

## Appendix 1: A5025 On-line Highway Improvements

### Responses to IACC's additional information request of 9<sup>th</sup> February 2018

Horizon DCRM Number:

External Doc. Number: 27C106E/FR/ECON

Revision: 0.1

Page count: 14

Distribution				

Approvals Table					
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# Contents

1	Response to Additional Information Request.....	3
	<i>Table A1-1: Responses to IACC's additional information request of 9<sup>th</sup> February 20183</i>	

# 1 Response to Additional Information Request

1.1.1 The following table provides Horizon’s responses to IACC’s formal request for additional information and material presented in IACC’s letter dated 9th February 2018, supported by other material as appropriate. (The comments and responses are replicated in Appendix 2 for continuity, with the comment number included to aid cross referencing).

**Table A1-1: Responses to IACC’s additional information request of 9<sup>th</sup> February 2018**

Comment Number / Topic	IACC Comments and Horizon Responses
<b>Flood Risk</b>	
<b>IACC (ON-NRW-05)</b>	Detailed plans are required of the balancing pond at CH.700 in Section 2, including positioning in relation to flood risk areas, and additional information on the impact/effectiveness of the pond at this location.
Horizon	<p>We understand this request follows the Natural Resources Wales (NRW) review of the submitted Flood Consequences Assessment.</p> <p>Horizon has prepared the <i>A5025 On-line Highway Improvements (Planning Application Reference 27C106E/FR/ECON) Technical Note - Response to NRW Comments</i> (Document Reference WN0900-HZCON-PAC-REP-00001) in response to NRW’s comments regarding the proposed attenuation ponds in Section 2, in order to provide further information, amendments and points of clarity where necessary.</p> <p>Given that detailed flood modelling was not undertaken for the proposed A5025 On-line Highway Improvements, an approach was adopted based on extrapolating hydraulic modelling data collated for the adjacent Section 1 of the A5025 Off-line Highway Improvements, supported by a comparison of ground and flood levels in the vicinity of the ponds.</p> <p>The information and assessment presented in the Technical Note, indicates that the attenuation pond at Chainage 300 is not at risk from flooding and would not increase flood risk elsewhere. The results conclude that whilst the pond could be potentially affected by high water levels, a simple mitigation measure (non-return flap valves) would ensure that the pond remains operational under all conditions.</p> <p>The collated information and assessment of the attenuation pond at Chainage 700, shows that the pond may potentially be affected by flows in an adjacent small watercourse but it is unlikely to affect flood risk elsewhere, given it would not encroach into the floodplain in a manner that would cause loss of floodplain storage. Again, a simple mitigation measure (non-return flap valves) would ensure that the pond remains operational under most, if not all, conditions up to the 100yr + climate change (30%) event.</p>
<b>Archaeology and Historic Environment</b>	
<b>IACC (ON-HER-06)</b>	There is a slight discrepancy over the number of ‘important’ hedgerows which would be affected, and Chapter 13 of the ER does not state the total length of hedgerow loss or show the location of the hedgerows to be lost/translocated. It is important to understand the extent of replacement hedgerow planting required. Please provide this information.

Horizon	<p>It is confirmed that paragraph 13.4.20 of the submitted Environmental Report is the correct figure, for the removal of 19 historically important hedgerows.</p> <p><i>Table A4-1 - Measures of landscape component loss and replacement</i> (presented in Appendix 4 attached), provides details of the existing trees and lengths of hedgerows, stone walls and cloddiau to be removed and details of the proposed replacements. The table shows that 3.2km of hedgerows would be removed, of which 1.6km are defined as important hedgerows. These would be replaced as part of the 4km of proposed new and translocated hedgerow, representing a net gain in hedgerow planting.</p> <p>Appendix 4 includes Figures 60PO8079-ONL-ER-13-01 to 13-04, which show the locations and lengths of important hedgerows proposed to be removed and translocated, where appropriate.</p>
<b>IACC (ON-HER-07)</b>	<p>The removal of boundary features as detailed in 13.4.14 has some limited archaeological impact. Mitigation is proposed in section 13.5.1 which includes a level 2 record as set out in recent Historic England guidance (Understanding the Archaeology of Landscapes: A guide to Good Recording Practice) but this guidance does not include provision for intrusive archaeological works. The mitigation of boundary features should include drawn or photographic (as appropriate) sections through field boundaries where the boundaries are constructed (either a banks or walls) and are being breached or removed by the proposed works.</p>
Horizon	<p>As noted above in the response to GAPS, the recording of sections of field boundaries can be undertaken in advance of construction or during construction as part of an archaeological watching brief. The agreed approach will be specified in a Written Scheme of Investigation (WSI), to be prepared by the appointed contractor and submitted to IACC for approval, in response to a suitable planning condition attached to any grant of planning permission.</p>
<b>Drainage</b>	
<b>IACC (ON-DRA-02)</b>	<p>Greater detail of intended disposal of surface water is required.</p>
Horizon	<p>See details in the responses (ON-DRA-04 to ON-DRA-12) below</p>
<b>IACC (ON-DRA-04)</b>	<p>It is considered that the narrative contained in the Flood Consequences Assessment demonstrates sufficient mitigation for satisfactorily managing the surface water run-off from the scheme, however, additional supporting details will be required to confirm the viability of some aspects of the proposed drainage network.</p>
Horizon	<p>There would be no change to catchment areas as a consequence of the proposed A5025 On-line Highway Improvements, with only a slight increase in impermeable area which will be mitigated by implementing either an extension or enhancement to the existing drainage provision, or filter drains, or strips where appropriate.</p>
<b>IACC (ON-DRA-05)</b>	<p>Soakaway design and construction details should be provided, where soakage filter strips are to be installed to provide storage at 'sag points' along the highway, where there is no suitable outlet point.</p>
Horizon	<p>These details will be designed by the appointed contractor and submitted to IACC for approval, in response to a planning condition attached to any grant of planning permission.</p>
<b>IACC (ON-DRA-06)</b>	<p>The applicant should provide design and construction details for the proposed extensions to existing culverts required to accommodate the highway works. These details should be discussed and agreed with the Local Lead Flood Authority</p>

	(LLFA), prior to their submission to the Local Planning Authority for their assessment and written approval.
Horizon	These details will be designed by the appointed contractor once on site and the culverts exposed. The IACC's Proper Officer will consider and approve the details through liaison with the LLFA. The details would then be submitted to IACC for approval, in response to a planning condition attached to any grant of planning permission.
<b>IACC (ON-DRA-10b)</b>	<b>Section 4 (Sheet 1 of 3 WN02.05-ACM-S4-05 DRG-001):</b> b) Chainage 750.000 – 950.000 – Greater detail is required of the proposed connectivity of the existing highway drainage into the new network intended to serve the realigned section of highway.
Horizon	The existing highway stopped up all existing connections and therefore no connection is required into the new network. The frame and covers are to be removed and all chambers and gullies to be filled with filter media.
<b>IACC (ON-DRA-10c)</b>	<b>Section 4 (Sheet 1 of 3 WN02.05-ACM-S4-05 DRG-001):</b> c) Clarification of the scheme should be submitted for the assessment and written approval of the Local Planning Authority, before any construction works are commenced on the site.
Horizon	The required details will be prepared and submitted to the Local Planning Authority for approval prior to the commencement of any drainage related development, in response to a planning condition attached to any grant of planning permission.
<b>IACC (ON-DRA-11)</b>	<b>Section 4 (Sheet 3 of 3 WN02.05-ACM-S4-05-DRG-003):</b> Chainage 2100.000 – Design and construction details are required for the surface water drainage system serving the new access/parking area for the residential properties at Bryn Tirion Terrace. Surface water run-off from the roadway should be managed to the equivalent greenfield rate, with sufficient on-site attenuation being provided to comply with the requirements of Tan 15. The applicant should also identify the flood flow routes which would be generated as a result of an exceedance event, or structural failure of the drainage network.  Design and construction details for this scheme should be submitted for the assessment and written approval of the Local Planning Authority, before any construction works are commenced on the site.
Horizon	Following appointment of a contractor, a ground investigation into either an infiltration design or attenuation system will be assessed and attenuated to an equivalent greenfield runoff rate and submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission
<b>Ecological and Environmental</b>	
<b>IACC (ON-ECO-01)</b>	Document: Environmental Report Vol 1, Chapter 11 Terrestrial and freshwater ecology: 11.1.2 refers to Figs 2-24 to 2-31 (in Volume 2), but we understand this should read "Figs 2-22 to 2-38". Please confirm this.
Horizon	Confirmed that the figures reference should read "figures 2.24 – 2.38" in Volume 2 of the submitted Environmental Report.
<b>IACC (ON-ECO-05)</b>	Note that in Section 9.4 Proposed Strategy for reptiles, section 9.4.2 refers back to 5.4, and section 9.4.6 refers to 5.4.3; both instances refer to use of GCN mitigation methodology for reptiles. The methodology is however not the same for these, and this will need to be clarified in the Construction Method Statement.

Horizon	The primary approach to reptile mitigation would be displacement, other than in areas where Great Crested Newt (GCN) were also present. The reference to section 5.4 refers only to where GCN are also present. This is the same for the reference in 9.4.6, i.e. where GCN and reptiles are present the clearance method for GCN shall take precedence. This will be clarified in the Construction Method Statement (to form part of a Construction and Environmental Management Plan) to be prepared by the appointed contractor and submitted to IACC in response to an appropriate planning condition attached to any grant of planning permission.
<b>IACC (ON-ECO-07)</b>	Document: Design Approach and Landscape Strategy: Although there are sketches of stone walls (Figure 2-3), none are provided for cloddiau or of cloddiau topped with native hedgerow. Please provide these.
Horizon	Details of hard landscape elements are illustrated on drawing WN02.05-ACM-S0-03-DRG-001, which was submitted with the planning application. The drawing provides a typical cross section of the proposed cloddiau, which incorporates a turf top and topsoil to enable the planting of vegetation such as native hedgerow. The typical cross section of the proposed cloddiau has been added to the updated Design Approach and Landscape Strategy for clarity (Figure 2-5).
<b>IACC (ON-ECO-08)</b>	3.2 Biosecurity: Little material is provided. We consider that the Invasive Species Control and Eradication Plan should be provided.
Horizon	The appointed contractor will prepare Invasive Species Control and Eradication Plans (as part of a Construction and Environmental Management Plan) for submission to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.
<b>Highways and Transport</b>	
<b>IACC (ON-HIG-12)</b>	Further information required in relation to the assertion that the contractor will encourage construction workers to car share, especially considering the limited number of parking spaces provided at the construction compound.
Horizon	Construction workers will travel directly to their assigned construction area or the Temporary Construction Compound, depending on their role in the construction process. All workers will be expected to car share. These measures, including parking arrangements on site, will be managed by the contractor and set out in a CTMP. This will be prepared as part of a CEMP, to be submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.
<b>Proposed General Arrangement Drawings</b>	
<b>In relation to Drawing WN02.05-ACM-S2-00-DRG-001:</b>	
<b>IACC (ON-HIG-13)</b>	What are the visibility splays achieved from the attenuation ponds maintenance track access?
Horizon	With a set-back of 2.4m (as defined in TD 42/95 - Geometric Design of Major/Minor Priority Junctions), visibility to the south = 30m; visibility to the north = 120m. Visibility to the south will be achieved as the existing wall will be removed between the start of Section 2 and the access to the attenuation pond. The verge will be widened in the MX model.
<b>IACC (ON-HIG-14)</b>	What arrangements/agreements are in place to allow the Highways Authority to gain access to the attenuation ponds for maintenance purposes?
Horizon	A designated gated access will be provided off the A5025, with a track provided around the attenuation pond for maintenance purposes.

<b>IACC (ON-HIG-15)</b>	Horizon to demonstrate that the proposed 3.6m wide steel gate placed at the entrance to the attenuation ponds maintenance track is set back sufficiently away from the nearside edge of the public highway to accommodate maintenance vehicles safely.
Horizon	With reference to General Arrangement Drawing Number WN02.05-ACM-S2-00-DRG-001 submitted with the planning application, the access gate to the proposed attenuation pond at CH.300 will be placed a distance of 4.2m from the nearside edge of the A5025, to allow a maintenance vehicle (typically transit size) to park safely off the carriageway. Access for maintenance vehicles to the proposed attenuation pond at CH.700 will utilise the existing lane along the eastern boundary of the pond. The existing gate and cattle grid will be removed and the lane reinstated. A new gate for maintenance access to the pond will be provided at a new opening to be made through the boundary fence on the west side of the lane, at a distance of 16.3m from the nearside edge of the A5025. A replacement cattle grid and removable gates will be provided at a point further down the lane.
<b>In relation to Drawing WN02.05-ACM-S2-00-DRG-003:</b>	
<b>IACC (ON-HIG-16)</b>	Horizon to provide justification as to why the narrow sections of the footway/cycleway are not being widened to provide a uniform width.
Horizon	In view of the low number of pedestrians and cyclists that are likely to cross the A5025 at this location, it is not considered that localised widening of the footway/cycleway (together with associated utility diversion works) is warranted. The proposed narrowing occurs over two straight 10m lengths where forward visibility on the footway/cycleway is good and cyclists and pedestrians can pass one another safely.
<b>IACC (ON-HIG-17)</b>	Have Safety Camera Partnership Wales (GoSafe) raised any concerns regarding the proposed closure of the existing speed camera layby?
Horizon	Confirmed that no concerns have been raised by either the Safety Camera Partnership Wales (GoSafe) or North Wales Police.
<b>IACC (ON-HIG-18)</b>	The IACC notes Horizon's proposal to construct a new stone wall and install a steel gate across the public highway near Shop Farm entrance. However, the IACC notes that stopping-up the public highway would not be appropriate at this location and a revised drawing should be submitted for review.
Horizon	As a result of further consultation with IACC Highways, it has been agreed to close the highway at the junction by means of a Temporary Traffic Regulation Order rather than a permanent stopping-up of the highway. (Closure of the highway will be by gate as shown on Drawing WN02.05-ACM-S2-00_DRG-003 Revision B)
<b>IACC (ON-HIG-19)</b>	Following on from previous consultation, have the nearby residents or the community council raised any concerns regarding the proposals?
Horizon	No comments have been received from residents or community councils that directly relate to Section 2 of the A5025 On-line Highway Improvements. However, liaison with landowners is ongoing regarding the acquisition of land within Section 2, required for the Proposed Development
<b>In relation to Drawing WN02.05-ACM-S4-00-DRG-001:</b>	
<b>IACC (ON-HIG-20)</b>	Have Safety Camera Partnership Wales (GoSafe) raised any concerns regarding the proposed closure of the existing speed camera layby?
Horizon	Confirmed that no concerns have been raised by either the Safety Camera Partnership Wales (GoSafe) or North Wales Police.

<b>IACC (ON-HIG-21)</b>	Following on from previous consultation, have the nearby residents or the community council raised any concerns regarding the proposed new access arrangements at Bytheicws Bend?
Horizon	No comments have been received from residents or the community council in response to the Section 61Z pre-application consultation regarding the proposed improvements at Bytheicws Bend.
<b>In relation to Drawing WN02.05-ACM-S4-00-DRG-003:</b>	
<b>IACC (ON-HIG-22)</b>	The IACC notes Horizon's proposals to provide 8no parking spaces to mitigate against the loss of the layby to the front of the properties. However, it should be noted that the proposed parking spaces shall be un-designated and available to any user of the public highway.
Horizon	Comment duly noted.
<b>IACC (ON-HIG-23)</b>	The IACC and Horizon to agree on the fencing detail/layout to be provided in front of the residential properties prior to commencement of works.
Horizon	The existing layby is to be removed and the footway widened in front of the 4 residential properties. A new (replacement) pedestrian guardrail is to be provided along the roadside edge of the footway. These details are indicated on drawing WN02.05-ACM-S4-00-DRG-003, which was submitted with the planning application for approval.
<b>IACC (ON-HIG-24)</b>	What are the visibility splays achieved at the new rear car park entrance?
Horizon	With a set-back of 2.4m and an object height of 0.6m visibility to the south = 63m and visibility to the north = 75m when measured in accordance with TD42/95 - Geometric Design of Major/Minor Priority Junctions. However, at the same set-back, oncoming traffic from the north can be seen approximately 130m away (measuring to the centre of the southbound lane rather than the running edge as described in TD42).
<b>In relation to Document WN02.05-ACM-S6-00-DRG-001:</b>	
<b>IACC (ON-HIG-25)</b>	The IACC have no objections in principle, however have Horizon consulted O.R. Jones with these proposals?
Horizon	Notification of the Section 61Z pre-application consultation was sent to each of the owners and occupiers of land adjoining the proposed A5025 On-line Highway Improvements. This included the distribution of letters and consultation material about the Proposed Development to all residential and commercial properties 500m either side of the A5025 within a catchment area from Valley to the Power Station Site. The bus and coach garage owned by O.R Jones & Sons in Llanfaethlu was included as part of this distribution. However, no comments were received from this property in response to the Section 61Z consultation relating to the A5025 On-line Highway Improvements.
<b>IACC (ON-HIG-26)</b>	Horizon to demonstrate if there are any drainage implications due to the proposed increase in surface gradient?
Horizon	Annex B of the Flood Consequences Assessment submitted with the planning application, provides the proposed A5025 On-line Highway Improvements Drainage Strategy. It states at paragraph B.3.7, that following the highway alignment improvements, some areas of the carriageway runoff will drain to a different side of the carriageway. This is as a result of introducing super-elevation on bends in the alignment to improve the overall safety for vehicles using the A5025.  Locations where super-elevation to the carriageway has been introduced are shown on the drawings included in Appendix A of the Drainage Strategy. A

	<p>table is provided for each section to summarise the changes in catchment and the proposed drainage in these areas.</p> <p>Within the stretch of the A5025 in Section 6 referenced in the comment (drawing number WN02.05-ACM-S6-00-DRG-001), Appendix A of the Drainage Strategy shows that at chainages 050 - 160 (9990 – 10100) just north of the bus and coach garage, the existing road at this location is cambered with surface water running to the northbound and southbound carriageway edges. The proposed road improvements will be super-elevated in this location due to the curvature in the road and therefore all the surface water run-off will drain to the northbound edge of the carriageway.</p> <p>There are existing gullies which will be replaced with new gullies, following further investigation into the outfall positions during construction, additional gullies or linear soakaway will be agreed with IACC and introduced accordingly.</p>
<b>In relation to Drawing WN02.05-ACM-S6-00-DRG-003:</b>	
<b>IACC (ON-HIG-27)</b>	The IACC have no objections in principle to Horizon's proposals to stop-up junctions 18B, 18C and 18D. However, following previous consultation, have the nearby residents or the community council raised any concerns regarding these proposals?
Horizon	No comments have been received from residents or the community council in response to the Section 61Z pre-application consultation regarding the proposed stopping-up of junctions 18B, 18C and 18D.
<b>IACC (ON-HIG-28)</b>	Horizon to provide a vehicle turning area with appropriate parking restriction measures as part of the stopping up of Junction 18B, to reduce the potential usage of Junction 19A.
Horizon	A revised drawing has been provided showing the turning head at this location (WN02.05-ACM-S6-00-DRG-003 Revision A, presented in Appendix 6).
<b>In relation to Drawing WN02.05-ACM-S7-00-DRG-021:</b>	
<b>IACC (ON-HIG-29)</b>	What are the visibility splays achieved at the proposed new temporary construction compound entrance (HGV access)?
Horizon	A new access will be formed to allow HGVs to access and egress the Temporary Construction Compound. The existing boundary stone walls will be temporarily removed over a suitable distance in both directions from the new junction to accommodate vision splays in accordance with TD42/95 - Geometric Design of Major/Minor Priority Junctions.
<b>IACC (ON-HIG-30)</b>	What are the visibility splays achieved at the existing A5025/Llanfairynghornwy junction that is proposed to be used for staff vehicles?
Horizon	The existing A5025/Llanfairynghornwy Junction has vision splays based on a 2.4 metre set back of 63 metres to the south and 70 metres to the north, as defined in TD 42/95 - Geometric Design of Major/Minor Priority Junctions. There is no level information currently available to confirm the same distances in the vertical plane, however site inspections indicate that distances will be similar.
<b>IACC (ON-HIG-31)</b>	Horizon to demonstrate the proposed 30no. spaces will be sufficient to accommodate staff parking demand.
Horizon	Construction workers will travel directly to their assigned construction area or the Temporary Construction Compound, depending on their role in the construction process. All workers will be expected to car share. These measures, including parking arrangements on site, will be managed by the contractor and set out in a CTMP. This will be prepared as part of a CEMP to

	be submitted to IACC for approval, in response to a planning condition attached to any grant of planning permission.
<b>In relation to Drawing WN02.05-ACM-S8-00-DRG-001:</b>	
<b>IACC (ON-HIG-32)</b>	Following on from previous consultations, have the nearby residents or the community council raised any concerns with the proposal to make Junction 22 an 'access only'?
Horizon	No comments have been received from residents or the community council in response to the Section 61Z pre-application consultation regarding the proposed improvements at Junction 22.
<b>IACC (ON-HIG-33)</b>	Following on from previous consultations, have the nearby residents or the community council raised any concerns with the proposal to stopping-up Junction 23?
Horizon	No comments have been received from residents or the community council in response to the Section 61Z pre-application consultation regarding the proposed improvements at Junction 23.
<b>IACC (ON-HIG-34)</b>	Horizon to confirm any concerns raised from previous consultations regarding the proposed vehicle overrun area for 12.5m rigid vehicle – Are these proposals sufficient to accommodate anticipated vehicle swept paths?
Horizon	Sketch drawing number WN02.05-ACM-S8-SK-001 has been prepared as part of the additional information submission (Appendix 6), which provides details of a swept path analysis at Junction 23 in Section 8, to demonstrate that the vehicle overrun area can accommodate right hand turn manoeuvres by a 12.5m rigid vehicle.
<b>IACC (ON-HIG-35)</b>	A joint inspection of the existing layby area for the proposed cycle path diversion will be required between the IACC and Horizon to determine suitability of the existing road surface and agree the extent and specification of resurfacing works.
Horizon	Horizon and IACC Highways will carry out a joint inspection of the existing layby to agree the works required.
<b>In relation to Drawing WN02.05-ACM-S8-00-DRG-002:</b>	
<b>IACC (ON-HIG-36)</b>	What are the visibility splays achieved at the proposed NCR566 crossing point?
Horizon	Proposed cycle crossing at NCR566 at 2.5m set-back and 1.0m - 2.2m eye height (as defined for a cyclist in TA 90/05 The Geometric Design of Pedestrian, Cycle and Equestrian Routes); visibility to south = 95m; visibility to north = 43m. This could be increased to 160m if the vegetation is cleared since there is space within the boundary to widen the verge
<b>Housing Strategy</b>	
<b>IACC (ON-HOU-01)</b>	No impact assessment has been carried out and no mitigation measures have been presented to deal with the impact of workers accommodation or displacement of local families, should there be a need to accommodate workers from outside the immediate area. This should be provided.
Horizon	Chapter 4 of the submitted Environmental Report shows that based on the duration (66-weeks) and nature of the construction works, it is anticipated that the number of personnel required would be a peak of 125 workers. Given that a proportion of the work will be specialist road construction, some of the skilled labour will need to be sourced from outside of the local area. For this it has been assumed that there would be a medium 'leakage' (employment being gained outside of the target area), following the best practice approach set out in the Homes & Communities Agency Additionality Guide (Fourth Edition 2014) which has informed the socio-economic assessment for the Proposed

	<p>Development. In this guide, a medium leakage is assumed to be 25% of employment.</p> <p>According to this guidance, 75% (94) of the workers are expected to be employed from within the Daily Construction Commuting Zone (DCCZ), which is an area that is a 90-minute commute time from the Wylfa Newydd Development Area. The remaining 25% (up to 31 workers) are likely to live outside of the DCCZ, who may stay on Anglesey for part of the construction period.</p> <p>IACC and Horizon have established a Framework Contract for Highways Construction, which enables companies to become part of a 'pool' of potential contractors that can be approached directly by the IACC to bid for work, when required. Three of the four eligible contractors are based in north Wales (two in Gwynedd, one in Denbighshire and one in Manchester).</p> <p>Local employment is a key priority of the Framework Contract for Highways Construction, which requires the appointed contractor to adhere to the Horizon Supply Chain Charter and to promote contract opportunities within Wales and the local area.</p> <p>While it is not possible to guarantee the percentage of workers contracted from the local area, it is highly likely that the contractors would appoint workers local to the proposed works, primarily to take advantage of the locally skilled workforce and to reduce travel and accommodation costs.</p> <p>The majority of workers would commute to the construction areas and Temporary Construction Compound on a daily basis from their homes based in the local area. For those workers who may want to stay close to site during the construction period, the appointed contractor would manage their accommodation as required, which is likely to be visitor accommodation, lodgings or short term private rented property, with workers returning to their homes at weekends.</p> <p>If there was an increase in the 25% proportion of workers living outside of the local area, this would not have a significant impact upon housing supply, with sufficient capacity within the existing supply of visitor accommodation and private rented housing stock to accommodate 31+ workers on a short-term basis.</p>
<b>IACC (ON-HOU-03)</b>	An assessment is also required of how contractors will be accommodated within the area.
Horizon	<p>With reference to the response to comment ON-HOU-01, the majority of workers would commute to the construction areas and Temporary Construction Compound on a daily basis from their homes based in the local area. For those workers who may want to stay close to site during the construction period, the appointed contractor would manage their accommodation as required, which is likely to be visitor accommodation, lodgings or short term private rented property, with workers returning to their homes at weekends.</p> <p>If there was an increase in the 25% proportion of workers living outside of the local area, this would not have a significant impact upon housing supply, with sufficient capacity within the existing supply of visitor accommodation and private rented housing stock to accommodate 31+ workers on a short-term basis.</p>
<b>Landscape and Visual Amenity</b>	
<b>IACC (ON-LAN-31)</b>	Additional information and assessments that should be requested include:

	<p>1. Detailed survey of the existing landscape components - stone walls, cloddiau, etc and all footpath routes, surfacing and means of access, including gates, styles, etc where these would be affected by the works.</p>
Horizon	<p>In discussion with IACC, Horizon has agreed to carry out a survey and assessment of the sections of existing footpaths to be affected by the highway improvements, to be provided in response to a suitable planning condition attached to any grant of planning permission, for approval by the Local Planning Authority. The survey could involve an assessment of the quality and condition of boundary features to be affected by the construction works in these locations. The full scope of the survey is to be agreed with the Local Planning Authority.</p> <p>To support the survey, Horizon has provided details of the trees and lengths of existing stone walls, hedgerows and cloddiau to be removed and corresponding details of their replacement, to demonstrate how these landscape components would be enhanced as part of the landscape strategy.</p> <p>The information is presented in Appendix 4: <i>Table A4-1 - Measures of landscape component loss and replacement</i> and Figures: 60PO8079_ONL_ER_13_01 Rev1, 60PO8079_ONL_ER_13_02 Rev1, 60PO8079_ONL_ER_13_03 Rev1 and 60PO8079_ONL_ER_13_04 Rev1</p> <p>Details of trees are also described in the tree survey in appendix 12.2 of the Environmental Report.</p>
<b>IACC (ON-LAN-32)</b>	<p>2. Assessment of the effects on landscape components/elements taking into account the baseline condition, the natural heritage, landscape character and visual amenity value of these elements, and the amounts that will be lost and replaced.</p>
Horizon	<p>In discussion with IACC, Horizon has agreed to carry out a survey and assessment of the sections of existing footpaths to be affected by the highway improvements, to be provided in response to a suitable planning condition attached to any grant of planning permission, for approval by the Local Planning Authority. The survey could involve an assessment of the quality and condition of boundary features to be affected by the construction works in these locations. The full scope of the survey is to be agreed with the Local Planning Authority.</p> <p>To support the survey, Horizon has provided details of the trees and lengths of existing stone walls, hedgerows and cloddiau to be removed and corresponding details of their replacement, to demonstrate how these landscape components would be enhanced as part of the landscape strategy.</p> <p>The information is presented in Appendix 4: <i>Table A4-1 - Measures of landscape component loss and replacement</i> and Figures: 60PO8079_ONL_ER_13_01 Rev1, 60PO8079_ONL_ER_13_02 Rev1, 60PO8079_ONL_ER_13_03 Rev1 and 60PO8079_ONL_ER_13_04 Rev1</p> <p>Effects on trees are also described in the tree survey in appendix 12.2 of the Environmental Report, and effects on hedgerows and stone walls are discussed in more detail in chapter 11 ecology of the Environmental Report.</p>
<b>IACC (ON-LAN-33)</b>	<p>3. Assessment of the effects on the statutory purpose of the Isle of Anglesey AONB.</p>
Horizon	<p>The IACC AONB Management Review 2015-2020 requires that any development within 2km of the Anglesey AONB boundary demonstrates that measures are taken within 2km of the boundary to enhance the AONB and its setting.</p> <p>The proposed A5025 On-line Highway Improvements are in keeping with the characteristics of the existing A5025. The local context has been considered</p>

	<p>and in general terms a like-for-like design approach has been undertaken, which would help to maintain and enhance local landscape character.</p> <p>Boundary treatments (stone walls, hedgerows, cloddiau and stock fencing) would be replaced in sections where the highway would be widened, to provide landscape and visual enhancements along the route. In particular, existing stone walls, many of which are currently overgrown with vegetation or in a poor state of repair, would be replaced with new stone walls of a high build quality, with re-used existing stone, supplemented with stone sourced from local quarries. This would provide uniformity and continuity in terms of providing the same style of replacement wall throughout the development. Existing hedgerows would be translocated where appropriate from their current positions to the new highway boundary and supplemented with additional planting, to further enhance the visual and ecological value of the hedgerows which are thinning and spartan in some locations.</p> <p>Additional trees would be planted to replace those to be removed, predominantly within hedgerows. In addition, planting and seeding has been proposed around attenuation ponds to help integrate them into the surrounding landscape.</p> <p>Effects on the AONB during construction have been assessed as slight adverse, and neutral in operation. Due to the minimal level of physical, visual or perceptual change anticipated in the AONB as result of the proposed highway improvements, it is considered that the statutory purpose of conserving and enhancing the natural beauty of the AONB would not be affected.</p>
<b>Magnox &amp; NDA</b>	
<b>IACC (ON-MAG-04)</b>	<p>Where the roadworks are confined to one carriageway, there is a threat of collapse in the area of excavation with such a substantial loading from the Magnox transporter (of a total weight of 80Te). Magnox requires assurance that loading calculations are reviewed, and that no residual risk of collapse exists for this situation.</p> <p>Magnox also requires assurance that there is sufficient clearance for the width of the vehicle included in those calculations.</p>
Horizon	<p>Horizon anticipates that a minimum unobstructed carriageway width of 3m will be maintained along the works (in line with Department of Transport Codes of Practice) which will allow enough space for the transporter to pass safely. Horizon will also ensure that the contractor is aware of this requirement.</p>
<b>Minerals and Waste</b>	
<b>IACC (ON-MIN-03)</b>	<p>Table 10-2, Materials resource use summary suggests that there will be a need to import 27,500 m<sup>3</sup> of aggregate material for the development (notwithstanding precast concrete etc). Can this be confirmed.</p> <p>The possible area of concern relates to that of Table 10-3, Waste arisings summary, and states that 52,480 tonnes of waste may arise from the proposed development. Can it be confirmed that the 12,800m<sup>3</sup> of site-won recycled bituminous material is not part of that figure? Is this to be recycled or subject to landfill?</p>
Horizon	<p>The 52,480 tonnes of waste stated in the waste arisings summary includes approximately 33,000 tonnes of bituminous material with an assumption that 95% of this material will be recycled and used as part of the highway reconstruction works.</p> <p>The appointed contractor will be required to prepare and adopt a Site Waste Management Plan (as part of the CEMP) to deal with the waste arisings, in accordance with the principles set out in the submitted CoCP. Discussions with the prospective contractor will be carried out prior to appointment in all</p>

	aspects of the construction works including waste management, to ensure a strategy is developed early in the process.
<b>Policy &amp; Strategy (Welsh Language)</b>	
<b>IACC (ON-WEL-03)</b>	<p>A statement is required outlining that Horizon and associated contractors will adhere to the IACC's Welsh Language Policy in all aspects of the project and communication with the public.</p> <p>If the assumption of the likelihood of the appointment of a preferred contractor is not correct, a full assessment of likely effects on the Welsh Language and Culture is required.</p>
Horizon	The Framework Contract for Highways Construction sets out the requirements for the appointed contractor to adhere to the IACC's Welsh Language Policy objectives and the Welsh Government's Welsh Language Standards. As a minimum, the contractor will be required to appoint a Community Liaison Officer who must be a Welsh speaker and to install bilingual signage throughout the construction process.