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27 April 2018

DCRM Ref. No: HNP-HZCON-PAC-LET-00031_English

Annwyl/Dear Dylan

PLANNING APPLICATION REFERENCE 27C106E/FR/ECON; A5025 ON-LINE HIGHWAY IMPROVEMENTS BETWEEN A5 EAST OF VALLEY JUNCTION TO THE PROPOSED POWER STATION ACCESS ROAD JUNCTION (“THE APPLICATION”)

Town and Country Planning Act 1990 (as amended)

Town and Country Planning (Development Management Procedure) (Wales) Order 2012

Pursuant to the above planning application, this letter and the enclosed information provide responses to the Isle of Anglesey County Council’s (IACC) formal request for additional information and material, set out in your letter dated 9th February 2018.

For the purposes of completeness, this submission also responds to comments received from IACC’s individual officers and other stakeholders as part of the formal consultation process and other requests for information received from IACC during the course of the application. (We have noted that the items set out in the additional information request of 9th February 2018, have been drawn from comments submitted in response to the application from IACC Officers and other stakeholders. These are therefore replicated in Appendix 2 for continuity purposes).

Following the submission of this information and in the event that IACC is minded to grant planning permission, Horizon intends to implement the proposed improvements in collaboration with the IACC. The IACC Highways team and Horizon have been working together since 2015 to ensure that the proposals put forward in the planning application are appropriate and beneficial for north Anglesey.

The background to the application is that the road surface of the A5025 between Valley and Wylfa has been identified as having surpassed its design life and requires significant investment to secure improvements prior to the commencement of the Wylfa Newydd DCO Project.

Previous studies undertaken by Horizon indicate that parts of the A5025 between Valley and the Wylfa Newydd Power Station Site do not meet current highway standards. The existing route has issues relating to its width, alignment, overtaking opportunities and surfacing condition, which currently affect the movement of traffic along the road.

It is intended that the Proposed Development will accommodate the future flows of traffic, address the impacts associated with the early stages of construction at the Wylfa Newydd Power Station Site and ensure that the A5025 is of a suitable quality to serve the construction and operation of the Wylfa Newydd Project.

The proposed improvements are critical to the delivery programme of the proposed Wylfa Newydd Power Station, allowing for the earlier generation of electricity in the context of the urgent need for low carbon energy development required by national planning policy, as detailed in the Overarching National Policy Statement for Energy (NPS EN-1), July 2011.

The Proposed Development will provide a new carriageway pavement with a design life of approximately 20 years and an important legacy for future generations. Significantly the Proposed Development will ensure that this is a comprehensive and proactive approach to implementing these improvements between Valley and Wylfa, as opposed to a piecemeal and reactive approach that might otherwise be taken.

The investment by Horizon of a sum in excess of £10 million to deliver the improvements will futureproof the condition of the road on the stretches identified in the application. The road will function more effectively due to a combination of:

- new and improved road surfacing, including new road markings and signage;
- widening of sections of road where there are pinch-points;
- improvements to road alignment to enhance the visibility and condition of numerous private means of access junctions; and
- improvements to existing road drainage and provision of new drainage systems.

When taken in combination, all of these improvements are expected to have a clear and specific role to play in improving road safety along the A5025.

The design of the road improvements has been comprehensive and involves a number of elements that will ensure that the environment of road users and those living near the road will be enhanced. The carriageway length that is to be reconstructed will feature low noise surfacing that will benefit adjacent residential properties. The hedgerows proposed to be removed along the road boundary will be considered for re-use (relocated by means of translocation), subject to their condition, and supplemented with new species rich hedgerow. Approximately 3km of hedgerow and 1.5km cloddiau will be replaced.

On balance, Horizon considers that this planning application offers IACC the best opportunity to secure the improvement of this part of the public highway at no cost to the public purse. The additional information provided below and appended to this letter confirms that conclusion.

Summary of additional information submitted for consideration

Horizon has considered all of the comments received and prepared responses to each of the points raised, which are presented in the attached schedules (Appendices 1 and 2). As a result

of this consideration, a number of minor changes to the Proposed Development are proposed including:

- revisions to the boundary treatments at specific locations along the route;
- an updated Design Approach and Landscape Strategy; and
- the clarification of junction arrangements at Junctions 6 and 18B of the route.

The scale of these amendments is such that there has been no material change to the Proposed Development since the submission of the planning application.

The following information is submitted for your consideration, and reference is made as to whether this represents new information or replaces previously submitted documents/drawings:

| Appendix | Additional Information Submitted | New Information or Documents/Drawings Replaced |
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| Appendix 1 | Schedule of Horizon's responses to the additional information requested in Appendix 1 of the IACC's letter dated 9 th February 2018. | This is submitted as new information. |
| Appendix 2 | Schedule of Horizon's responses to comments received from IACC Officer's and other stakeholders as part of the formal consultation process. | This is submitted as new information |
| Appendix 3 | <i>A5025 On-line Highway Improvements (Planning Application Reference 27C106E/FR/ECON) Technical Note – Response to NRW Comments</i> , which presents an assessment of the potential flood risk impacts of the proposed attenuation ponds in Section 2. | This is submitted as new information. |
| Appendix 4 | <i>Table A4-1 - Measures of landscape component loss and replacement</i> , showing details of the number of trees and lengths of existing stone walls, hedgerows and cloddiau to be removed and replaced. | This is submitted as new information. |
| | Figures: 60PO8079_ONL_ER_13_01 Rev 1 60PO8079_ONL_ER_13_02 Rev 1 60PO8079_ONL_ER_13_03 Rev 1 60PO8079_ONL_ER_13_04 Rev 1 | These replace the following Figures within the Environmental Report: 60PO8079_ONL_ER_13_01 60PO8079_ONL_ER_13_02 |

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| | These show the locations and lengths of important hedgerows proposed to be removed and translocated, where appropriate. | 60PO8079_ONL_ER_13_03 60PO8079_ONL_ER_13_04 |
| Appendix 5 | Design Approach and Landscape Strategy (updated). | This replaces the submitted Design Approach and Landscape Strategy. |
| Appendix 6 | Proposed General Arrangement drawing WN02.05-ACM-S2-00-DRG-003 Rev B, an amendment to the annotation to close the highway at Junction 6 near the Farm Shop entrance by means of a Traffic Regulation Order. | This replaces drawing number: WN02.05-ACM-S2-00-DRG-003 |
| | Proposed General Arrangement drawing WN02.05-ACM-S6-00-DRG-003 Rev A, incorporating a new annotation and revision to the drawing to provide a turning head at Junction 18B in Section 6 | This replaces drawing number: WN02.05-ACM-S6-00-DRG-003 |
| | Sketch drawing number WN02.05-ACM-S8-SK-001, which provides details of a swept path analysis at Junction 23 in Section 8. | This is submitted as new information, for illustrative purposes. |
| Appendix 7 | Environmental Masterplan Section 2, Sheets 3 and 4 (Figures 60PO8061_ER_02_26 Rev 1 and 60PO8061_ER_02_27 Rev 1), incorporating updates to boundary treatments. | These replace the following Figures within the Environmental Report: 60PO8061_ER_02_26 60PO8061_ER_02_27 |
| | Environmental Masterplan Section 4, Sheets 1 and 2 (Figures 60PO8061_ER_02_28 Rev 1 and 60PO8061_ER_02_29 Rev 1), incorporating updates to boundary treatments. | These replace the following Figures within the Environmental Report: 60PO8061_ER_02_28 60PO8061_ER_02_29 |
| | Proposed General Arrangement drawing Section 2, Sheets 2 and 3 (WN02.05-ACM-S2-00-DRG-002 Rev A and WN02.05-ACM-S2-00-DRG-003 Rev B), incorporating updates to boundary treatments. | These replace drawing numbers: WN02.05-ACM-S2-00-DRG-002 WN02.05-ACM-S2-00-DRG-003 |

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| | Proposed General Arrangement drawing Section 4, Sheet 1 (WN02.05-ACM-S4-00-DRG-001 Rev A), incorporating updates to boundary treatments. | This replaces drawing number: WN02.05-ACM-S4-00-DRG-001 |
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Summary

The background to this application is that the condition of the A5025 between Valley and Wylfa has been identified as having surpassed its design life and requires significant investment to secure essential improvements.

The materials submitted with the planning application in November 2017 and now supplemented by this additional information has addressed all of the potential planning, environmental and economic matters associated with a development of this nature.

Significantly in respect of the determination of this application, the information submitted pursuant to the Proposed Development has demonstrated that the scheme accords with national planning policies, has not given reason to suspect that there are any effects or controversy beyond the immediate locality, and would not significantly affect sites of nature conservation, historic interest or landscape importance.

The extension of the design life of the carriageway for a minimum of 20 years will significantly reduce maintenance requirements and costs to IACC. This is a development that would bring significant benefits to north Anglesey by implementing a comprehensive suite of improvements to the road surface and alignment of the A5025.

I trust that the above and attached, in addition to the materials submitted in November 2017, are sufficient to enable you to proceed to determination of the application with a positive recommendation.

Please do not hesitate to contact me if you would like to discuss any of the above matters further.

Yours sincerely

Kieran Somers

Head of Planning