements to the road network between Valley and the Wylfa Newydd Site, but these need to ensure that road safety is not compromised.</p> <p>There is insufficient information and data on the nature and volume of materials and resources to be transported by road, the size, type and number of vehicles being utilised, the hours of operation of these vehicles and the number of journeys per day to be made by these vehicles.</p> <p>An increase in road traffic coupled with a workforce who may be unfamiliar with the area and therefore the roads, increases the risk of collision and therefore demands upon the Fire and Rescue Service and other emergency services. Arrangements and plans for mitigation of this would be welcomed. (NWFRS)</p> <p>The associated infrastructure developments relating to the main site, subsidiary locations and the critical highway infrastructure such as the A5025 and others, could impact on the Trust's ability to reach patients in need within a reasonable time frame thus affecting clinical outcomes of patients and achieving our key</p>	<p>The comment refers to the overall traffic impacts of the Wylfa Newydd Project, but in relation to the Proposed Development, chapter 6 of the Environmental Report provides an assessment which has sought to identify and evaluate the potential effects on traffic and transport receptors arising from changes to the current conditions and/or traffic flows on the A5025. The assessment has considered:</p> <ul style="list-style-type: none"> <li>• changes in driver stress;</li> <li>• changes in journey times; and,</li> <li>• changes in highway accidents and safety.</li> </ul> <p>The assessment shows that during construction, the percentage change in traffic flows would increase between 4-7%, which represents an increase of less than 10% (referencing the Guidelines for the Environmental Assessment of Road Traffic (the IEA Guidelines)), which is within normal daily flow variation. This would result in a short term slight adverse effect on driver stress, journey times, highway accidents and road safety during construction, with</p>



<b>Stage One Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>performance indicators relating to attendance and patient experiences. (Welsh Ambulance Services NHS Trust)</p> <p>We are rather concerned about the volume of traffic that will be using the A5025 during the construction period, especially between Treglele and Valley. (Public comment)</p>	<p>slight beneficial effects once the improved road becomes operational.</p> <p>The proposed works will improve road safety and capacity to accommodate increased traffic flows associated with the Wylfa Newydd Project and will benefit all road users.</p>
<p>Improvements to the A5025 will reduce travel times, which is relevant to the location of worker accommodation. (Conwy Borough Council)</p>	<p>A Site Campus will be applied for as part of the Development Consent Order application, providing accommodation for construction workers. This is proposed to be located within the Wylfa Newydd Development Area, to be accessed via the A5025. It is intended that the Site Campus will replace all previously proposed sites for temporary workers' accommodation.</p>
<p>Any road improvements should be implemented early to maximise the benefit to the local area during construction. Similarly, any road improvements required for the Project should not be considered a legacy benefit, as they are part of the Project design. (Public comment)</p> <p>The road network is definitely in need of something along the lines of the proposed improvements. I see no issues with the proposed improvements, provided they are implemented in a timely fashion to gain maximum benefits to the local areas during the construction. (Public Comment)</p>	<p>Subject to the granting of planning permission, construction of the Proposed Development is expected to last for a period of 66 weeks. Construction operations within Sections 2, 4, 6 and 8 would be undertaken at the same time in order to reduce the total duration of disruption on the highway network. The application of surface dressing to Sections 1, 3, 5 and 7 would then commence for a period of four weeks.</p> <p>The intention would be to commence the A5025 Off-line Highway Improvements following completion of the A5025 On-line Highway Improvements, subject to achieving development consent.</p>
<p>If the A5025 is widened, this would encourage additional traffic and lorries, creating further hazards, and straightening the A5025 would naturally increase speeds, making it more dangerous. (Public comment)</p> <p>There is a risk that an improved A5025 will encourage speeding. Consideration should be given to imposing a 50mph maximum speed limit on sections of the Valley to Wylfa road</p>	<p>Current speed limits would not be amended as a result of the proposed works. A speed limit of 60mph has been assumed throughout Sections 2, 4, 6 and 8 except through settlements and villages, where speed restrictions would apply for safety reasons. All speed limits along the A5025 will be reassessed by IACC Highways following completion of the A5025 On-line Highway</p>

<b>Stage One Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>where increased traffic density is likely to cause accidents. (Public comment)</p> <p>By straightening the road it appears that you will be creating more of a 'race track' than the road currently is. I thought the number of accidents on the A5025 was at quite a high level already. (Public comment)</p>	<p>Improvements, to determine whether a review of speed limits or additional road safety measures would be required.</p> <p>Chapter 6 of the Environmental Report indicates that once operational, drivers travelling along the A5025 would experience improved journey conditions associated with a higher quality route and surfacing, better forward visibility and higher and more consistent road speeds without compromising safety. The improvements would serve to help reduce the risk of accidents involving motorised road users and Non-Motorised Users (NMUs)</p>
<p>Bicycle lanes and the safety of cyclists must also be considered. (Gwynedd County Council)</p> <p>I am a keen cyclist and sometimes feel I am taking my life into my own hands by cycling along the A5025 to get to Valley or Cemaes. I would support reduced speed limits, traffic flows at certain times (after the morning rush) and a thorough review following the start of the project. (Public comment)</p>	<p>Horizon has held meetings with IACC, Sustrans and other cycling organisations to investigate the potential for the introduction of dedicated cycle lanes as part of the A5025 Highway Improvements.</p> <p>It was not considered practicable to create long sections of cycle path alongside the A5025, however provision for recreational cycling has been included as part of the proposals, such as linkages for the National Cycle Network which cross the A5025 in this area.</p> <p>It was resolved that provision would be made within the design of the Proposed Development to provide connectivity for existing cycle routes that crossed the A5025. For instance, in Section 2, a new off-road section of 2m–3m wide cycleway is proposed, in order to maintain connectivity on National Cycle Network (NCN) Route 5, as well as a new 2m wide segregated cycle path on the western side of the A5025 between Nanner Road and the Wylfa Newydd Development Area for NCN Route 566.</p> <p>In addition, parts of the verge within Section 8 would be widened in advance of a potential permanent diversion for NCN Route 566 in this</p>

<b>Stage One Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
	<p>location (which would be undertaken as part of the Project).</p> <p>Cycle provision has been considered throughout the design of the A5025 Off-line Highway Improvements, which include cycle lane provision as part of new roundabouts, cycle junctions and cycle crossing points.</p>
<p>Support the proposed bypasses and road straightening at Llanfachraeth, Llanrhyddlad and Llanfaethlu but concerned that access to the A5025 may become difficult for local residents due to increased traffic. (Tref Alaw Community Council)</p> <p>Improvements to the A5025 will be welcomed. Personal access is our concern. (Public Comment)</p> <p>I would welcome an explanation of how I am to safely enter and exit my property with these proposed changes. (Resident north of Llanfachraeth)</p>	<p>A series of measures are proposed to ensure that any concerns associated with access to individual and private properties and landholdings have been addressed.</p> <p>Existing arrangements at junctions and Private Means of Access (PMA) affected by the improvements would be modified, where necessary, to improve visibility and safety for occupiers and visitors of residential properties and businesses accessed from the A5025.</p>
<p>Any floodplain loss as a result of the highway improvements should be compensated and the use of sustainable drainage principles for the highway drainage network is suggested. (NRW)</p>	<p>Sections 2, 4, 6 and 8 of the Proposed Development all have some risk of fluvial flooding at river crossings. In Section 2, there are additional fluvial flood risks associated with the crossing of the Afon Alaw floodplain. Surface water flood risk is confined to the river floodplains at crossing points, except within Section 6, where there are several small areas near Bryn Awel with low surface water flood risk shown along the line of the road on NRW flood risk maps (see the A5025 On-line Highway Improvements Flood Consequences Assessment for further details).</p> <p>Drainage has been designed to address the minor increase in impermeable areas associated with widening proposals. This has been developed on the principle that any new infrastructure matches the existing system, wherever possible, with new drainage components</p>

Stage One Pre-Application Consultation	
Key issue raised	Response/Action taken
	installed as required (see section 2.7, chapter 2 of the Environmental Report for a description of the drainage proposals).
Highway improvements should include biodiversity improvements and appropriate management. (Conwy County Borough Council)	<p>The Design Approach and Landscape Strategy provides details of the proposed landscaping incorporated into the design of the Proposed Development, which includes:</p> <ul style="list-style-type: none"> <li>• Species-rich grassland with herb species to naturally develop biodiversity interest over time, including valuable habitat for invertebrates.</li> <li>• Native hedgerows/with trees to create low maintenance, biodiversity enhancing hedgerows trimmed and shaped to promote thickening of the hedgerow and maximise foraging and breeding resources for birds, bats, great crested newts and invertebrates.</li> <li>• Blocks of native shrubs to provide filtering of views towards the proposed attenuation ponds and a foraging, nesting and shelter resource for a range of native fauna.</li> <li>• Marshy grassland around attenuation ponds with herb species to provide biodiversity interest, capable of withstanding intermittent wetter conditions. This would include marginal planting provided on attenuation pond shelves (to be included at the detailed design stage) to integrate these features into the landscape and provide biodiversity interest.</li> </ul>
<p>It needs to encompass the roads of travel to work including the A5025 to Amlwch. (Gwynedd County Council)</p> <p>Despite the measures proposed there is bound to be a significant increase in road traffic to the East on the A5025 between Amlwch and Wylfa. This stretch is already busy when staff are travelling to and from Wylfa A and there is</p>	<p>In association with the Wylfa Newydd Project, Horizon has investigated the A5025 highway alignment between Amlwch and Cemaes, to determine any existing deficiencies and identify whether improvements would be required to improve the safety of the A5025 in this area. This has involved modelling the alignment to provide an</p>

<b>Stage One Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>significant local traffic to Holyhead. Some improvements on this section are necessary, particularly at the Betws bends where some realigning would be an advantage. (Public Comment)</p> <p>Although you have plans to make slight improvements to the A5025 between Cemaes and Valley, unless the traffic is strictly controlled, this road would become problematic for local traffic as there are very few passing places on this particular stretch. (Public comment)</p>	<p>overview of the existing horizontal and vertical alignment and analysing existing traffic flows and accident data. The traffic flow analysis indicates that this section of the A5025 is running under capacity and any increase in traffic as a result of the Wylfa Newydd Project will be well within theoretical capacity.</p> <p>The transport assessment presented in the Environmental Report for the Proposed Development concludes that there would be a negligible magnitude of change to traffic flows along the route of the A5025 On-line Highway Improvements between Valley and the Power Station Access Road Junction, as a result of the Proposed Development. The use of the A55, A5 and A5025 by contractors to access the construction working areas will ensure that movements along that section of the road are kept to a minimum.</p>
<p>Country lanes in areas near the A5025 must also be considered. People will be using these to travel from different parts of the island to the car parks. Narrow lanes near to the A5025 need to be improved (e.g. the road in Treglele). (Gwynedd County Council)</p> <p>While selection of the A5025 as the main access corridor is reasonable, the road proposals do not address a likely increase in traffic on other roads. (Mechell Community Council)</p> <p>The principles are sound, but do not address significant road safety issues concerning roads in and around Treglele. Specifically, the road connecting the A5025 to Llanfechell &gt; Llannerchymedd &gt; Llangefni. (Public comment)</p>	<p>In relation to potential effects on arterial routes off the A5025, a review of current traffic flows along the A5025 confirmed these to be low (see chapter 6 of the Environmental Report). Further, a review of the highway network indicated that there are few alternative routes available for people to avoid construction works along the A5025, and that these would be appropriately managed using good practice traffic management measures set out in the A5025 On-line Highway Improvements Code of Construction Practice to minimise disruption to journeys.</p>
<p>The road upgrades that have been proposed are a must for this project to go ahead and I'm all for it. I'm concerned living in Treglele as traffic is going to increase greatly on a road that</p>	<p>The comment refers to the overall traffic impacts of the Wylfa Newydd Project, but in relation to the proposed A5025 On-line Highway</p>

Stage One Pre-Application Consultation	
Key issue raised	Response/Action taken
is very busy. Pulling out from our estate can be tricky due to visibility as it is. I feel there is improvements that need to be made in Tregele whether that be a by-pass or traffic calming measures. (Public Comment)	Improvements, the condition of the road surface through Tregele, from the proposed Power Station Access Road Junction to the existing Magnox Power Station entrance, will be monitored during the construction stage to determine whether any improvements or repairs would be required.

### ***Associated Development Consultation (July 2015)***

- 3.2.2.12 In response to feedback received from the Stage One Pre-Application Consultation, and in order to progress the design, Horizon refined the Associated Development proposals through the first half of 2015.
- 3.2.2.13 The July 2015 Consultation was the first series of events to be held after the Stage One Pre-Application Consultation and comprised targeted consultation, particularly for local authorities and the local communities of Anglesey.
- 3.2.2.14 Information was distributed directly to all Anglesey households in the form of a special edition newsletter providing an update on emerging proposals for the Associated Development.
- 3.2.2.15 The consultation included details of the A5025 Highway Improvements which had progressed through further design-development in 2015, including studies into the condition of the existing road surface between Valley and the proposed Power Station Access Road.
- 3.2.2.16 The newsletter invited residents to attend staffed events of their choice from a selection of five locations at which a 3D interactive visualisation of the A5025 Off-line Highway Improvements was available, together with aerial photographs overlain with the highway improvements, an indicative timeline for construction of the Power Station and illustrative layouts for Associated Development
- 3.2.2.17 Feedback was invited in response to nine consultation questions presented in various formats (comments forms, i-Pads and via Horizon's website) at the July 2015 consultation events.
- 3.2.2.18 A proportion of the questions were specific to the A5025 Off-line Highway Improvements, such as testing design options for a bridge or T-junction within Llanfachraeth and proposals for cycling provision at Valley.
- 3.2.2.19 Options for improvements to cycling near to the Power Station Site were also presented, particularly the Copper Trail, with a question to ask whether cyclists would prefer to use Nanner Road across to Llanfechell; or use Nanner Road and along the A5025 before taking the road through Tregele. This invited a 25% preference to routing cyclists along Nanner Road across to Llanfechell, with 16% preferring to follow Nanner Road

and along the A5025 to the site, before taking the road through Tregel. The majority did not answer the question (32%), but 26% provided other suggestions, such as a dedicated cycle path.

- 3.2.2.20 One of the questions related specifically to the preferred strategy of traffic management during the A5025 improvements works. Respondents were given the options of either single carriageway closures managed with traffic lights (less disruptive on a daily basis but a longer overall construction timeline) or closure of the A5025 (most disruptive on a daily basis but a shorter overall construction timeline). The majority (56%) preferred that traffic was managed by single carriageway traffic lights rather than closure of the A5025 (29% of respondents), which may be more disruptive. This approach has been adopted for incorporation in the contract tender package.
- 3.2.2.21 The majority of the general comments regarding the proposed A5025 Highway Improvements focused on the potential impacts of the A5025 Off-line Highway Improvements on the residential amenity of existing properties and measures to avoid rat-running through villages.
- 3.2.2.22 Road safety and potential increases in the volume and speed of traffic on the A5025 following the road improvements were raised as important issues, including the difficulty of pulling out of driveways onto the fast-moving new and improved road sections.
- 3.2.2.23 One open-ended question offered respondents a chance to raise other issues. Those responses of relevance to the Proposed Development are summarised in table 3-2.3 below.

**Table 3-2.3 Key issues raised during the July 2015 consultation relating to the A5025 On-line Highway Improvements**

July 2015 consultation	
Key issue raised	Response/Action taken
The A5025 northwards from Valley crossroads should be made a one-way system to the point where the proposed new road joins the A5025. (Public comment)	It is proposed that this section of the A5025 would be surface dressed as part of the A5025 On-line Highway Improvements.  Horizon is currently reviewing the proposed layout of the Valley junction as part of the A5025 Off-line Highway Improvements.
Vehicles emerging from private driveways onto the A5025 should be made safe from oncoming traffic, particularly if traffic speed increases. (Public comment)	The Proposed Development includes proposed modifications to a number of existing PMA arrangements and junctions affected by widening, with the radius of some bends modified to improve safety and forward visibility. Boundary treatments, walls and hedges would be aligned to provide better visibility.

<b>July 2015 consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>Bad bends on all areas of the road should be smoothed out, not just at the very sharp bends already being addressed. (Public comment)</p>	<p>Reconstruction and widening of the existing highway pavement would be undertaken within Sections 2, 4, 6 and 8. The improvements have been designed to follow the existing horizontal and vertical alignment of the existing carriageway wherever possible. Widening would be undertaken to provide a minimum cross-section (width) of 7.3m, comprising a carriageway width of 6.7m and a 0.3m wide hardstrip on either side of the paved area. Additional widening would be provided on some existing bends to enable HGVs to pass safely.</p>
<p>Speed limits along the A5025 should be reduced from de-restricted to 40-50 mph. (Public comment)</p>	<p>Speed limits on highways are set by the local highways authority under separate legislation. A speed limit of 60mph has been assumed throughout Sections 2, 4, 6 and 8 except through settlements and villages, where speed restrictions would apply for safety reasons.</p> <p>All speed limits along the A5025 will be reassessed by IACC Highways following completion of the A5025 On-line Highway Improvements, to determine whether a review of speed limits or additional road safety measures would be required.</p>
<p>Concern regarding the increase in volume and speed of traffic on the A5025, particularly with the improvement of the road surface. There have been a high number of accidents outside our property which has a communal entrance with other properties. There is a slight bend in the road where the majority of accidents seem to have taken place. High speed, coupled with increased traffic will only compound/increase the risk.</p> <p>We are concerned about volume and speed of traffic past our driveway - it is already a problem turning right when the road is busy. Visibility is restricted by the bend and hill. What will the speed limit be? (Public comments)</p>	<p>The traffic and transport assessment set out in chapter 6 of the Environmental Report, shows that during construction of the Proposed Development, the percentage change in traffic flows would increase between 4-7%, which represents an increase of less than 10% (referencing the IEA Guidelines), which is within normal daily flow variation.</p> <p>The assessment indicates that once operational, drivers travelling along the A5025 would experience improved journey conditions associated with a higher quality route and surfacing, better forward visibility and higher and more consistent road speeds without compromising safety. The</p>



July 2015 consultation	
Key issue raised	Response/Action taken
<p>I am concerned that increased traffic along the A5025 between Tregelle and Cemaes Bay will cause further damage to my field walls which are already deteriorating because of increased levels of traffic.</p> <p>Request for improvements to the A5025 in the Amlwch direction from the Wylfa Newydd site, as well as improvements from Valley. (Public comments)</p>	<p>improvements would serve to help reduce the risk of accidents involving motorised road users and Non-Motorised Users (NMUs).</p> <p>In association with the Wylfa Newydd Project, Horizon has investigated the A5025 highway alignment between Amlwch and Cemaes, to determine any existing deficiencies and identify whether improvements would be required to improve the safety of the A5025 in this area. This has involved modelling the alignment to provide an overview of the existing horizontal and vertical alignment and analysing existing traffic flows and accident data. The traffic flow analysis indicates that this section of the A5025 is running under capacity and any increase in traffic as a result of the Wylfa Newydd Project will be well within theoretical capacity.</p> <p>The transport assessment presented in the Environmental Report for the Proposed Development concludes that there would be a negligible magnitude of change to traffic flows along the route of the A5025 On-line Highway Improvements between Valley and the Power Station Access Road Junction, as a result of the Proposed Development. The use of the A55, A5 and A5025 by contractors to access the construction working areas will ensure that movements along that section of the road are kept to a minimum.</p>
<p>My house is on the side of the A5025 just outside Llanrhuuddlad. I am concerned the extra traffic is going to considerably increase the traffic noise levels in our house. I would appreciate some kind of noise reducing hedge or similar.</p> <p>Would mitigation be provided for properties effected by the increased volume and speed of traffic using the A5025, such as noise attenuation, double glazing, etc. (Public comments)</p>	<p>Based on the estimated traffic flows during the construction and operation of the Proposed Development, the noise and vibration assessment presented in chapter 8 of the Environmental Report, concludes that the effects on receptors in close proximity to the proposed works would not be significant.</p> <p>In terms of potential mitigation, it is expected that the contractor would apply to the IACC for an agreement under Section 61 of the Control of</p>

July 2015 consultation	
Key issue raised	Response/Action taken
	<p>Pollution Act 1974 for all construction works. This will include agreement on hours of working and adherence to specified working practices and conditions to limit noise and vibration.</p> <p>Temporary hoardings would be erected around the perimeter of the Temporary Construction Compound to limit noise impacts throughout the construction works.</p> <p>Low-noise road surfacing, comprising a thin surface course material incorporating 10mm aggregate, would be applied to reduce the effects of noise associated with future traffic flows along the highway (these being associated with the construction and future operation of the Power Station).</p>
<p>Are there plans for Horizon to compensate the people living along the A5025 for the additional traffic and upset created by this development?</p> <p>Concern regarding the reduction in property values, making property almost unsaleable. (Public comment)</p>	<p>Any blight and compensation for the highway improvements would follow a statutory process. Horizon appreciates that building the Power Station will be a large-scale project carried out over a long period of time with certain disruptions for existing residents. In response to feedback from Horizon's Neighbourhood Support Scheme consultation, a Property Price Support plan has been developed and finalised which forms one part of the Scheme. This supports residents living near to the Power Station Site who are having difficulties selling their homes.</p>

### ***Wylfa Newydd Project Update (January 2016)***

- 3.2.2.24 In order to inform stakeholders of progress on the Wylfa Newydd Project, a series of public consultation events were held in early 2016. As part of this consultation, the Wylfa Newydd Project Update January 2016 consultation document was produced to deliver updated information on the Project.
- 3.2.2.25 The consultation presented information on the proposed A5025 Off-line Highway Improvements, which incorporated refinements to the design undertaken in 2015, as a result of ongoing design development, stakeholder engagement and the formal environmental scoping of the A5025 Highway Improvements.

- 3.2.2.26 Greater detail was provided on the proposed A5025 On-line Highway Improvements, clearly setting out the key elements of the proposals, replicated here from the consultation document for ease of reference:
- widening to a standard width, where possible;
  - additional widening of the highway width on bends where existing conditions are particularly tight;
  - reconstruction of sections of the A5025 that will be used for construction traffic to ensure that the condition of the road is maintained;
  - resurfacing of sections of the A5025 where the highway will be bypassed by our proposed off-line improvements;
  - resurfacing the entire length of the A5025 between Valley and the Power Station Site, as well as the portions of the A5025 that we will bypass with our proposals; and
  - where the National Cycle Network intersects the A5025, new crossing points and surfaced cycleways will be provided.
- 3.2.2.27 Horizon received 113 responses from statutory and non-statutory respondents as a result of the consultation, predominantly in response to Associated Development, Off-Site Power Station Facilities, environmental and economic effects, highway improvements, and traffic and transport.
- 3.2.2.28 Statutory consultees supported the A5025 Highway Improvements and considered the new road layouts well thought through, with the designs sympathetic to the surrounding environment. Specific comments were received requesting that further consideration be given to the need for highway improvements on the A5025 from the Power Station Site to Amlwch, and the full length of the highway from Valley to Cemaes.
- 3.2.2.29 In terms of comments from members of the public, there was general support for upgrading the roads leading to the Wylfa Newydd Development Area, but with similar requests to improve the A5025 from Cemaes to Rhosgoch and from the Power Station Site to Amlwch.
- 3.2.2.30 The key issues raised during the consultation which relate to the Proposed Development are detailed in table 3-2.4 below.

**Table 3-2.4 Key Issues raised during the January 2016 Wylfa Newydd Project Update consultation**

January 2016 consultation	
Key issue raised	Response/Action taken
The Welsh Government commented that transport measures were proposed without any evidence of WelTAG being followed. The expectation was that an options assessment be presented before a preferred solution was determined. (Welsh Government)	Welsh Transport Planning and Appraisal Guidance (WelTAG) is the relevant guidance for the appraisal of transport schemes in Wales. The Wylfa Newydd Project represents a development which includes a multi-modal and multi-location package of transport measures. A two-stage site

January 2016 consultation	
Key issue raised	Response/Action taken
	<p>selection process has been undertaken for the Associated Development. The first stage reduced the number of identified sites from a longlist to a shortlist, whilst the second stage identified preferred sites from within the shortlist. Multi-criteria assessment was used and transport criteria was included. The process used has therefore followed the principles of WelTAG. The site selection process is the subject of ongoing pre-DCO application discussions with key consultees, including IACC and Welsh Government.</p> <p>Details of the road improvements have been shared with Welsh Government as part of Horizon's regular framework engagement.</p>
<p>The Welsh Government welcomed the opportunity to discuss with Horizon the opportunity to install additional telecom ducting within the highway improvements works. (Welsh Government)</p>	<p>Horizon is developing its understanding of its telecoms needs for both the operational and construction phases of the Wylfa Newydd Project. Horizon has undertaken work to understand the telecoms provision on Anglesey.</p>
<p>It was requested that the highway improvements needed to be screened by landscaping. (Public Comment)</p>	<p>The Design Approach and Landscape Strategy provides details of the proposed landscaping incorporated into the design of the Proposed Development, which includes translocation of existing hedgerows where possible, augmented by additional planting; native hedgerow planting with trees, blocks of native shrubs and individual tree planting.</p>
<p>Comments were received stating that the idea of cycling to Wylfa Newydd seemed unsafe and dangerous unless dedicated and segregated cycle paths were provided. (Public Comment)</p>	<p>Meetings with IACC, Sustrans and other cycling organisations have investigated the potential for the introduction of dedicated cycle lanes as part of the A5025 Highway Improvements.</p>
<p>IACC welcomed the promotion of cycling as part of the project and expected to see details of proposed cycle routes as part of the A5025 highway improvements. (IACC)</p>	<p>However, it was not considered practicable to create long sections of cycle path alongside the A5025, but that provision for recreational cycling would be included as part of the proposals, such as linkages for the</p>

January 2016 consultation	
Key issue raised	Response/Action taken
	<p>National Cycle Network which align the A5025 in this area.</p> <p>See the response to Gwynedd County Council's comment within table 3-2.2 for further details.</p>
<p>A member of the public with A5025 works proposed directly in front of their property, expressed concern that the on-line and off-line works would have an extreme, negative impact upon their quality of life and health.</p>	<p>The Environmental Report considers relevant amenity impacts of the development and the application is accompanied by a Rapid Health Impact Assessment. An assessment of the effects of the Proposed Development on communities adjacent to the A5025 is included in the Proposed Development Summary.</p>
<p>Modifications to the A5/A5025 should take abnormal indivisible loads into account as they are existing heavy load routes and will still be required for the construction works at Wylfa. (Public Comment)</p>	<p>Abnormal Indivisible Loads (AILs) will normally be transported via sea to the proposed Marine Off-loading Facility (MOLF), particularly for materials arriving from abroad, or require specific alternative arrangements for delivery.</p> <p>However, following studies into the condition of the existing pavement along Sections 1–8 undertaken in 2015, the Proposed Development includes pavement strengthening in order to sustain future traffic flows associated with construction activities that would be undertaken at the Wylfa Newydd Development Area, and during operation of the Power Station.</p>
<p>One respondent suggested the provision of dedicated lanes along the A5025 for disabled and less mobile drivers. (Public Comment)</p>	<p>While separate lanes on the A5025 for disabled drivers will not be provided, traffic management during construction will have due regard for the needs of vulnerable road users. Horizon will ensure that people with restricted mobility continue to have access to services and buildings where such access and services are temporarily disrupted during the construction works. Where the normal means of access must be diverted or blocked off, alternative safe routes for wheelchair users and people with reduced mobility will be identified, taking into account existing hazards and obstructions. Where particular difficulties are identified, reasonable adjustments will be made on a case by case basis.</p>

### ***Local Planning Consultation (May 2016)***

- 3.2.2.31 A series of six information events were held by Horizon across a period of one week in May 2016. The purpose of the events was to consult on Horizon's Site Preparation and Clearance proposals to prepare the Wylfa Newydd site for construction, and to seek feedback on their proposals for the A5025 On-line Highway Improvements.
- 3.2.2.32 Large-scale maps of each section of the A5025 were provided for review at the events. These showed the sections of the road that Horizon proposed to reconstruct and those that would be surface dressed. Information was also presented on Private Means of Access (accesses to premises that are not part of the highway network itself), and how the design would affect them. This included private driveways that access the A5025 directly.
- 3.2.2.33 Information was also provided on: the timing of the planning application and construction; the types of work that would be undertaken during construction; and how local contractors would be used (including details of contractor community liaison).
- 3.2.2.34 Consultees were presented with two multiple choice questions and one open ended question specific to the A5025 On-line Highway Improvements. A total of 46 responses were received via hard copy feedback forms and the use of iPads, including a further 8 responses submitted in person at the events.
- 3.2.2.35 Question 1 sought to determine the preferred strategy for traffic management during the construction works, presenting two alternative options for traffic light phasing. The choice was between a two-minute average delay at traffic lights, with a two-year construction time; or a four-minute average delay at traffic lights, and a potential six months or more reduction in construction time. Approximately 72% of the 32 respondents to the question favoured average delays of approximately four minutes to opt for a potential six months or more reduction in construction time. This approach has been adopted for incorporation in the contract tender package.
- 3.2.2.36 Question 2 asked to what extent the use of night time working and road closures should be utilised in order to reduce the overall construction period. Of the 31 respondents to the question, 56% stated a preference for maximising night time road closures to minimise the construction period.
- 3.2.2.37 Question 3 provided respondents with an opportunity to comment on the proposals for the existing A5025.
- 3.2.2.38 Key comments from members of the public and residents living close to the A5025 have been included in table 3-2.5, to capture the main concerns expressed in response to the Proposed Development.

**Table 3-2.5 Key issues raised during May 2016 consultation on Site Preparation and Clearance and A5025 On-line Highway Improvements**

May 2016 consultation	
Key issue raised	Response/Action taken
<p>I am very worried about the volume of traffic that will pass very close to my house. The visibility is not good when I turn into the road, especially when turning right, I cannot see cars approaching from the direction of Llanfaethlu village. There is a dip in the road by O R Jones garage followed by a bend. Any comments would be appreciated. (Public comment)</p> <p>Concern regarding widening of the road by my house and the ability to ingress and egress my private drive. (Public comment)</p> <p>I am very concerned about the speed of traffic on the piece of road near my house, the volume of traffic, and the area around my house becoming a car park for workers leaving cars all day. It's a problem getting out of our property now safely so I am concerned about my safety when the road is in use. (Public comment)</p> <p>Concerned with respect to the disruption to emergency services or us getting to hospital in an emergency. (Public comment)</p>	<p>A response regarding the volume of traffic predicted to be generated by the Proposed Development and its impact is provided in table 3-2.2.</p> <p>The comments received from property owners where access to properties immediately adjacent to the A5025, have informed the detailed designs. The Proposed Development includes proposed modifications to a number of existing PMA arrangements and junctions affected by widening, with the radius of some bends modified to improve safety and forward visibility. Boundary treatments, walls and hedges would be aligned to provide better visibility.</p>
<p>Concerned about accessing in and out of my drive in safe manner. Concerned about noise increase outside our house. Also widening of the carriageway encroaching on our business. Already suffered a drop-in trade with regard to work carried out around Cemlyn, where we have birdwatchers and walkers who no longer come. House is over 580 years old and we already suffer badly from noise etc from existing traffic without it increasing tremendously. (Public comment)</p>	<p>Based on the estimated traffic flows during the construction and operation of the Proposed Development, the noise and vibration assessment presented in chapter 8 of the Environmental Report, concludes that the effects on receptors in close proximity to the proposed works would not be significant.</p> <p>In terms of potential mitigation, it is expected that the contractor would apply to the IACC for an agreement under Section 61 of the Control of</p>

<b>May 2016 consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>Concern regarding pollution caused by noise and dust. (Public comment)</p> <p>Concern regarding the added noise of all these vehicles. Are there any plans to provide maybe triple glazing etc? (Public comment)</p>	<p>Pollution Act 1974 for all construction works. This will include agreement on hours of working and adherence to specified working practices and conditions to limit noise and vibration.</p> <p>Temporary hoardings would be erected around the perimeter of the Temporary Construction Compound to limit noise impacts throughout the construction works.</p> <p>Low-noise road surfacing, comprising a thin surface course material incorporating 10mm aggregate, would be applied to reduce the effects of noise associated with future traffic flows along the highway (these being associated with the construction and future operation of the Power Station).</p>
<p>As I live in Tregale, travel to the other side of the island is currently quicker using the Valley road and A55. This is the same to travel to my work in Llangefni. When work starts I probably will start using the back roads through Llanerchymedd more often as I'm sure lots will. Is this road up to more traffic?? Probably not but it's human nature to try this. I'm happy with the proposals for the upgrading of the A5025 and will benefit everyone. (Public comment)</p>	<p>In relation to potential effects on arterial routes off the A5025, a review of current traffic flows along the A5025 confirmed these to be low (see chapter 6 of the Environmental Report). Further, a review of the highway network indicated that there are few alternative routes available for people to avoid construction works along the A5025, and that these would be appropriately managed using good practice traffic management measures set out in the A5025 On-line Highway Improvements Code of Construction Practice.</p>
<p>Please ensure that soil, mud and debris is regularly cleared from the roads as construction takes place to minimise dust on vehicles. (Public comment)</p>	<p>The air quality assessment set out in chapter 7 of the Environmental Report, sets out that operations that could give rise to dust emissions would principally be associated with site clearance, which would involve the use of plant and equipment such as excavators and dump trucks to remove vegetation, and the breaking out and planing of the existing pavement as part of pavement reconstruction and widening.</p> <p>However, the assessment concludes that each individual road section would represent a small dust emission magnitude, and the risk of causing dust effects is low.</p>



May 2016 consultation	
Key issue raised	Response/Action taken
	The assessment indicates that transportation of materials within Sections 2, 4, 6 and 8 would be typical of standard highways construction, and good practice mitigation such as enforced speed limits over unpaved ground, the sheeting of loads, and wheel washing would be implemented to reduce the risk of dust emissions (refer to the A5025 On-line Highway Improvements Code of Construction Practice).
Regardless of whether a power station is built or not, any repairs/improvements to this road are more than welcome. (Public comment)	Noted. Without improvement of the A5025 between Valley and the Power Station Access Road Junction, increases in traffic could result in further deterioration of the pavement, increased delays for road users, potentially increased accident risk and nuisance for local communities along the route.

### Stage Two Pre-Application Consultation (September 2016)

- 3.2.2.39 In September 2016, Horizon undertook its Stage Two Pre-Application Consultation on the updated proposals for the Wylfa Newydd Project. The consultation documents included a description of how the proposals had evolved since the previous consultations outlined above and how feedback from stakeholders had been taken into account.
- 3.2.2.40 A consultation document was produced with a series of specific consultation questions designed to assist with the consultation. In line with the requirements of a DCO application, a Preliminary Environmental Information Report for the Wylfa Newydd Project was also produced to present preliminary details of the predicted environmental effects and potential mitigation measures.
- 3.2.2.41 The consultation document presented a detailed description of the advanced design of the proposed A5205 Off-line Highway Improvements, comprising new sections of road to bypass Valley, Llanfachraech and Cefn Coch, including major highway improvements at Llanfaethlu.
- 3.2.2.42 The details of the A5025 On-line Highway Improvements provided a consolidated description of the previous proposals, with the addition of a proposed temporary pavement recycling facility to be accommodated within a Temporary Construction Compound. Horizon carried out tests to assess the condition of the different layers of the road to help understand its condition and the depth of reconstruction works required. Horizon resolved that in order to handle the materials removed from the existing highway and recycle them into a new road surface, a temporary pavement

recycling facility would be provided, within a suitable construction compound. Details were provided of a site selection exercise being undertaken by Horizon to determine the most appropriate site for the compound, to be located on or close to the A5025. It was proposed that both the pavement recycling facility and the Temporary Construction Compound would be removed following construction of the Proposed Development.

- 3.2.2.43 Finally, the consultation document indicated that Horizon was in the process of working with the IACC, who would undertake the A5025 On-line Highway Improvements, to establish a Framework Contract to deliver the Proposed Development. The IACC Framework Contract was established to engage suitably experienced Highway Construction and Civil Engineering Contractors to procure and implement the highway improvement works as part of the Wylfa Newydd Project. This results in shorter tendering processes as all businesses and companies have already qualified to bid for the work.
- 3.2.2.44 Comments received in response to the consultation focused on the detail of the A5025 Off-line Highway Improvements, but also upon the timing of the A5025 improvement works, that they should be undertaken quickly to minimise disruption, and concerns regarding the potential for the A5025 improvements to encourage an increase in traffic speed, prompting requests for speed restrictions. There was also concern that emergency response times to outlying villages would worsen as a result of an increase in vehicles along the A5025.
- 3.2.2.45 The potential impact of increased traffic on local roads off the A5025, their deterioration in condition and the risk of encouraging rat running to avoid the construction traffic on the A5025, emerged as one of the key themes of the consultation responses. This was closely followed by calls to improve the A5025 from Wylfa Newydd to Amlwch, associated primarily with the (formerly) proposed temporary workers' accommodation sites at Rhosgoch and Amlwch. Specific comments from NRW, raised issues regarding silt management and preventing releases into watercourses.
- 3.2.2.46 Examples of comments featuring these key themes are set out in table 3-2.6, which have relevance to impacts upon other sections of the A5025 and the local road network.

**Table 3-2.6 Key issues raised during the Stage Two Pre-Application Consultation**

Stage Two Pre-Application Consultation	
Key issue raised	Response/Action taken
We strongly disagree with the statement relating to the A5025 between Wylfa and Amlwch. A report prepared by North Wales Police (NWP) in November 2014 and shared with Isle of Anglesey County Council states clearly that "The top contributory factors for zone 1 were; road layout (e.g. bend, hill, narrow road)	The proposals for temporary workers' accommodation sites at Rhosgoch and Amlwch have now been removed from the Wylfa Newydd Project.  The transport assessment presented in the Environmental Report for the

<b>Stage Two Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
<p>and road layout affecting visibility (e.g. bend, winding road, hill crest). (North Wales Police)</p> <p>Even without alternative accommodation at Amlwch, there will be a significant increase in traffic on the A5025 from Amlwch to Wylfa. (Public comment)</p> <p>Road improvements on the A5025 north associated with the Temporary Workers' accommodation sites at Rhosgoch and Amlwch are required. (Public comment)</p>	<p>Proposed Development concludes that there would be a negligible magnitude of change to traffic flows along the route of the A5025 On-line Highway Improvements between Valley and the Power Station Access Road Junction, as a result of the Proposed Development. The use of the A55, A5 and A5025 by contractors to access the construction working areas will ensure that movements along that section of the road are kept to a minimum.</p>
<p>Concern that there are no proposed improvements on the A5025 between Britannia Bridge and the Power Station Site even though this stretch has a known high accident rate. (Public comment)</p>	<p>The consideration of highways safety has concluded that the accident rate is likely to decrease as a result of the improvements between Valley and the Power Station Access Road Junction. The consideration of the accident rate of the A55 will be included within the DCO application.</p>
<p>The existing roads are in a poor condition now. Add to this the Wylfa Newydd bus traffic along with the inevitable increase in non-Wylfa Newydd traffic avoiding works on the A5025, these roads will quickly become unusable. (Tref Alaw Community Council)</p> <p>Consideration should be given to arterial routes off the A5025 as locals will run as traffic and work vehicles increase on the A5025. (Public comment)</p>	<p>In relation to potential effects on arterial routes off the A5025, a review of current traffic flows along the A5025 confirmed these to be low (see chapter 6 of the Environmental Report). Further, a review of the highway network indicated that there are few alternative routes available for people to avoid construction works along the A5025, and that these would be appropriately managed using good practice traffic management measures set out in the A5025 On-line Highway Improvements Code of Construction Practice, to minimise disruption to journeys.</p>
<p>NRW would recommend that there is a dedicated Environmental Clerk of Works for the A5025 and associated works. The Environmental Clerk should also ensure that measures to prevent silt from entering watercourses are implemented, and are effective. (NRW)</p>	<p>As set out in the A5025 On-line Highway Improvements Code of Construction Practice, an on-site ecologist or Environmental Clerk of Works (ECoW) will be appointed by Horizon to supervise construction activities during vegetation clearance and soil stripping works, as well as during the erection of any amphibian exclusion fencing to prevent contravening relevant wildlife</p>

Stage Two Pre-Application Consultation	
Key issue raised	Response/Action taken
	legislation (where required). The ECoW will provide professional ecological support associated with construction (or other works) site supervision, be it vegetation clearance or ensuring the adherence to specific working methodologies.
<p>We note that the A5025 improvements are to be located upstream of the Beddmanarch - Cymyran SSSI. If silt is released down the Afon Alaw, it could potentially indirectly affect birds by modifying siltation patterns in the estuary and modifying their roost/loafing areas. NRW therefore advise that good working practices will be critical in order to avoid damaging the SSSI interest. The production and implementation of a Silt Mitigation and Management Plan and Construction Environmental Management Plan, will be needed to ensure these practices are carried out. (NRW)</p>	<p>Chapter 9 of the Environmental Report identifies that the proposed reconstruction and widening works in Sections 2, 4, 6 and 8 would require excavation of the pavement, the potential replacement of the foundation, pavement reconstruction, laying of a surface course and activities associated with the movement and storage of materials.</p> <p>The Temporary Construction Compound, including a temporary pavement recycling facility, would require topsoil stripping, placement of a permeable hardcore base, and storage and processing of plant, materials and equipment.</p> <p>The surface water assessment reported in chapter 9, indicates that these activities have the potential to generate sediment-laden runoff with subsequent discharge to the Afon Cleifiog, Afon Alaw, Tan R'Allt, Nant Llygeirian and Afon Cafnan. This could potentially affect surface water quality and downstream features such as Llyn Garreg-lwyd SSSI, due to the nature and scale of the works.</p> <p>Standard construction sediment management systems would be in place and would comprise a set of sediment and erosion control structures and practices (including check dams, cut off ditches, silt and sediment traps, silt fences designed to prevent sediment washing off and causing water pollution). With this system in place, the magnitude of change would be negligible. The appointed contractor will be responsible for implementing sediment management measures, to align with the principles set out in the A5025 On-</p>

<b>Stage Two Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
	line Highway Improvements Code of Construction Practice.

### ***Stage Three Pre-Application Consultation (May 2017)***

- 3.2.2.47 In May 2017, Horizon launched the third stage of pre-application consultation. This provided an update on the Wylfa Newydd Project since the Stage Two Pre-Application Consultation in autumn 2016, and requested feedback on the proposed changes to the various elements of the Project. Consultation documents were prepared, and a series of exhibitions, pop up events and stakeholder meetings were held from 24 May to 22 June 2017, to present the updated proposals.
- 3.2.2.48 Fifteen events and a series of pop-up events were held in areas of high footfall across the Isle of Anglesey and North Wales, including drop-in sessions at a mobile consultation cabin in Tregele. Alongside the public events, meetings were held with local stakeholders including Community Councils and the Isle of Anglesey, Gwynedd and Conwy County Councils. Horizon also extended outreach to local primary and secondary schools on the island, sharing the proposals with the pupils and asking for their feedback. In total, the public exhibitions attracted 467 visitors.
- 3.2.2.49 The proposed A5025 Off-line Highway Improvements remained largely the same in the consultation, but with some amendments to the detailed design which included modifications to the proposed roundabout junction at Valley, an extension to the proposed viaduct section at Llanfachraeth as a result of further flood modelling, additional land to provide Great Crested Newt mitigation and a proposed roundabout at the junction of the A5025 and the proposed Power Station Access Road.
- 3.2.2.50 The A5025 On-line Highway Improvements remained the same at the Stage Three Pre-Application Consultation, with Horizon continuing to propose the following:
- reconstruct and widen parts of the existing carriageway at sections 2, 4, 6 and 8;
  - improve the existing pavement at sections 1, 3, 5 and 7;
  - modify and improve road signage and markings in all sections;
  - provide a Temporary Construction Compound adjacent to the A5025 at section 7; and
  - accommodate connections with the existing National Cycle Network, PRow diversions and PMA modifications (e.g. driveways), including some localised improvements.
- 3.2.2.51 The consultation feedback received in response to the A5025 Highway Improvements, repeated many of the themes already addressed in previous consultation stages. Table 3-2.7 provides details of the additional

issues raised in response to the A5025 On-line Highway Improvements, which had not been considered previously.

**Table 3-2.7 Key issues raised during the Stage Three Pre-Application Consultation**

<b>Stage Three Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
Supportive in principle of the Cefn Coch site being used temporarily as a construction compound for the A5025 on-line highway works. However further detail is required to assess the potential cumulative impacts with the construction of the new school [Llanfaethlu Primary School] and other activities. (IACC)	The assessment of cumulative effects is presented in chapter 15 of the Environmental Report. The assessment examines the cumulative effects that would arise from the construction of the Proposed Development together with other Wylfa Newydd Project developments (intra-project) or other external projects likely to come forward in the vicinity of the Proposed Development (inter-project). Inter-project cumulative effects are those that would occur as a result of the Proposed Development and Wylfa Newydd Project developments, together with Reasonably Foreseeable Future Projects (RFFPs). The assessment has concluded that the Proposed Development, in association with the construction of other projects, would be unlikely to give rise to any significant inter-project cumulative effects. (The construction impacts of Llanfaethlu Primary School have now been excluded following the completion of the school in September 2017).
The traffic flows will potentially affect the new Ysgol Rhyd y Llan and its pupil's therefore careful consideration is required to regulate traffic during school opening and closing times.	In order to manage the impacts of HGV movements on existing flows on the A5025, a delivery window for construction materials would run from 07:00 to 19:00, Monday to Friday, with restrictions during school opening and closing times. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited whenever practicable.
Currently, the Copper Trail follows Sustrans NCR 566 which comes within 1km south of Cemaes. Horizon proposes to re-route a section of NCR 566 between Llanfechell and Cemlyn Bay as part of the A5025 online highways improvements which will divert NCR 566 and the Copper Trail	The approach adopted for the Proposed Development is to enhance and maintain connectivity with existing cycle routes. This includes proposals for a new 2m wide segregated cycle path on the western side of the A5025 within Section 8, between Nanner Road and the Wylfa Newydd

<b>Stage Three Pre-Application Consultation</b>	
<b>Key issue raised</b>	<b>Response/Action taken</b>
further from Cemaes so it would be helpful to know the route of this proposed link between NCR 566 and Cemaes and how it links in with the proposed re-routing of NCR 566. (IACC)	Development Area, for the potential permanent diversion for NCN Route 566 in this location (which would be undertaken as part of the Wylfa Newydd Project).

### ***Statutory Pre-Application Consultation (August 2017)***

- 3.2.2.52 The Proposed Development constitutes 'major development' under the TCPA and is therefore subject to a requirement to carry out Pre-Application Consultation in accordance with Section 61Z of the TCPA and Part 1A of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended).
- 3.2.2.53 Responses received during the consultation process have been taken into account by Horizon in finalising the Proposed Development. Details of the consultation carried out by Horizon, the responses received and how Horizon has addressed those responses are presented in the Pre-Application Consultation Report which accompanies the planning application.

## **3.2.3 Environmental screening and scoping**

- 3.2.3.1 In July 2015, Horizon made a formal request to the IACC for an Environmental Impact Assessment (EIA) Scoping Opinion for the A5025 Highway Improvements, comprising both the On-line and Off-line Highway Improvements.
- 3.2.3.2 Following receipt of the IACC's Scoping Opinion in December 2015, a formal decision was made by Horizon to seek permission for the A5025 Highway Improvements by way of two separate planning applications. This was due to the need for the A5025 On-line Highway Improvements to commence in advance of the A5025 Off-line Highway Improvements and as Enabling Works for the Wylfa Newydd Project.
- 3.2.3.3 Horizon accordingly reviewed the content of the A5025 Highway Improvements Scoping Report and Scoping Opinion and refined the assessment scope. Horizon made a formal request for a Screening Opinion to the IACC for the A5025 On-line Highway Improvements on 30 August 2016, to verify that the Proposed Development did not constitute EIA development. The IACC confirmed Horizon's view that the Proposed Development did not constitute EIA development in its Screening Opinion dated 7 October 2016.
- 3.2.3.4 Horizon has proceeded with the preparation of a planning application for the A5025 On-line Highway Improvements, supported by an Environmental Report, to assess the potential impacts of the development. The Environmental Report demonstrates that with

appropriate mitigation, the Proposed Development will not give rise to significant environmental effects.

- 3.2.3.5 The A5025 Off-line Highway Improvements do not form part of the Proposed Development. Horizon made the decision to include the A5025 Off-line Highway Improvements as part of the application for the Wylfa Newydd DCO Project, following the passing of the Wales Act 2017 on 31 January 2017, which enables associated development to be consented as part of DCO applications.

### **3.2.4 Landowner engagement**

- 3.2.4.1 Horizon has been consulting with landowners throughout the evolution of the design of the A5025 Highway Improvements. The consultation in respect of the Off-line sections has been more extensive due to the extent of the third-party land that may be required.
- 3.2.4.2 Consultation has also been carried out in order to gain access to the relevant third party land for the purposes of environmental surveys and geo-technical ground investigation work.
- 3.2.4.3 Correspondence and meetings with individual landowners (and their representatives) with land interests within the planning application boundary of the Proposed Development, have continued to take place since January 2014. Horizon and the appointed land agents have presented the proposed highway improvement plans and talked through the acquisition process and timescales. Horizon has explained option proposals and given an indication of the terms that would be put forward. Some discussions with landowners have been more extensive and more frequent than others, depending on the specific concerns raised. The land agents have logged all contacts with landowners and continues to engage with them on a regular basis, normally accompanied by a representative from Horizon and the designers of the proposed highway improvements.

### **3.2.5 Stakeholder engagement**

- 3.2.5.1 Alongside the principal stages of public consultation, Horizon has progressed a series of meetings and workshops with statutory consultees, (such as the IACC, NRW, Welsh Government), including Community Councils, North Wales Police, the Waste Management Oversight Group (WAMOG), Sustrans, utility providers and other technical groups and services to inform the preparation and design and environmental assessment of the Proposed Development.
- 3.2.5.2 Highways progress and design meetings between Horizon and IACC Highways and design teams have taken place on a monthly basis since October 2014.
- 3.2.5.3 Monthly informal pre-application meetings with IACC Planning Officers took place between May 2015 and February 2016, with formal pre-application meetings commencing in April 2016. Weekly progress teleconference calls are made with the Planning Officers to provide an update on latest progress and to discuss issues arising.



- 3.2.5.4 Meetings were held throughout 2015, principally to discuss and determine the scope of the EIA topics for the A5025 Highway Improvements when the On-line and Off-line proposals were combined.
- 3.2.5.5 Table 3-2.7 provides brief details of meetings held from 2016, when the On-line and Off-line Highway Improvements were to form two separate planning applications. The title and purpose of each meeting is provided, including the organisations in attendance, the key issues raised and the actions taken by Horizon. There is some overlap between the On-line and Off-line Highway Improvements described in the table, particularly at meetings when both sets of proposals were discussed.

**Table 3-2.8 A5025 On-line Highway Improvements stakeholder engagement**

Meeting details	Key issues raised	Response/Actions taken
<p>Date: 1 March 2016</p> <p>Title: Private Means of Access (PMA) Workshop</p> <p>Purpose of the meeting: To consider the principles to be used in assessing PMA along the A5025 between Valley and the Wylfa Newydd Site.</p> <p>Attendees: IACC</p>	<p>The workshop focussed on identifying locations where the proposed highway improvements had the potential to decrease visibility for people joining the road from the PMA and locations where improvements to the existing situation would be beneficial.</p> <p>Each PMA was considered in turn to determine the importance of any change as a result of the proposed highway improvements.</p>	<p>Modifications to a number of existing PMA arrangements and junctions affected by proposed highway widening have been incorporated into the Proposed Development, with the radius of some bends modified to improve safety and forward visibility.</p> <p>Boundary treatments, walls and hedges have also been aligned to provide better visibility.</p>
<p>Date: 16 March 2016</p> <p>Title: A5025 Terrestrial and Freshwater Ecology.</p> <p>Purpose of the meeting: To discuss the terrestrial and freshwater ecology assessment, scope, methodology and proposed approach to protected species and identify/agree to any requirements for mitigation measures.</p>	<p>IACC raised a concern that reptiles were proposed to be scoped out of the Ecological Impact Assessment.</p> <p>NWWT noted that hedgerows had not been considered in the proposed scope.</p>	<p>Horizon reassured attendees that potential impacts upon reptiles would form part of the assessment and that mitigation, such as translocation, would be addressed in the Protected and Legally Controlled Species Compliance Report.</p> <p>Horizon reassured attendees that hedgerows and walls would be included within the assessment of habitat loss, presented</p>

Meeting details	Key issues raised	Response/Actions taken
Attendees: IACC, NRW, North Wales Wildlife Trust (NWWT)		within chapter 11 of the Environmental Report.
Date: 21 March 2016  Title: A5025 Integrated Drainage and Flood Risk  Purpose of the meeting: To discuss the drainage and flood modelling section of the A5025 Highway Improvements  Attendees: IACC, NRW	IACC expressed a preference for gullies rather than kerb drainage and did not want oil separators.  NRW requested that attenuation be provided for the Valley section as they were concerned that the On-line drainage without attenuation could increase the existing flood risk in Valley. They were happy with the proposals for other On-line sections where there were no known risks of flooding.  A discussion commenced about sensitivity testing, NRW recommended introducing an inflow at Section 2 to represent the catchment to the east which could possibly result in additional flow entering the Valley catchment.	The design has been reviewed to minimise the use of kerb drains.  Attenuation ponds have been incorporated as part of Section 2 of the Proposed Development  The additional flow was included as a sensitivity test.
Date: 24 March 2016  Title: A5025 Landscape and Visual Impact Assessment (LVIA) Site Visits (bus tour of key A5025 locations)  Attendees: IACC	Consideration of potential photomontage locations for both the On-line and Off-line Highway Improvements.	Potential options for photomontage locations were selected for discussion at the next meeting.
Date: 29 March 2016  Title:	IACC suggested locations for photomontages for the Off-line Highway Improvements	Photomontage locations were incorporated into the proposed LVIA and the photographs are displayed in figures 12-

Meeting details	Key issues raised	Response/Actions taken
<p>A5025 Landscape and Visual Assessment Scope and Photomontage Location including effects to the Area of Outstanding Natural Beauty (AONB)</p> <p>Purpose of the meeting: To discuss impacts on the AONB and general AONB policy with AONB officers.</p> <p>Attendees: IACC, NRW</p>	<p>IACC raised concern that the effects of visual intrusion could combine with air quality and noise changes and thereby affect the amenity of residents.</p> <p>IACC had concerns regarding impacts on Carreglwyd Historic Park and Garden from construction, lighting and temporary activity in the landscape.</p>	<p>17 to 12-28 within volume 2 of the Environmental Report.</p> <p>Horizon described that the cumulative effects assessment chapter would consider intra-project effects. The assessment of these particular effects are presented in section 15.3, Environmental Report.</p> <p>Horizon has included the Carreglwyd Historic Park and Garden in the LVIA, which demonstrates in section 12.4.5 of the Environmental Report, that no significant effects on the heritage asset are predicted.</p>
<p>Date: 19 April 2016</p> <p>Title: A5025 Water Scheme Design</p> <p>Purpose of the meeting: To discuss the proposed scheme design in relation to watercourse crossings, other channel diversions, road drainage, water quality and flood risk and to discuss the Water Framework Directive (WFD) assessment, including fluvial geomorphology, aquatic ecology and groundwater.</p> <p>Attendees: IACC, NRW</p>	<p>It was noted that there could be potential for construction impacts at a bedrock cascade feature at Cefn Coch. IACC stated that there could be potential for effects to bryophytology here (such as mosses).</p> <p>NRW had concerns regarding the extent of potential GCN habitat severance.</p>	<p>Horizon agreed to contact NRW to request bryophyte data. This has informed the re-use of stone walling as part of proposed boundary treatments (with material replaced on the same orientation to maintain the micro-environment for any lichens, mosses or liverworts present).</p> <p>An assessment of the potential effects upon GCN was carried out, principally in connection with the temporary removal and replacement of boundary features (set out in section 11.4.12 of the Environmental Report), with the overall effect considered to be neutral.</p>
<p>Date:</p>	<p>For the A5025 On-line improvements, a specific</p>	<p>An assessment of the potential effects of</p>

Meeting details	Key issues raised	Response/Actions taken
<p>13 June 2016</p> <p>Title: A5025 Noise and Air Quality Scope</p> <p>Purpose of the meeting: To discuss the baseline, methodology and next steps for the Noise and Air Quality disciplines in respect to the EIA's for the Development Consent Order (DCO) for Wylfa Newydd and the A5025 improvements.</p> <p>Attendees: IACC</p>	<p>assessment was not proposed as the works would be rolling.</p> <p>Air quality management and procedures were discussed.</p>	<p>emissions of dust during construction upon human and ecological receptors is presented in chapter 7 of the Environmental Report. The appointed contractor will be required to prepare a Construction and Environmental Management Plan (CEMP), which will include all relevant dust control measures, as required by good practice and in line with the principles set out in the Code of Construction Practice, submitted with the planning application.</p>
<p>Date: 05 July 2016</p> <p>Title: A5025 Cycling Strategy</p> <p>Purpose of the meeting: To present Horizon's Cycling Position Statement to IACC and Sustrans</p> <p>Attendees: IACC, Sustrans</p>	<p>Segregated cycle provision on the east verge of the A5025 at Llanfachraeth was discussed.</p> <p>Provision of a Bodedern to Llanfachraeth cycleway/footpath was raised as part of a potential enhancement strategy.</p>	<p>In Section 2, a new off-road section of 2m–3m wide cycleway is proposed, in order to maintain connectivity on NCN Route 5, as well as a new 2m wide segregated cycle path on the western side of the A5025 between Nanner Road and the Wylfa Newydd Development Area for NCN Route 566.</p> <p>Parts of the verge within Section 8 would be widened in advance of a potential permanent diversion for NCN Route 566 in this location (which would be undertaken as part of the Project).</p>
<p>Date: 05 July 2016</p>	<p>Horizon explained the intention to separate the A5025 On-line and Off-line Highway Improvements into</p>	<p>Horizon's main reason for preparing two separate planning applications, was to enable the Proposed</p>

Meeting details	Key issues raised	Response/Actions taken
<p>Title: A5025 Pre-application meeting</p> <p>Purpose of the meeting: To discuss the A5025 On-line and Off-line consenting strategy and approach to EIA.</p> <p>Attendees: IACC</p>	<p>separate planning applications.</p> <p>IACC requested that Horizon provide further detail on the proposed boundary treatments along the A5025 given that the verges form a special quality of the AONB.</p>	<p>Development to commence in advance of the A5025 Off-line Highway Improvements, as Enabling Works for the Wylfa Newydd Project. Consenting strategies were presented for each application, setting out the scope, content and timescale for the submissions.</p> <p>The proposed boundary treatments are depicted on figures 2-24 to 2-38 within volume 2 of the Environmental Report. Existing vegetation and boundary features would be retained where possible throughout Sections 2, 4, 6 and 8. Where highway widening or bend relaxations are proposed, the current proposal is to replace boundary features on a like-for-like basis by repositioning and reinstating the affected boundary feature. This has been revisited in discussion with the landowners, who have confirmed a preference for like-for-like replacements.</p>
<p>Date: 13 September 2016</p> <p>Title: A5025 Selection of Viewpoints</p> <p>Attendees: IACC</p>	<p>Viewpoints for the LVIA for both the On-line and Off-line Highway Improvements were discussed.</p>	<p>Viewpoint locations selected but not formally agreed with IACC.</p>

Meeting details	Key issues raised	Response/Actions taken
<p>Date: 16 Nov 2016</p> <p>Title: A5025 Pre-application meeting</p> <p>Purpose of the meeting: To discuss the updated A5025 on-line and off-line consenting strategies and present the detailed on-line drawings.</p> <p>Attendees: IACC</p>	<p>Concern for Private Means of Access (PMA)</p>	<p>The design has sought to minimise physical changes to PMA (and Public Rights of Way) by retaining existing access arrangements to and from the highway wherever possible and, where effects are unavoidable, by providing new or modified accesses in agreement with the owner/occupier.</p>
	<p>A bus shelter along the A5025 needs to be replaced as part of the Proposed Development.</p>	<p>Horizon will consult with the Community Council to select a bus shelter design.</p>
	<p>Uncertainty surrounding the use of laybys during and after construction.</p>	<p>It was agreed with IACC that all existing laybys retained and used within Sections 2, 4, 6 and 8 would be resurfaced at the end of the construction period, following their temporary use as storage areas during the works.</p>
	<p>IACC raised concerns regarding the potential for vehicles to park on verges.</p>	<p>A total of 30 parking bays have been included in the indicative design of the Temporary Construction Compound (see figure 2-23 within volume 2 of the Environmental Report). These would be used by the contractor's office-based staff and the client's site team.</p> <p>Areas of temporary land take have been allowed for within the Proposed Development planning application boundary to: provide space to undertake initial site clearance activities; provide safe working areas for construction;</p>

Meeting details	Key issues raised	Response/Actions taken
		provide temporary parking areas for construction workers; and to temporarily store materials prior to disposal or re-use.
<p>Date: 2 Feb 2017</p> <p>Title: A5025 On-line Landscape and Ecology</p> <p>Purpose of the meeting: To discuss the approaches to ecology assessment and landscape design</p> <p>Attendees: IACC</p>	<p>Three main queries were raised:</p> <p>Are there any trees and hedgerows to be removed as part of the on-line improvements and how would this impact upon bats?</p> <p>Do any of the more mature trees have any bat roost potential and linkages to off-line impacts for bats foraging, etc?</p> <p>Are tree surveys up to date (to check for potential bat habitation)?</p>	<p>During construction, there would be a temporary loss of approximately 3km of hedgerow and 2.9km of stone walls intermittently along Sections 2, 4, 6 and 8, including the partial or temporary loss of important hedgerows and loss of garden vegetation at Bryn Tirion. In addition, site clearance activities would result in the loss of approximately 20 trees located at Bytheicws, Aber Pwll Farm and Nanner Road. The hedgerows will be replaced along the realigned highway boundaries through a combination of translocation and new planting. Individual trees will also be planted in suitable locations. An Arboricultural Survey was carried out in September 2017, of the trees to be removed (see appendix 12.2 within volume 3 of the Environmental Report. Only a small group of the surveyed trees are mature; these are located at the existing junction between the A5025 and Nanner Road in Section 8 and have a stem diameter of 75mm or more.</p>

Meeting details	Key issues raised	Response/Actions taken
		<p>A review of the potential for the Proposed Development to have effects on bats was completed in 2017 (see Annex A, to the Protected and Legally Controlled Species Compliance Report). A survey of all of the trees that would be felled as a result of the Proposed Development, and the bridges crossed by the Proposed Development was undertaken and no potential bat roosting features were identified. Further details are provided in section 11.2 of the Environmental Report.</p>
<p>Date: 27 Feb 2017</p> <p>Title: A5025 On-line Drainage Strategy</p> <p>Purpose of the meeting: To present and discuss Drainage Strategy and Design to IACC for the On-line improvement works to A5025</p> <p>Attendees: IACC</p>	<p>IACC requested copies of the draft ecology and landscape assessments including associated reports and the draft landscape strategy.</p> <p>At Section 2 Introduce “double gullies” at existing gully locations to improve storage and cater for minor road widening.</p> <p>At Section 4, the outfall from the new highway drainage will require consent from NRW.</p> <p>Consider a soakaway design for junction in lieu of existing drainage crossing private land at Section 4.</p>	<p>Copies of the draft ecology and landscape assessments and reports, and the landscape masterplans, were provided to IACC and NRW on 24 April 2017, to inform a subsequent meeting for discussion.</p> <p>In Sections 2, 4, 6 and 8, some existing drainage infrastructure would be used, and new infrastructure would comprise a combination of culverts, gullies, dished channels, filter strips, carrier/filter drains and kerb drainage to capture and carry road runoff to watercourse discharge points. Gullies and carrier/filter drains would connect to existing ditches or watercourses and discharge to existing</p>



Meeting details	Key issues raised	Response/Actions taken
	<p>At Section 4 demonstrate biodiversity improvements using linear filter drains.</p> <p>Confirm existing gravity outfalls at Section 6.</p> <p>At Section 8 demonstrate that flows drain to low spots.</p> <p>Consent (2-month period) will be required from IACC for culvert extensions.</p>	<p>outfall locations. Where new outfalls are constructed, they will be positioned in such a way as to not compromise the passage of fish.</p> <p>Two attenuation ponds would be created in Section 2 to attenuate and control the discharge of highway runoff into nearby watercourses (see figure 2-4 within volume 2 of the Environmental Report and drawings WN2.05-ACM-S2-05-DRG-051 and WN2.05-ACM-S2-05-DRG-052).</p> <p>A new drainage system would be provided within Section 4 at Bytheicws, as part of the proposed bend improvements at this location. This would involve the use of new filter/carrier drains to capture the additional surface water runoff arising from the new section of carriageway, with subsequent discharge into an existing watercourse located immediately south.</p>
<p>Date: 30 March 2017</p> <p>Title: A5025 On-line Highway Improvements Planning Update</p> <p>Discussion focussed on a number of issues and actions pending</p>	<p>Sharing of draft ecology and landscape assessments and plans with IACC</p> <p>Status of ecology survey data for the Proposed Development</p> <p>Review the proposed like-for-like boundary treatment approach</p>	<p>Draft documents and plans despatched to IACC and NRW on 24 April 2017</p> <p>Phase 1 Habitat Validation Survey as completed in September 2017</p> <p>Boundary treatments agreed to discuss at</p>

Meeting details	Key issues raised	Response/Actions taken
Attendees: IACC		future workshop meeting (4 May 2017).
	Meetings requested with IACC specialist officers and NRW	Meetings were arranged and held during the section 61Z consultation period
	Meeting requested to discuss proposed crossing points for Public Rights of Way and cycle routes	Discussions held with IACC's Cycling Officer and Sustrans regarding safety of crossing points.
	Issues Tracker to be produced	Issues Tracker produced and in use.
	Scale and readability of plans and drawings to be improved	Improvements implemented for the section 61Z consultation (and the submitted planning application)
Date: 4 May 2017  Title: A5025 On-line Landscape and Ecology with Site Visits  Purpose of the meeting: To discuss key issues relating to the draft Environment Report relating to the ecology and landscape assessments and to review the mitigation proposals in detail.  Attendees: IACC	Consider reducing speed limits on approach to cycle crossing locations.	Horizon discussed the proposed A5025 crossing locations with the cycling officer and Sustrans. It was agreed to provide warning signage on the approach to crossing locations.
	Produce indicative cross section drawings of proposed attenuation ponds.	Drawings prepared for planning application (WN2.05-ACM-S2-05-DRG-051 and WN2.05-ACM-S2-05-DRG-052)
	Share draft application documents with IACC	Shared during the section 61Z consultation
	Update ecology baseline information with latest details available from Cofnod.	Latest information is awaited from Cofnod
	Improve readability and clarity of landscape masterplan drawings for the S61z consultation.	Drawings amended to show existing and proposed arrangements as separate images on the same drawing sheet. More clarity provided on boundary treatment proposals.

Meeting details	Key issues raised	Response/Actions taken
	Specific suggestions were made with regard to changes and improvements to the proposed boundary treatments, highway and planting proposals.	A schedule was produced of potential changes to boundary treatments, for discussion with landowners.
	IACC requested that local provenance be adopted for planting selections.	Planting species have been updated in response to recommendations made at the meeting.
	Copies of the ecology survey reports were requested.	Copies provided to IACC and NRW on 12 May 2017.
<p>Date: 18 May 2017</p> <p>Title: Waste and Materials Oversight Group (WAMOG) meeting</p> <p>Purpose of the meeting: Review Draft Advanced Works Materials Management Plan (MMP), A5025 Temporary Recycling Facility, National Grid Mass Balance, GIS Mapping &amp; Site Tour.</p> <p>Attendees: IACC, NRW, Flintshire County Council, CL:AIRE, Constructing Excellence in Wales, National Grid</p>	One of the items discussed related to the proposed temporary pavement recycling facility to be located within the Temporary Construction Compound at Cefn Coch:	
	Horizon's preferred location for the temporary pavement recycling facility was discussed, which has taken into account the proximity of residential properties.	A further meeting with NRW and IACC was arranged to discuss the capacity and location of the site.
	The potential need for an environmental permit application to be made was discussed, related to the adoption of the Position Statement by NRW for Wales.	NRW suggested a separate meeting for further discussions to understand if and what types of environmental permits, licences and consignment log would be needed.
	The temporary nature of the facility and any potential future use of the plant and the chosen site should be considered.	To be discussed at a future meeting to inform the final proposal for the temporary pavement recycling facility.
<p>Date: 23 June 2017</p>	The proposed layout and potential environmental permitting requirements for the proposed	Further details were requested from Horizon to inform the first stage

Meeting details	Key issues raised	Response/Actions taken
<p>Title: Temporary Pavement Recycling Facility</p> <p>Attendees: IACC, NRW, Flintshire County Council</p>	<p>temporary pavement recycling facility were discussed, including the types of treatment, processes and materials to be managed.</p>	<p>of potential permitting and licensing.</p>
<p>Date: 16 August 2017</p> <p>Title: A5025 On-line Air Quality and Noise Meeting</p> <p>Purpose of the meeting: To discuss any issues arising from the draft A5025 On-line Highway Improvements relating to the Air Quality and Noise assessments, as part of the section 61Z pre-application consultation.</p> <p>Attendees: IACC</p>	<p>A query was raised regarding the procurement of stone for the replacement boundary walls, to be acquired from local quarries.</p> <p>Discussion focussed on the construction stage and ensuring measures would be in place to minimise noise and disruption for local residents in proximity to the Proposed Development. IACC stressed the importance of Horizon showing the right intent from the outset of the construction works, with the use of quality machinery, working procedures and community liaison.</p> <p>The proposed Temporary Construction Compound was discussed, with advice noted regarding the type of boundary fencing to reduce noise and dust impacts and the permitting requirements of the temporary pavement recycling facility.</p>	<p>Stone will be re-used wherever possible from the dismantled walls, with the remainder of materials to be specified as part of the tender documentation.</p> <p>The Code of Construction Practice submitted with the planning application, includes measures to control working hours, to avoid unsocial hours and peak travel times (particularly school opening/closing times) for hours of working and delivery of materials and equipment. A Public Liaison Officer (bilingual Welsh/English-speaker) will be appointed by the contractor to regularly engage with residents and the communities affected by the works.</p> <p>The site area of the proposed Temporary Construction Compound has been extended to accommodate the site offices (portable cabins) to the north and the temporary pavement recycling facility, materials storage, equipment and plant to the south. The site includes an additional access directly onto the A5025. Wooden</p>

Meeting details	Key issues raised	Response/Actions taken
		hoardings 2.4m high are proposed around the site boundaries.
	No issues of concern were raised regarding the noise assessment. A Section 61 construction noise application was recommended.	The requirement for Section 61 consent has been incorporated as a mitigation measure in the noise assessment and included in the Code of Construction Practice to require the contractor to apply.
	No issues of concern were raised regarding the air quality assessment. The preparation of a Dust and Air Quality Management Plan was recommended.	Principles for the contractor to adopt in terms dust and air quality management have been incorporated in the Code of Construction Practice.
	Provision of an air quality monitoring station and ice warning kit was recommended as part of the Proposed Development.	A location for these facilities has been identified in Section 4 of the Proposed Development, with the specification to be discussed with IACC.
<p>Date: 22 August 2017</p> <p>Title: A5025 On-line Landscape and Ecology Update Meeting</p> <p>Purpose of the meeting: To discuss key issues relating to the draft Environment Report regarding the ecology and landscape assessments and to review the mitigation proposals in detail.</p> <p>Discussion focussed on progress made on the series of actions agreed at the meeting held on 4<sup>th</sup> May 2017, including early comments on the section 61Z draft planning application.</p>	NRW advised that the extended area proposed at the Temporary Construction Compound should be checked in terms of impact on the flood zone and nearby watercourse.	Confirmed that Sections 6, 8 and the Temporary Construction Compound (within Section 7) are entirely located in flood zone A (i.e. considered at little or no risk of flooding). The 10m wide exclusion area from the adjacent watercourse (Nant Llygeirian) is sufficient to accommodate the extended site area.
Horizon was asked to consider the preparation of a Restoration Plan for the compound once the construction works are completed.	Land used for the Temporary Construction Compound would be restored to its former use and condition by Horizon at the end of construction of the Proposed Development. Given the current	

Meeting details	Key issues raised	Response/Actions taken
Attendees: IACC, NRW		agricultural use comprising grassland, a Restoration Plan is not considered appropriate.
	IACC provided advice on improving the draft Planning Statement and other standalone reports in terms of reducing repetition and providing accurate cross-referencing and policy updates.	The Planning Statement and standalone reports have been updated accordingly, with the exception of the development description which is replicated in each report to ensure they can be considered independently.
	NRW's comments on the ecology chapter of the Environmental Report focussed on requests for more information on bat roost potential, impacts on bat flight lines, the condition of trees to be removed and updates to designated sites referencing.	A full response to similar issues raised by IACC in the meeting held on 2 <sup>nd</sup> February 2017, is provided above.
	The schedule of potential changes to boundary features prepared following the previous meeting on 4 <sup>th</sup> May 2017, was discussed in terms of how it should be addressed to landowners.	Contact has been made with landowners over recent months to discuss legal arrangements for land acquisition, including proposed boundary treatments. Their preference has been to request like-for-like replacements.
	The safety of cycle crossing locations was discussed, with measures such as additional signage, fencing and central refuges recommended	Advice has been sought from IACC's Cycling Officer and Sustrans, with confirmation received that additional warning signage on the approach to crossing points would be the most appropriate safety measure.
	Treatment of redundant sections of road that will	Areas of land temporarily used during construction would be

Meeting details	Key issues raised	Response/Actions taken
	<p>remain following the improvements.</p>	<p>returned to landowners in a comparable condition to that in place at the start of the works.</p>
	<p>Recommendation for incorporating a biodiversity gains assessment.</p>	<p>A consideration of the enhancement of biodiversity as a result of the Proposed Development is set out in appendix 11.11 of the Environmental Report.</p>
<p>Date: 6 September 2017</p> <p>Title: Section 61Z Workshop</p> <p>Purpose of the meeting: To discuss feedback received from the section 61z consultation exercise for the SPC and A5025 On-line Highway Improvements applications and to consider how the applications would be progressed towards submission.</p> <p>Attendees: IACC</p>	<p>IACC officers presented the key issues emerging from their review of the draft application documents for both the SPC Proposals and A5025 On-line Highway Improvements.</p> <p>IACC shared their recommendations for improvements to the applications and areas where more clarity and details were required.</p> <p>The approach, content and process for submitting the planning application was discussed, with immediate actions agreed.</p>	<p>The key issues raised and the full schedule of IACC's comments, including Horizon's responses, is provided in the Pre-Application Consultation Report.</p>

CONTACT US:

If you have any questions or feedback regarding the Wylfa Newydd Project you can contact us on our dedicated Wylfa Newydd freephone hotline and email address, by calling on **0800 954 9516** or emailing **wylfaenquiries@horizonnuclearpower.com**

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