

Appendix 2: A5025 On-line Highway Improvements Summary of comments received and Horizon responses

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1 Responses to comments received from IACC and other stakeholders

1.1.1 The following table provides Horizon's responses to comments received from IACC Officer's and other stakeholders as part of the formal consultation process for the A5025 On-line Highway Improvements planning application. The table includes the comments referenced in IACC's formal request for additional information of 9th February 2018 (set out in Appendix 1), which are replicated here for continuity purposes.

Table A2-1: Responses to comments received from IACC Officers and other stakeholders

* Part of IACC's Additional Information Request 09/02/18

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
Cadw	ON-CADW-01	No objections to the impact of the proposed development on the scheduled monument AN083 Capel Soar Standing Stone and registered park and garden GD43 Carreglwyd.	Comments duly noted.	
	ON-CADW-02	Horizon's assessment has concluded that the proposed works will have no effect on the setting of scheduled monument AN083. Cadw concurs with this assessment.	Comments duly noted.	
	ON-CADW-03	The assessment concluded that the works would be screened from views from the Carreglwyd historic park and garden for most of it's length by the intervening topography vegetation and buildings and therefore there would be no impact on the setting of the registered garden. Cadw concurs with that assessment.	Comments duly noted.	
Councillor John Griffith Talybolion Ward (north of Llanfachraeth)	ON-CLR-01	As a member of the Planning Committee I'm wary of commenting on matters which are likely to be considered by the Committee. I have no particular comments at this time which are worth raising.	Comments duly noted.	

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Dwr Cymru Welsh Water (DCWW)	ON-DCWW-01	Proposed development site is crossed by 150mm and 70mm foul rising mains, together with 150mm and 375mm gravity sewers (approximate position marked on Statutory Public Sewer Record). DCWW requires a 3m easement for maintenance access.	The locations of the majority of the foul water crossings are within the areas of surface dressing works only so are therefore considered not to be affected by the works. There is one foul water sewer crossing in Section 6, between Junctions 17 and 18 in Llanrhyddlad. DCWW has been consulted on the proposal and has confirmed that there is no impact on any Public Sewers by the proposed improvements (and therefore no requirements for provision of easements for maintenance access).	
	ON-DCWW-02	Should the proposed development be located within the protection zones of the sewer crossings, public sewer diversions would be required.	Horizon has been liaising with DCWW and their Developer service has confirmed that the proposed A5025 On-line Highway Improvements do not impact on any public sewer, and therefore are not located within the protection zones of sewer crossings.	
	ON-DCWW-03	DCWW has no comments on the proposed foul and surface water drainage arrangements for the temporary construction compound, given that foul flows will be disposed of via a cesspit and surface water into a SuDS and existing watercourse.	Comments duly noted.	
	ON-DCWW-04	Some public sewers and lateral drains may not be recorded on DCWW maps of public sewers (if originally privately owned and transferred into public ownership).	Should any unrecorded sewer be identified during the construction phase, Horizon will investigate and liaise with DCWW to confirm its status and implement any works that are necessary, should there be a conflict between the proposed works and unchartered sewers.	
	ON-DCWW-05	Proposed development is crossed by a trunk and/or distribution watermains (DCWW has provided a list and location plan). DCWW requires maintenance access at all times.	Horizon has liaised and agreed the diversion of DCWW apparatus as a consequence of the proposed A5025 On-line Highway Improvements and is content to receive an appropriate planning	

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		Developer must consult DCWW before any development commences on site.	condition or informative on this point, to be attached to any grant of planning permission.	
		Recommended conditions:		
	ON-DCWW-06	No structure to be sited within a minimum distance of 3m from centre line of Distribution Watermains and 6m from centre line of Trunk Watermain.	The principal highway contractor appointed to implement the A5025 On-line Highway Improvements (the “appointed contractor”) will carry out the construction works in accordance with the procedures and specifications required by DCWW. Horizon is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.	
	ON-DCWW-07	Adequate precautions are to be taken to ensure the protection of the water main during the course of site development.	The appointed contractor will carry out the construction works in accordance with the procedures and specifications required by DCWW. Horizon is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.	
	ON-DCWW-08	If heavy earthmoving machinery is to be employed, then the routes to be used in moving plant around the site should be clearly indicated. Suitable ramps or other protection will need to be provided to protect the water main from heavy plant.	The appointed contractor will carry out the construction works in accordance with the procedures and specifications required by DCWW. Horizon is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.	
	ON-DCWW-09	The water main is to be kept free from all temporary buildings, building material and spoil heaps etc.	The appointed contractor will carry out the construction works in accordance with the procedures and specifications required by DCWW. Horizon is content to receive an appropriate planning condition or informative on	

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			this point, to be attached to any grant of planning permission.	
	ON-DCWW-10	The existing ground cover on the water main should not be increased or decreased.	The appointed contractor will carry out the construction works in accordance with the procedures and specifications required by DCWW. Horizon is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.	
	ON-DCWW-11	All chambers, covers, marker posts etc. are to be preserved in their present position.	The appointed contractor will carry out the construction works in accordance with the procedures and specifications required by DCWW. Horizon is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.	
	ON-DCWW-12	Access to DCWW's apparatus must be maintained at all times for inspection and maintenance purposes and must not be restricted in any way as a result of the development.	The appointed contractor will ensure that access to DCWW apparatus will be maintained during the construction phase and is content to receive an appropriate planning condition or informative on this point, to be attached to any grant of planning permission.	
	ON-DCWW-13	No work is to be carried out before DCWW has approved the final plans and sections.	Horizon has liaised and agreed the diversion of DCWW apparatus as a consequence of the proposed A5025 On-line Highway Improvements and will undertake the works in accordance with the agreed plans and sections. Given the diversion works would be undertaken prior to commencement, Horizon does not consider it necessary to receive a planning condition relating to these works.	

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Gwynedd Archaeological Planning Service (GAPS)	ON-GAPS-01	GAPS concur with the assessment (ER Chapter 13) of significance of monuments, archaeological remains, historic buildings and landscape types along the course of the proposed road improvement works. However, the assessment of effects (13.4) underestimates the impacts on potential (as yet undiscovered) archaeological remains and deposits.	Refer to responses set out below regarding Asset 129 and PRN 3144 (comments ON-GAPS-02 and ON-GAPS-03)	
	ON-GAPS-02	The proposed realignment works near to asset 129, Rhos Y Gaer, involve earth moving in an area of unknown archaeological potential, where there could be potential for an early fort. Archaeological monitoring advised during any ground disturbing works.	The proposed realignment works close to Asset 129, Rhos y Gaer (Drawing No. WN02.05-ACM-S4-00-DGR-001) are located within the vicinity of Asset 370. As referred to in paragraph 13.5.1 of the Environmental Report, this area close to Asset 370 had already been identified for an archaeological watching brief to be carried out during the works, which aligns with the advice provided by GAPS.	
	ON-GAPS-03	The proposed improvement works adjacent to PRN 3144, Hilltop enclosure west of Bwlch, have the potential to impact on any surviving ramparts associated with the western defences of this monument. The ER (13.3.10) assesses the monument as medium value, but if proven to be an Iron Age/Romano-British hillfort, it would be high value. Archaeological mitigation should be implemented to establish whether banks or ditches associated with this site extend towards the A5025.	Proposed improvement works in the vicinity of Asset 287 (PRN 3144): Based on the General Arrangement drawing the works comprise surface dressing of the existing carriageway in this section with no ground excavations (Section 8 – drawing WN02.05-ACM-S4-00-DGR-002 – the tie-in at approximate chainage 1100) and as such there would be no impact on any remains associated with this asset. Therefore, there is no need for mitigation measures in this area.	
	ON-GAPS-04	The removal of boundary features as detailed in section 13.4.14 has some limited archaeological impact. Mitigation is proposed in 13.5.1 which includes a level 2 record, but this excludes provision for intrusive archaeological works. The	The recording of sections of field boundaries to be removed is small scale work. This could be done in advance of construction or during	

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		mitigation of boundary features should include drawn or photographic (as appropriate) sections through field boundaries where the boundaries are constructed (either banks or walls) and are being breached or removed by the proposed works.	construction as part of an archaeological watching brief.	
		Recommended conditions:		
	ON-GAPS-05	No development or other ground disturbing works shall commence until a Written Scheme of Investigation (WSI) for a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. All subsequent archaeological work shall be completed in strict accordance with the approved details.	The appointed contractor will be responsible for preparing a WSI for a programme of archaeological work for submission to the IACC for approval, prior to the commencement of ground disturbing works. Horizon is content to receive an appropriate planning condition on this point, providing this is confined to ground disturbing works only.	
	ON-GAPS-06	A detailed report on the archaeological work & findings, as required by condition no.1, shall be submitted to and approved in writing by the Local Planning Authority within six months of the completion of the archaeological fieldwork or completion of the development, whichever is the sooner.	The appointed contractor will be responsible for preparing an Archaeological Report to present the findings of the archaeological work undertaken, for submission to the IACC for approval. Horizon is content to receive an appropriate planning condition on this point.	
Gwynedd County Council	ON-GCC-01	I refer to your consultation and the details presented by you regarding the above. I confirm that the service has no comments to offer.	Comment duly noted.	
IACC - Countryside and AONB Officer	ON-AONB-01	IACC Countryside and AONB Officer Comments (which make reference to IACC's Landscape and Visual Amenity comment ON-LAN-03): High quality, well designed bus shelters required. Anglesey tends to have a mix of poor quality bus	The proposed A5025 On-line Highway Improvements will require the removal and replacement of just one bus shelter as part of the proposed development, located in Section 2 (drawing WN02.05-ACM-S2-00-DRG-003, east of Junction 5).	

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		shelter designs. Bus shelters at Llanfair PG's Park and Share should be considered, for their visual appeal, quality materials and good design for rural setting.	Valley Community Council will be invited to select a preferred design from a choice of standard IACC shelter designs.	
	ON-AONB-02	<p>IACC Countryside and AONB Officer Comment (which makes reference to comment ON-LAN-05 regarding <i>Figure 2-27: Environmental Masterplan Section 2, sheet 4</i>):</p> <p>Hedgerows will improve bio-diversity connectivity.</p>	<p>The proposed widening of the A5025 in Section 2 includes the widening of the verges either side of the junction of the existing Private Means of Access (PMA) 2.21 and the two adjacent field accesses. The verges will be extended to a maximum width of 6m on the inside of the bend to improve the visibility from the PMA and the two field accesses in this location.</p> <p>The junction improvements include the replacement of the existing stone walls with mortared stone walls (drawing WN02.05-ACM-S2-00-DRG-003), to be set back from the edge of the highway to maintain the visibility splay for road safety purposes.</p> <p>This boundary treatment is preferred to the introduction of hedgerow, which may impede the sight lines with overgrown vegetation within the visibility splay.</p>	
	ON-AONB-03	<p>IACC Countryside and AONB Officer Comment (which makes reference to comment ON-LAN-06 regarding Figure 2-28 – 2-29: Environmental Masterplan Section 4, sheets 1 and 2):</p> <p>Hedgerows will improve bio-diversity connectivity.</p>	In discussion with IACC, the landscape proposals have now been amended to provide a hedgerow in the place of the previously proposed mortared stone wall, along the western boundary of the new section of highway at Bytheicws, in order to tie-in with existing boundary features. The eastern boundary will remain as a proposed mortared stone wall to tie in with the stone walls of the existing highway boundary either side of	<p>Environmental Masterplan Figures:</p> <p>60PO8061_ER_02_26 Rev1</p> <p>60PO8061_ER_02_27 Rev1</p> <p>60PO8061_ER_02_28 Rev1</p>

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			<p>the new section. (Refer to updated figures 2-28 and 2-29 attached at Appendix 7).</p> <p>Corresponding updates have been carried out to the Proposed General Arrangement drawing WN02.05-ACM-S4-00-DRG-001 Revision A to capture the amended boundary features, also attached at Appendix 7.</p>	<p>60PO8061_ER_02_29 Rev1</p> <p>Proposed General Arrangement drawing: WN02.05-ACM-S4-00-DRG-001 Revision A</p>
	ON-AONB-04	<p>IACC Countryside and AONB Officer Comment (which makes reference to comment ON-LAN-07 regarding Figure 2-33: Environmental Masterplan Section 6, sheet 2):</p> <p>Continuous section of cloddiau would improve landscape features as well as providing habitat for flora and fauna.</p>	<p>The proposed widening of the A5025 in Section 6 either side of the junction of PMA 6.16, involves the replacement of the existing stone walls with mortared stone walls (drawing WN02.05-ACM-S6-00-DRG-002). The replacement walls will be set back from the edge of the highway to provide a sufficient visibility splay at the PMA junction. This boundary treatment is preferred to the introduction of cloddiau, which may impede the sight lines with overgrown vegetation within the visibility splay. This is considered one of the fastest stretches of the A5025, where forward visibility is important.</p>	
	ON-AONB-05	<p>IACC Countryside and AONB Officer Comment (which makes reference to comment ON-LAN-08 regarding paragraph 1.5.3 of the Design Approach and Landscape Strategy):</p> <p>'Preserve' or 'conserve'?</p>	<p>The wording of the Planning Statement objective has been added to paragraph 1.5.3 of the Design Approach and Landscape Strategy (DALs). The Planning Statement does not state 'enhance', but to 'preserve the current character'. The term 'preserve' has been replaced with 'conserve' at the suggestion of the AONB officer.</p>	Updated DALs
	ON-AONB-06	<p>IACC Countryside and AONB Officer Comment (which makes reference to comment</p>	<p>The Design Approach and Landscape Strategy sets out the aims and objectives of the Proposed</p>	

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		<p>ON-LAN-09 regarding paragraph 2.1.4 of the Design Approach and Landscape Strategy):</p> <p>Consider replacing 'aim' with: 'requirement'</p>	<p>Development so the term 'aim' is considered more appropriate here.</p>	
	ON-AONB-07	<p>IACC Countryside and AONB Officer Comments (which make reference to comment ON-LAN-11 regarding the proposed regional provenance of plant stock set out in paragraph 2.1.10 of the Design Approach and Landscape Strategy):</p> <p>Consider replacing 'still prefer' with: 'require'</p> <p>Check status of Gerddi Haulfre (Llangoed) as a plant nursery.</p>	<p>The definition of regional provenance has been reinforced to state 'north-west Wales' in paragraphs 2.1.10 and 3.4.2 in the updated DALs.</p> <p>There are no tree and plant nurseries growing local provenance plant stock on Anglesey. Horizon is therefore discussing the potential to gather local seed in order to support a nursery as close of possible to Anglesey, to grow the tree and hedgerow plant stock needed for the Wylfa Newydd Project. However, in relation to the Proposed Development, details of plant stock suppliers within north-west Wales will be provided by the contractor as part of the detailed landscape design.</p>	Updated DALs
	ON-AONB-08	<p>IACC Countryside and AONB Officer Comment (which makes reference to comment ON-LAN-42 regarding suggested condition 4):</p> <p>Reduce light pollution (dawn, dusk and night) external lighting.</p>	<p>The appointed contractor will require flexibility in terms of the potential to use double height cabins during the construction process, in order to make the most efficient use of the Temporary Construction Compound (for instance storage facilities in the lower cabins and office space above).</p> <p>The appointed contractor will be required to prepare a Construction Environmental Management Plan (CEMP). This will incorporate a Lighting Strategy to be implemented in the construction areas and Temporary Construction Compound, to ensure that the specification includes low impact lighting for works undertaken</p>	

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			<p>beyond daylight hours. It is anticipated that the preparation of a CEMP (and Lighting Strategy) will be attached as a condition to any grant of planning permission, to be submitted to IACC for approval.</p> <p>Details of how lighting would be minimised during construction will also be provided by the appointed contractor as part of the detailed landscape design.</p>	
IACC Drainage		Key issues:		
	ON-DRA-01	The proposed highway improvement works are partially located in areas served by public sewer systems and this application should therefore be forwarded to the sewerage undertakers, for their consideration and comment.	Horizon has consulted with DCWW regarding the implications of the proposed A5025 On-line Highway Improvements on existing public sewers.	
	ON-DRA-02*	Greater detail of intended disposal of surface water is required.	See details in the responses (ON-DRA-04 to ON-DRA-12) below.	
	ON-DRA-03	The surface water management and land drainage philosophy as detailed in the supporting documentation, appears to be satisfactory in principle.	Comment duly noted.	
		Additional comments:		
	ON-DRA-04 *	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.	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.	

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	ON-DRA-05 *	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.	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.	
	ON-DRA-06 *	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 (LLFA), prior to their submission to the Local Planning Authority for their assessment and written approval.	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.	
	ON-DRA-07	Where the drainage systems involve the installation of new outfall structures, diversions or culvert extensions to an ordinary watercourse, consent for these works will be required from the LLFA, under Section 23 of the Land Drainage Act 1991.	Comment duly noted.	
	ON-DRA-08	Section 2 (WN02.05-ACM-S2-05 DRG-052): Notification on drawing typical pond cross section, indicating assumed ground water level – suggest possible amendments to design once further ground investigations have been undertaken. Headwall design details subject to alteration (Note 3).	The appointed contractor will undertake further investigation work to confirm ground water levels, to inform the final design for the pond construction.	
	ON-DRA-09	Section 2 (WN02.05-ACM-S2-05 DRG-001): Notification on plan for both ponds indicating further topographical surveys to be carried out to	Additional topographical survey information will be undertaken to finalise the shape and depths of each attenuation pond and confirm their position	

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		<p>confirm assumed levels, which may impact final design.</p> <p>Note 12 repeated – suggests possible requirement for more filter strips – operation of which will be dependent on successful porosity tests.</p>	<p>and invert levels of the outfall structure into adjacent watercourses.</p> <p>This will be undertaken by the appointed contractor and Horizon is content to receive an appropriate planning condition on this point.</p>	
	ON-DRA-10 *	<p>Section 4 (Sheet 1 of 3 WN02.05-ACM-S4-05 DRG-001):</p> <ul style="list-style-type: none"> a) Chainage 300.000 – Should any amendments be required to the existing outfall structure into the main river (as intimated in the notation on the drawing), then the applicant may require consent for the works from Natural Resources Wales. 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. 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. 	<ul style="list-style-type: none"> a) The appointed contractor will undertake clearance of the existing outfall and confirm the condition, invert levels and diameter of the outfall. If the outfall requires remedial work, Horizon will apply for the necessary consents. b) Ch 750.000 – 950.000 - 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. c) 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. 	
	ON-DRA-11 *	<p>Section 4 (Sheet 3 of 3 WN02.05-ACM-S4-05-DRG-003):</p>	<p>Following appointment of a contractor, a ground investigation into either an infiltration design or attenuation system will be assessed and</p>	

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		<p>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 TAN15. 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.</p> <p>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.</p>	<p>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.</p>	
	ON-DRA-12	<p>Section 8 (WN02.05-ACM-S8-05 DRG-002):</p> <p>Further surveys and investigations will be needed to confirm some of the assumptions made as part of the proposed designs (Note 3 repeated).</p> <p>Condition of existing drainage to be assessed during construction (Note 14).</p>	<p>Where notations on the submitted drainage drawings refer to the need for further ground investigations and topographical survey data to inform the detailed drainage design, this would be undertaken by the appointed contractor.</p> <p>The appointed contractor will assess the condition of all outfalls and existing drainage apparatus, and undertake any necessary surveys and investigations to confirm the proposed designs.</p>	
IACC – Ecology		<p>ER Vol 1, Ch 11 Terrestrial & Freshwater Ecology:</p>		

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	ON-ECO-01 *	11.1.2 refers to Figs 2-24 to 2-31 (in Volume 2), this should read Figs 2-22 to 2-38. Question – can this be confirmed for the record?	Confirmed that the figures reference should read “figures 2.24 – 2.38” in Volume 2 of the submitted Environmental Report.	
		Protected and Legally Controlled Species:		
	ON-ECO-02	Various Proposed Strategies are outlined for different ecological groups/species. Advise that these strategies be put in place as described. Key elements of the strategies are summarised in IACC’s Ecology response with references to the document. The strategies include elements such as provision of ecological clerk of works, protected species licences, and construction method statements , and should be specified to be agreed in writing before works begin, through appropriately worded planning condition(s).	<p>The appointed contractor will be required to prepare a CEMP, which will incorporate Construction Method Statements. The contractor will be required to appoint an Ecological Clerk of Works and will be responsible for the preparation and submission of protected species licence applications to Natural Resources Wales (NRW), as necessary.</p> <p>Horizon agrees that the above requirements should be provided in response to an appropriate planning condition attached to any grant of planning permission.</p>	
	ON-ECO-03	Planning Condition(s) should specify that Construction Method Statements be provided and agreed with IACC in writing for all relevant areas listed in the response, as part of a Construction Environmental Management Plan.	<p>See response for ON-ECO-02 above.</p> <p>Horizon agrees that this requirement should be provided in response to an appropriate planning condition on this point.</p>	
	ON-ECO-04	Another Planning Condition should specify provision of an Ecological Clerk of Works to cover relevant areas, and that the EcCW should provide basic monthly reports on progress to Planning.	<p>See response for ON-ECO-02 above.</p> <p>Horizon agrees that this requirement should be provided in response to an appropriate planning condition on this point</p>	
	ON-ECO-05 *	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	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	

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		same for these, and this will need to be clarified in the Construction Method Statement.	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.	
	ON-ECO-06	Advise that an Invasive Species Control and Eradication Plan be conditioned to cover the issues listed in the response, either as part of the CEMP, or as a separate document. If there are any areas where works would risk spreading invasive, it would be advisable for these to be dealt with ahead of main works, and if possible ahead of present case determination, since control and eradication does not itself require planning permission (any relevant permissions, law and guidance should of course be followed).	The appointed contractor will be required to prepare a CEMP, which will incorporate an Invasive Species Control and Eradication Plan. Horizon agrees that this requirement should be provided in response to an appropriate planning condition attached to any grant of planning permission.	
		Design Approach and Landscape Strategy:		
	ON-ECO-07 *	Although there are sketches of stone walls (Figure 2-3), none are provided for cloddiau or of cloddiau topped with native hedgerow. These should be provided to inform the case, and for use by contractors etc.	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).	Updated DALs

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	ON-ECO-08 *	Biosecurity - Little material is provided in section 3.2, it is considered that an Invasive Species Control and Eradication Plan would be a significant step towards ensuring adequate coverage.	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.	
	ON-ECO-09	Advise that the planting of trees, shrubs, various grass seed mixes, the translocation of existing hedges (with infilling of new native planting for greater diversity), and other ecological aspects covered in the DALs (and associated Figures) be carried out as given in the Strategy.	Comment duly noted. The appointed contractor will be required to implement the proposed A5025 On-line Highway Improvements in accordance with the approved DALs and associated Figures, in response to an appropriate planning condition attached to any grant of planning permission.	
		Statement to Inform HRA Screening:		
	ON-ECO-10	Concluded no likely significant effects on European designated sites, and therefore no requirement to go to Appropriate Assessment. If proposal not likely to have significant impacts on Natura 2000 sites, this proposal should be deemed to be screened out on the basis of the material provided.	Comment duly noted.	
		Code of Construction Practice: 11 - Ecology and Landscape Management Strategy		
	ON-ECO-11	Advise that this Code be followed. Serious consideration should be given as to whether all the required ecological construction method statements in CEMPs should be provided by contractors, or whether this should be achieved by the applicant at an earlier stage. This would help ensure consistency of approach (and save time). If different contractors are used for different	The preferred approach is that the appointed contractor will be required to produce a CEMP incorporating Construction Method Statements, to be prepared in liaison with the appointed Ecological Clerk of Works and Horizon. This would be submitted to IACC for approval prior to the commencement of works, in response to an	

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		<p>elements of the works, then there could be more risk of gaps, doubling up, or potentially incompatibilities between methodologies. Whichever approach is chosen, works should be conditioned to require that the relevant material is agreed with Planning in writing before any works begin (see comments for ER Vol 1 above).</p>	<p>appropriate planning condition attached to any grant of planning permission.</p>	
<p>IACC - Education</p>	<p>ON-EDU-01</p>	<p>The Education Department refers to points raised in previous iterations of the consultation processes, regarding the effects of:</p> <ol style="list-style-type: none"> 1. dust, noise and traffic on the Rhyd y Llan school; 2. school start and end times should be avoided by construction traffic as will severely hamper school transport routes for the whole area; and 3. increased dangers for pupils on foot who must cross the main road to the school or to reach their bus stop 	<p>Horizon's response is presented below to address each bullet point of the comments made:</p> <ol style="list-style-type: none"> 1) i) As identified in the ER, the Rhyd y Llan school was included as one of the sensitive receptors considered in the dust assessment. This identified that the school and the adjacent residential users would have a high sensitivity to dust impacts. The proposed works for section 5, is surface dressing, which would result in a low level of dust emission. As a result of this, it has been concluded that the risk of causing dust effects on human health is low. As a consequence, no additional mitigation to that already included in the CoCP for the control of dust is required. ii) The effects of noise levels are taken into account in the ER, where the villages adjacent to the scheme have been considered as receptors, rather than individual residential, community and business users. The village of Llanfaethlu is considered to be a sensitive receptor to noise, which would include the school. The proposed surface dressing works have been assumed to be undertaken relatively quickly, where 300m sections 	

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			<p>would be able to be completed each day. In the submitted Environmental Report it has been assumed that receptors located within 10m of the road are predicted to be exposed to noise levels exceeding 80 dB LAeq,T. As the school is more than 10m from the A5025, the noise levels would be much lower. Furthermore, given the assumed rate of the works, such noise levels are likely to be experienced by receptors for a very short duration of a few hours. Low noise road surfacing will be used to reduce the effects associated with traffic flows and provide noise reduction benefits. No additional mitigation to that already included in the CoCP for construction noise reduction measures is required.</p> <p>iii) The effect on traffic flows in the vicinity of the school has been assessed in the ER. For sections where the works involves surface dressing, such as section 5, the construction traffic flows have been considered to be insignificant. The mitigation for any impacts from traffic, will be in the form of the management of construction areas along the highway during the A5025 On-line Highway Improvements, along with traffic management systems and communication with residents along the route. All of these measures would form essential elements of the Construction Traffic Management Plan (CTMP), to be prepared and implemented by the</p>	

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			<p>appointed contractors and agreed with the IACC in response to a planning condition attached to any grant of planning permission. The CTMP will include information on how each section of the improvement works will be managed, the times of working and duration of works.</p> <p>2) In order to minimise and mitigate the impacts of HGV and bus traffic on existing flows and recreational cyclists, a delivery window on the A5025 for the construction materials has been identified. The delivery window will run from 07:00 to 19:00, Monday to Friday, with restrictions during school start and end times and 07:00 – 13:00 on Saturdays, in advance of the A5025 On-line Highway Improvements being operational. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited whenever practicable. The appointed contractor will be required to operate deliveries in accordance with the requirements set out in the submitted Code of Construction Practice (CoCP).</p> <p>3) As stated in the submitted CoCP, the appointed contractor will be required to prepare a CTMP, to include Temporary Traffic Management (TTM) procedures. These will employ either temporary traffic signals or manned stop and go boards for each section, together with a temporary speed limit, dependent on the location of</p>	

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			<p>the roadworks. In some circumstances, it may be necessary to convoy traffic through works during restrictive widths when the required working area and safety zones cannot be achieved. All TTM will be monitored to ensure the procedures are working safely and effectively for all highway users. The CTMP and TTM will form part of the CEMP, to be submitted to IACC for approval, in response to a planning condition attached to any grant of planning permission.</p>	
	ON-EDU-02	<p>Noise levels on local schools will need to be reduced and a mitigation package put in place. Propose adaptations to buildings to insulate against noise levels.</p>	<p>The Proposed Development will impact the village of Llanfaethlu, which would include the school. The proposed surface dressing works have been assumed to be undertaken relatively quickly, where 300m sections would be able to be completed each day.</p> <p>In the submitted Environmental Report it has been assumed that receptors located within 10m of the road are predicted to be exposed to noise levels exceeding 80 dB LAeq,T. As the school is more than 10m from the A5025, the noise levels would be much lower. Furthermore, given the assumed rate of the works, such noise levels are likely to be experienced by receptors for a very short duration of a few hours. Low noise road surfacing will be used to reduce the effects associated with traffic flows and provide noise reduction benefits. No additional mitigation to that already included in the CoCP for construction noise reduction measures is required.</p>	

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	ON-EDU-03	Noise levels will affect pupils at the local school and will need to be managed appropriately. Agree on management and mitigation measures to reduce noise and its effect.	See the response to ON-EDU-01 1(ii) above.	
	ON-EDU-04	The traffic flows will affect the new Ysgol Rhyd y Llan and its pupils, and risks associated with high numbers of HGV vehicles travelling along the route. Avoid school opening and closing times. Regulate traffic and have speed restrictions close to the school.	Please refer to the responses to comments ON-EDU-01 (2) and (3) above. .	
IACC - EHO	ON-EHO-01	Code of Construction Practice welcomed. It shall be expected that Horizon will use this documentation to fully capture and mitigate against numerous issues such as noise, vibration, air quality, artificial light, soil, contamination, odour and water issues to name but a few that will be encountered during this development.	The appointed contractor will be required to prepare a CEMP in line with the principles set out in the CoCP, which will capture the elements outlined in the consultation comment. The CEMP will be submitted to IACC for approval, in response to a planning condition attached to any grant of planning permission.	
		Further mitigation strategies and Contractor Environmental Management Plans (CEMPs) should be supported by additional site-specific management plans; for example those supported by the Waste and Materials Oversight Group (WaMOG). These should be accredited to BS EN ISO 14001: Environmental Management.	The appointed contractor will be required to prepare a CEMP, to include associated management plans, to be submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.	
	ON-EHO-02	IACC would welcome the opportunity to assist with establishing suitable web-based noise and vibration monitoring locations as and when works commence owing to the scale of operations. This would ideally incorporate other monitoring parameters (such as dust, PM2.5 and PM10 (particulate matter) and NOx (Nitrous oxides	The Proposed Development includes a proposed air quality monitoring location at the Council Houses at Bryn Tirion Terrace in Section 6.	

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		associated with traffic) and be implemented as soon as possible for the duration of the entire main site development area.		
	ON-EHO-03	Adoption of the Section 61 Prior Consent agreements made under the Control of Pollution Act 1974 application process between Horizon and IACC, must afford protection and mitigation for residents and communities bordering the site boundaries.	The appointed contractor will be responsible for the preparation and submission of Section 61 Prior Consent application(s) to the IACC for approval.	
	ON-EHO-04	Implementing the proposed mitigation measures and continuing with proactive liaison meetings in addition to environmental monitoring should be viewed as part of the development process.	Horizon will continue to engage with IACC throughout the development process. The appointed contractor will be responsible for the implementation of the proposed mitigation measures and ongoing environmental monitoring.	
	ON-EHO-05	Any timings of all traffic associated with the development; i.e. shift patterns, construction traffic routes, deliveries, etc. should not impact upon any school arrival and departure routes nominally between the hours of 08:00 to 09:00 and 15:00 to 16:00 weekdays.	In order to minimise and mitigate the impacts of HGV and bus traffic on existing flows and recreational cyclists, a delivery window on the A5025 for the construction materials has been identified. The delivery window will run from 07:00 to 19:00, Monday to Friday, with restrictions during school start and end times and 07:00 – 13:00 on Saturdays, in advance of the A5025 On-line Highway Improvements being operational. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited whenever practicable. The appointed contractor will be required to operate deliveries in accordance with the requirements set out in the submitted CoCP. Timings will be incorporated as part of the CTMP to be prepared by the appointed contractor and submitted to IACC for approval, in response to an	

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			appropriate planning condition attached to any grant of planning permission.	
	ON-EHO-06	Within the CoCP 'Appendix Annex A: Relevant Acts of Parliament' within the A5025 CoCP (ref: para 1.1.10 page 2 and Annex A page 33) that the following two key pieces of legislation have been omitted, but should be included within this Appendix: Environmental Protection Act 1990 (Chapter 43) and the Clean Neighbourhoods and Environment Act 2005 (Chapter 16).	The appointed contractor will be required to comply with the principles of the CoCP in the preparation of their CEMP. Given the stated legislation is currently omitted from the CoCP, the appointed contractor will be required to include this as part of the preparation of the CEMP, to be submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.	
	ON-EHO-07	Some sensitive receptors i.e. occupants within residential dwellings, shall experience varying magnitudes of change as this development progresses. The proposed mitigation measures need to be adaptive to the changing nature of the landscape and react accordingly to such changes as they occur. This re-affirms the need for a real-time web-based environmental monitoring system at appropriate locations along the A5025.	Horizon agrees that an appropriate and proportionate response to environmental management associated with this development is required. Horizon is content that this matter can be addressed by means of an appropriate planning condition.	
	ON-EHO-08	IACC has reviewed all of the submitted documentation and is in agreement with the conclusion of the proposed mitigation measures.	Comment duly noted.	
	ON-EHO-09	Mitigation measures detailed within the CoCP shall also be secured through CEMPs and WaMOG, which feeds into the Materials Management Plan process (MMP) and the Site Waste Management Plan (SWMP).	The appointed contractor will be required to produce a CEMP, which will incorporate the preparation of a MMP and SWMP, in accordance with the principles set out in the submitted CoCP. The CEMP will be submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.	

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	ON-EHO-10	'Section 61 Prior Consent' agreements made under the Control of Pollution Act 1974 shall be adhered to by HNP and enforced by IACC if necessary; and included as a planning condition.	The appointed contractor will be responsible for the preparation and submission of Section 61 Prior Consent application(s) to the IACC.	
IACC - Heritage	ON-HER-01	Archaeology: It appears that the ER has satisfactorily considered the effects on known assets, and given the limited extent of ground disturbance required, the mitigation approach of targeted watching briefs appears to be reasonable.	Comment duly noted.	
	ON-HER-02	Historic Buildings: Effects on setting (of the 40 historic buildings identified in the assessment) were predicted to occur during the construction phase only. As the road will continue to operate as a single lane and the online works will not bring the carriageway materially closer to the listed buildings in question, this appears to be a reasonable conclusion.	Comment duly noted.	
		Historic Landscape:		
	ON-HER-03	Slight discrepancy in ER regarding the number of hedgerows to be removed that are likely to be important under the Hedgerow Regulations 1997 (para 13.4.14 states 18 hedgerows, while para 13.4.20 states 19 hedgerows).	It is confirmed that paragraph 13.4.20 in the submitted Environmental Report is the correct figure, for the removal of 19 historically important hedgerows.	
	ON-HER-04	The location of the hedgerows in question are not shown on ER Figures 13.1- 13.4 so it is not possible to identify them.	Figures 13.01 – 13.04 have been prepared which illustrate the locations and lengths of important hedgerows proposed to be removed and translocated, as appropriate. A table detailing the removal and replacement of hedgerows (including trees, stone walls and	Table A4-1 Measures of landscape component loss and replacement Figures:

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			cloddiau) has been provided as part of the additional information submission (refer to Table A4-1).	60PO8079_ONL_ER_13_01 Rev1 60PO8079_ONL_ER_13_02 Rev1 60PO8079_ONL_ER_13_03 Rev1 60PO8079_ONL_ER_13_04 Rev1
	ON-HER-05	There is also no indication of the overall length of hedgerow loss provided in Chapter 13 of the ER. This will be important to understand the extent of replacement hedgerow planting required.	A table detailing the removal and replacement of hedgerows (including trees, stone walls and cloddiau) has been provided as part of the additional information submission (refer to Table A4-1).	Table A4-1 Measures of landscape component loss and replacement
	ON-HER-06 *	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.	<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>	<p>Table A4-1 Measures of landscape component loss and replacement</p> <p>Figures:</p> <p>60PO8079_ONL_ER_13_01 Rev1 60PO8079_ONL_ER_13_02 Rev1 60PO8079_ONL_ER_13_03 Rev1 60PO8079_ONL_ER_13_04 Rev1</p>

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	ON-HER-07 *	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 as banks or walls) and are being breached or removed by the proposed works.	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.	
	ON-HER-08	The ER concludes that the accumulated loss of these sections of hedgerow will not, overall, result in a loss of the historic legibility of the historic landscape types in which they are located. It would be easier to confirm the validity of this conclusion if the sections of hedgerow loss had been clearly shown. However, the footprint of the online A5025 works would suggest that this conclusion is reasonable.	A table detailing the removal and replacement of hedgerows (including trees, stone walls and cloddiau) has been provided as part of the additional information submission (refer to table A4-1).	Table A4-1 Measures of landscape component loss and replacement
	ON-HER-09	The proposed mitigation of a Level 2 Landscape Survey appears to be reasonable and appropriate. Replacement hedgerow planting should be required via planning condition should translocation not occur. A method for hedgerow translocation is provided in the DALs (Paras 2.1.5-2.1.7) however with the proviso 'where possible', further clarity on this definition is required and a condition requiring a scheme of	Additional text has been added to the DALs in paragraph 2.1.5 to expand on the proposals for translocated hedgerows. Generally, hedgerows would be inspected prior to site clearance by the appointed contractor and overseeing party (ecologist, environmental clerk of works or arboriculturalist). Hedgerows would be chosen for translocation based on criteria such as species richness, density or intactness. Where hedgerows have gaps or plants have been aggressively cut back it would be of greater	Updated DALs

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		translocation to be submitted, approved and implemented should also be considered.	benefit to plant new hedgerows along the highway boundary.	
	ON-HER-10	Planning policy assessment: National and local policies require that measures be put in place for the appropriate recording of assets in advance of their loss, where this loss is justified. The proposed mitigation of targeted watching brief and Level 2 Landscape Survey appears to be appropriate to satisfy this requirement.	Comment duly noted.	
		Mitigation measures:		
	ON-HER-11	Archaeology - the proposed watching brief appears to be sufficient and appropriate.	Comment duly noted.	
	ON-HER-12	Historic Buildings - There are no mitigation requirements with respect to historic buildings as the effects which are identified take place during construction only, are indirect and minor (with respect to listed buildings).	Comment duly noted.	
	ON-HER-13	Historic Landscape - the proposed Level 2 Landscape Survey appears to be sufficient and appropriate. If consent is to be granted then a condition should be imposed to require the replanting of hedgerows to replace those lost to development. Additional hedgerow planting, in place of removed post and wire fencing would deliver enhancement. Greater clarity is required over the proposals to translocate hedgerows, particularly the phrase 'where possible'.	Additional text has been added to the DALs in paragraph 2.1.5 to expand on the proposals for translocated hedgerows. Generally, hedgerows would be inspected prior to site clearance by the appointed contractor and overseeing party (ecologist, environmental clerk of works or arboriculturalist). Hedgerows would be chosen for translocation based on criteria such as species richness, density or intactness. Where hedgerows have gaps or plants have been aggressively cut back it would be of greater benefit to plant new hedgerows along the highway boundary. New post and wire fencing will	

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			be provided behind translocated hedgerows for livestock control.	
	ON-HER-14	The proposed mitigation could be secured through planning conditions.	Comments duly noted.	
IACC – Highways		Comments on Proposed Development Summary:		
	ON-HIG-01	Horizon will be required to monitor and assess vehicle speeds following completion of works and introduce any changes to speed limits (or implement other measures to improve road safety) where necessary as agreed with the IACC.	As the local highway authority, Horizon would expect the IACC to be responsible for monitoring and enforcing vehicle speeds following completion of the A5025 On-line Highway Improvements and would be responsible for amending speed limits along the A5025 if determined necessary. The appointed contractor would introduce any Temporary Traffic Regulation Orders (TTRO) during construction as necessary, in liaison with IACC (and submit the relevant applications to IACC for approval). The TTROs would cease upon the highway becoming fully operational.	
	ON-HIG-02	The IACC notes that only limited junctions and PMA's which are physically affected by the works will be improved.	Comment duly noted.	
	ON-HIG-03	The traffic authority, as required under the Road Traffic Regulation Act 1984, would administer any Temporary Traffic Regulation Orders (TTRO). The applicant should be advised to apply in writing to the Head of Service for Highways, Waste and Property for TTRO's required as part of the works.	Any required TTRO applications will be prepared by the appointed contractor and submitted to IACC at the appropriate time.	

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		Environmental Report Volume 1:		
	ON-HIG-04	The Highways Authority will be utilising Section 59 of the Highways Act 1980 “Recovery of expenses due to extraordinary traffic”, to recover compensation for any damage done to the public highway as a consequence of these works.	Noted, the appointed contractor will manage this process.	
	ON-HIG-05	Horizon will be required to demonstrate to the IACC there will be no net-increase in maintenance costs as a result of providing the two attenuation ponds within Section 2.	Standard maintenance of drainage structures will be required, including periodic checks of outfall and control structures, and landscape maintenance.	
	ON-HIG-06	The IACC has concerns with the potential significant increase in risk to highway users at the existing Valley crossroads junction. HNP will need to provide an assessment of the crossroads junction, using industry standard software for signal-controlled junctions, which will demonstrate both the existing situation (baseline) and during the construction phase of the works. The assessment shall confirm if mitigation works (i.e. modifications to the junction layout, signal timings, etc.) are required to mitigate this potential increase in risk. This assessment could also form part of future proposals to the junction as part of the A5025 Offline improvements.	Horizon considers that an assessment would not be appropriate at this stage, given that the appointed contractor would be responsible for managing the volume and type of construction traffic using the junction to ensure delays and road safety issues are prevented. The contractor would be required to prepare a CTMP to set out these details, including each phase and section of construction works. The CTMP would be prepared as part of the CEMP, to be submitted to IACC for approval by the IACC Highway Authority before any work commences, in response to an appropriate planning condition attached to any grant of planning permission.	
	ON-HIG-07	The developer will be required to submit a full comprehensive and robust Construction Traffic Management Plan (CTMP) for each phase/section for approval before any work commences, which details the following:	The appointed contractor will prepare a CTMP for approval, in accordance with the principles set out in chapter 5 of the submitted CoCP. The CTMP will incorporate a series of operational and safety measures such as those listed in comment ON-HIG-07, including:	

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		<p>I. The parking of vehicles for site operatives and visitors</p> <p>II. Loading and unloading of plant and materials</p> <p>III. Storage of plant and materials used for the works</p> <p>IV. Wheel washing facilities</p> <p>V. Hours and days of operation and the management and operation of construction and delivery vehicles.</p>	<ul style="list-style-type: none"> - the construction and operational phase of the proposed Temporary Construction Compound; - the timings of construction traffic movements along the A5025 to take into account morning and afternoon peak periods, and school arrival and departure times (08:00 to 09:00 and 15:00 to 16:00); and - construction workers transport arrangement to site, including car sharing procedures. 	
	ON-HIG-08	<p>The timings of construction traffic movements along the A5025 will need to be agreed with the IACC as part of the CTMP. This will need to take into account morning and afternoon peak periods, and school arrival and departure times (08:00 to 09:00 and 15:00 to 16:00).</p>	<p>In order to minimise and mitigate the impacts of HGV and bus traffic on existing flows and recreational cyclists, a delivery window on the A5025 for the construction materials has been identified. The delivery window will run from 07:00 to 19:00, Monday to Friday and 07:00 – 13:00 on Saturdays, with restrictions during school start and end times, in advance of the A5025 On-line Highway Improvements being operational. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited whenever practicable. Timings will be incorporated as part of the CTMP to be prepared by the appointed contractor and submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.</p>	
	ON-HIG-09	<p>Prior to the commencement of any works, the developer shall submit for approval a Traffic Management Plan for both the construction and operational phase of the temporary construction</p>	<p>The appointed contractor will prepare a CTMP for approval, in accordance with the principles set out in chapter 5 of the submitted CoCP. The CTMP will incorporate a series of operational and</p>	

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		compound. The plan(s) shall identify suitable safety measures required to mitigate the increased volume of HGV traffic.	safety measures for all construction traffic including HGVs.	
	ON-HIG-10	Horizon will be required to monitor and assess vehicle speeds following completion of works and introduce any changes to speed limits (or implement other measures to improve road safety) where necessary as agreed with the IACC.	<p>As the local highway authority, Horizon would expect the IACC to be responsible for monitoring and enforcing vehicle speeds following completion of the A5025 On-line Highway Improvements and would be responsible for amending speed limits along the A5025 if determined necessary.</p> <p>The appointed contractor would introduce any Temporary Traffic Regulation Orders (TTRO) during construction as necessary, in liaison with IACC (and submit the relevant applications to IACC for approval). The TTROs would cease upon the highway becoming fully operational.</p>	
		Code of Construction Practice:		
	ON-HIG-11	The applicant should be advised to apply in writing to the Head of Service for Highways, Waste and Property for the necessary consent, as required under Section 171 of the Highways Act, 1980 to temporarily store material on the public highway.	It is confirmed that the appointed contractor will apply to IACC for permission to temporarily store materials on the public highway, under Section 171 of the Highways Act.	
	ON-HIG-12 *	Further information required regarding construction workers car sharing, especially considering the limited number of parking spaces provided at the construction compound.	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	

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			to an appropriate planning condition attached to any grant of planning permission.	
		Proposed General Arrangement Drawings:		
		Section 2 - WN02.05-ACM-S2-00-DRG-001:		
	ON-HIG-13 *	What are the visibility splays achieved from the attenuation ponds maintenance track access?	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.	
	ON-HIG-14 *	What arrangements/agreements are in place to allow the Highways Authority to gain access to the attenuation ponds for maintenance purposes?	A designated gated access will be provided off the A5025, with a track provided around the attenuation pond for maintenance purposes.	
	ON-HIG-15 *	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.	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	

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			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.	
		Section 2 - WN02.05-ACM-S2-00-DRG-003:		
	ON-HIG-16 *	Horizon to provide justification as to why the narrow sections of the footway/cycleway are not being widened to provide a uniform width.	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.	
	ON-HIG-17 *	Have Safety Camera Partnership Wales (GoSafe) raised any concerns regarding the proposed closure of the existing speed camera layby?	Confirmed that no concerns have been raised by either the Safety Camera Partnership Wales (GoSafe) or North Wales Police.	
	ON-HIG-18 *	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.	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)	WN02.05-ACM-S2-00-DRG-003 Revision B
	ON-HIG-19 *	Following on from previous consultation, have the nearby residents or the community council raised any concerns regarding the proposals?	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	

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			Section 2, required for the Proposed Development.	
		Section 4 - WN02.05-ACM-S4-00-DRG-001:		
	ON-HIG-20 *	Have Safety Camera Partnership Wales (GoSafe) raised any concerns regarding the proposed closure of the existing speed camera layby?	Confirmed that no concerns have been raised by either the Safety Camera Partnership Wales (GoSafe) or North Wales Police.	
	ON-HIG-21 *	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?	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.	
		Section 4 - WN02.05-ACM-S4-00-DRG-003:		
	ON-HIG-22 *	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.	Comment duly noted.	
	ON-HIG-23 *	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.	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.	
	ON-HIG-24 *	What are the visibility splays achieved at the new rear car park entrance?	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	

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			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).	
		Section 6 - WN02.05-ACM-S6-00-DRG-001:		
	ON-HIG-25 *	The IACC have no objections in principle, however have Horizon consulted O.R. Jones with these proposals?	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.	
	ON-HIG-26 *	Horizon to demonstrate if there are any drainage implications due to the proposed increase in surface gradient?	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.	

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			<p>Locations where super-elevation to the carriageway has been introduced are shown on the drawings included in Appendix A of the Drainage Strategy. A 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>	
		Section 6 - WN02.05-ACM-S6-00-DRG-003:		
	ON-HIG-27 *	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?	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.	

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	ON-HIG-28 *	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.	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).	WN02.05-ACM-S6-00-DRG-003 Revision A
		Section 7 - WN02.05-ACM-S7-00-DRG-021:		
	ON-HIG-29 *	What are the visibility splays achieved at the proposed new temporary construction compound entrance (HGV access)?	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.	
	ON-HIG-30 *	What are the visibility splays achieved at the existing A5025/Llanfairynghornwy junction that is proposed to be used for staff vehicles?	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.	
	ON-HIG-31 *	Horizon to demonstrate the proposed 30no. spaces will be sufficient to accommodate staff parking demand	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.	

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		Section 8 - WN02.05-ACM-S8-00-DRG-001:		
	ON-HIG-32 *	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'?	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.	
	ON-HIG-33 *	Following on from previous consultations, have the nearby residents or the community council raised any concerns with the proposal to stopping-up Junction 23?	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.	
	ON-HIG-34 *	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?	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.	WN02.05-ACM-S8-SK-001
	ON-HIG-35 *	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 and IACC Highways will carry out a joint inspection of the existing layby to agree the works required.	
		Section 8 - WN02.05-ACM-S8-00-DRG-002:		
	ON-HIG-36 *	What are the visibility splays achieved at the proposed NCR566 crossing point?	Proposed cycle crossing at NCR566 at 2.5m setback 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	

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			is cleared since there is space within the boundary to widen the verge.	
IACC – Housing Services	ON-HOU-01 *	No assessment / information has been presented with regards to the impact on housing, it is stated that “up to 125 construction workers being present for 70 weeks” and proposed that “a high proportion of construction workers are to be employed from the local area.” If this is not achieved workers would be expected to travel from outside the area and would require accommodation during the construction stage within the immediate area. No mitigation measures are proposed to deal with this risk.	<p>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 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</p>	

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			<p>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>	

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	ON-HOU-02	The Rapid Health Impact Assessment does not consider housing as part of the proposed development.	<p>The submitted Rapid Health Impact Assessment Report indicates in <i>Table 3-3 - Screening by determinants of health for the Proposed Development</i>, that there is not expected to be a change in housing or population along the A5025 as a result of the Proposed Development. The screening assessment considers this in terms of neighbourliness and potential social isolation, concluding that there may be some benefit from increased accessibility encouraging more frequent visiting of vulnerable members of society; however, such an effect is likely to be small and therefore unlikely to be associated with significant changes in population health outcomes.</p>	
	ON-HOU-03 *	The Environmental Report makes no reference to housing. No impact assessment has been carried out as to how contractors will be accommodated within the area and it is unclear what effect there will be on housing within the immediate area. No mitigation measures have been presented to deal with displacement of local families should there be a need to accommodate workers from outside the immediate area. Should 125 workers need accommodation within the area, what would be the impact of this?	<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</p>	

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			rented housing stock to accommodate 31+ workers on a short-term basis.	
		Recommended mitigation:		
	ON-HOU-04	Proportion of the workers would be expected to be housed within the area if they are outside the immediate area with a threshold agreed should local families become displaced and additional burden placed on Housing Services due to homelessness.	<p>As outlined in the response to comment ON-HOU-01 and ON-HOU-03, 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. This would not cause the displacement of local families to accommodate temporary construction workers associated with the Proposed Development.</p>	
	ON-HOU-05	Include within the S106 a monitoring and mitigation measure in the event that local residents become displaced due to workers moving into the PRS during the construction stage.	The displacement of local families to accommodate construction workers is extremely unlikely, as set out in the responses to comments ON-HOU-01 and ON-HOU-03.	
IACC – Landscape		Planning Statement:		

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and Visual Amenity				
	ON-LAN-01	Para 5.3.6 - Sections 2, 4, 6 and 8 – as well as reduced speed limits in locations where pedestrian and cycle crossing points are proposed, signs are also needed to warn motorists of cycle and pedestrian crossing points along the A5025 (see Figure 1 in s61z response).	<p>As the local highway authority, Horizon would expect the IACC to be responsible for monitoring and enforcing vehicle speeds following completion of the A5025 On-line Highway Improvements and would be responsible for amending speed limits along the A5025 if determined necessary.</p> <p>Details of appropriate signage and road markings on the approaches to cycle/pedestrian crossing points could be provided in response to a planning condition attached to any grant of planning permission.</p>	
	ON-LAN-02	Para 5.3.8 - New sections of off-road cycleway should have measures to clearly mark where these join the highway (e.g. rumble strips, white markings, posts and signs) to slow cyclists down and mark crossing points for motorists, similar to the existing crossing point of Sustrans NCR 566 in Tregele (see Figure 2 in s61z response).	Details of appropriate signage and other measures along cycleways and footpaths on the approaches to highway crossing points, could be provided in response to an appropriate planning condition attached to any grant of planning permission.	
	ON-LAN-03	<p>Para 5.3.10 - Can a design competition be run for the design of the new bus shelters?</p> <p>Will telephone boxes be replaced by BT?</p> <p>Road markings and signage – by IACC Highways?</p>	<p>The proposed A5025 On-line Highway Improvements will require the removal and replacement of just one bus shelter as part of the proposed development, located in Section 2 (drawing WN02.05-ACM-S2-00-DRG-003, east of Junction 5). Valley Community Council will be invited to select a preferred design from a choice of standard IACC shelter designs.</p> <p>There are currently no proposals to replace telephone boxes, as part of the Proposed Development.</p>	

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			Road markings and signage would be provided using standard highway specifications.	
		ES Volume 2 – Environmental Masterplans:		
	ON-LAN-04	Figure 2-26, EMP Section 2, sheet 3 – current gap in existing hedgerow on east side of A5025 (behind existing wall). Hedgerow should be continued northwards to fill the gap behind the wall and also extend to join up with existing hedgerow to the south.	<p>The landscape proposals have been amended to extend the hedgerow boundary along the east of the A5025, to accommodate the proposed planting of a hedgerow behind the proposed replacement stone wall on the east side of the A5025, to provide connectivity with the existing hedgerow to the south. The existing information has been updated to reflect the presence of stone walls (refer to updated figures 2-26 and 2-27, attached at Appendix 7).</p> <p>Corresponding updates have been carried out to the Proposed General Arrangement drawings WN02.05-ACM-S2-00-DRG-002 Revision A and WN02.05-ACM-S2-00-DRG-003 Revision B to capture the amended boundary features, attached at Appendix 7.</p>	<p>60PO8061_ER_02_26 Rev1</p> <p>60PO8061_ER_02_27 Rev1</p> <p>WN02.05-ACM-S2-00-DRG-002 Revision A</p> <p>WN02.05-ACM-S2-00-DRG-003 Revision B</p>
	ON-LAN-05	Figure 2-27, EMP Section 2, sheet 4 – this section of A5025 borders the AONB and the current mix of walls, fences and hedgerows does not reflect the value of the AONB landscape. The new road boundary should provide a continuous hedgerow (i.e. not a “like for like” replacement, which includes two proposed sections of replacement rendered wall).	<p>The proposed widening of the A5025 in Section 2 includes the widening of the verges either side of the junction of the existing Private Means of Access (PMA) 2.21 and the two adjacent field accesses. The verges will be extended to a maximum width of 6m on the inside of the bend to improve the visibility from the PMA and the two field accesses in this location.</p> <p>The junction improvements include the replacement of the existing stone walls with mortared stone walls (drawing WN02.05-ACM-S2-00-DRG-003 Revision B), to be set back from</p>	

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			<p>the edge of the highway to maintain the visibility splay for road safety purposes.</p> <p>This boundary treatment is preferred to the introduction of hedgerow, which may impede the sight lines with overgrown vegetation within the visibility splay.</p>	
	ON-LAN-06	<p>Figure 2-28 – 2-29, EMP Section 4, sheets 1 and 2 – section of A5025 to be realigned at Bytheicws - there is currently a mix of rendered stone walls, hedgerows and cloddiau. The masterplan shows replacement of existing walls and hedgerows with new rendered stone walls, plus replacement cloddiau. Hedgerow should be provided along new western boundary and cloddiau along new eastern boundary, to tie into existing boundary features.</p>	<p>The landscape proposals have been amended to provide a hedgerow in the place of the previously proposed mortared stone wall, along the western boundary of the new section of highway at Bytheicws, in order to tie-in with existing boundary features. The eastern boundary will remain as a proposed mortared stone wall to tie in with the stone walls of the existing highway boundary either side of the new section. (Refer to updated figures 2-28 and 2-29 attached at Appendix 7).</p> <p>Corresponding updates have been carried out to the Proposed General Arrangement drawing WN02.05-ACM-S4-00-DRG-001 Revision A to capture the amended boundary features, also attached at Appendix 7.</p>	<p>60PO8061_ER_02_28 Rev1</p> <p>60PO8061_ER_02_29 Rev1</p> <p>WN02.05-ACM-S4-00-DRG-001 Revision A</p>
	ON-LAN-07	<p>Figure 2-33, EMP Section 6, sheet 2 – currently a mix of hedgerows, walls and cloddiau, plus a gap, along western side of A5025. EMP shows a proposed new rendered stone wall and fence to replace existing stone wall and to fill the gap, and a new cloddiau to replace existing cloddiau. New boundary should be a continuous section of cloddiau to link up with existing cloddiau to north and the wall/hedgerow combination to south.</p>	<p>The proposed widening of the A5025 in Section 6 either side of the junction of the existing PMA 6.16, involves the replacement of the existing stone walls with mortared stone walls (drawing WN02.05-ACM-S6-00-DRG-002).</p> <p>The replacement walls will be set back from the edge of the highway to provide a sufficient visibility splay at the PMA junction. This boundary treatment is preferred to the introduction of cloddiau, which may impede the sight lines with</p>	

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			overgrown vegetation within the visibility splay. This is considered one of the fastest stretches of the A5025, where forward visibility is important.	
		Design Approach and Landscape Strategy:		
	ON-LAN-08	Para 1.5.3 – The 6 objectives – there is a 7 th objective in the Planning Statement which is relevant to landscape issues and should be included in the DALs – “To ensure that the highway improvements preserve and enhance the current character of the A5025 and take into account the rural setting of the road.”	The wording of the Planning Statement objective has been added to paragraph 1.5.3 of the DALs. The Planning Statement does not state ‘enhance’, but to ‘preserve the current character’. The term ‘preserve’ has been replaced with ‘conserve’ at the suggestion of the AONB officer.	Updated DALs
	ON-LAN-09	Para 2.1.4 – proposed like-for-like replacement of boundary features – IACC still considers that a further aim of the DALs should be to provide enhancement of some boundary features that will be lost (by provision of cloddiau, stone walls or hedgerows) especially alongside AONB. (See HNP’s boundary treatment enhancement schedule sent to IACC on 21/8/17).	Boundary features have been updated in two of the four locations described above. Any changes beyond ‘like-for-like’ replacements would require further discussions with landowners, given that landowners will be responsible for the maintenance of new boundary treatments.	
	ON-LAN-10	Para 2.1.5 - The sections of hedgerow to be translocated are not identified on the Planning Application Drawings (EMPs). Further information needs to be provided to explain the circumstances that will determine whether hedgerows would be translocated. Is this the preferred option (rather than planting new hedgerows)?	Additional text has been added to the Design Approach and Landscape Strategy (DALs) in paragraph 2.1.5 to expand on the proposals for translocated hedgerows, as follows: “All hedgerows marked for removal would be considered for translocation to the realigned highway boundary. Hedgerow plants to be translocated would be determined and supervised by an environmental clerk of works, arboriculturalist or ecologist in conjunction with the contractor prior to site clearance. Hedgerows for translocation would be chosen based on a number of criteria such as intactness, density and	Updated DALs

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			species richness. The translocation would be carried out within the dormant season (November to March).”	
	ON-LAN-11	<p>Para 2.1.10 – DALs now refers to a plant supply of ‘regional provenance’ rather than ‘local provenance’ – IACC would prefer a plant stock of local provenance, such as providing locally collected seed to a local nursery to better adapt the plants to the island climate and more likely to establish successfully.</p> <p>If ‘regional provenance’ is to be specified, the DALs should explain the extent of the ‘region’, whether it is appropriate and possible to source or grow sufficient regional provenance stock for the development. If contracts are to be placed with nurseries locally or further afield, this needs to be done at least 2 years in advance of the proposed planting for the A5025 Landscape Scheme. If planting is to be undertaken less than 2 years from permission being granted, HNP should set out how they intend to ensure there will be sufficient plant stock of local or regional provenance for the scheme (<i>rather than the contractor having to source it nationally or cheaply from overseas, with the plants likely to fail and require regular and costly replacement</i>).</p>	<p>The definition of regional provenance has been reinforced to say ‘north-west Wales’ in paragraphs 2.1.10 and 3.4.2 of the DALs.</p> <p>Unfortunately, there are no tree and plant nurseries growing local provenance plant stock on Anglesey. Horizon is therefore discussing the potential to gather local seed in order to support a nursery as close of possible to Anglesey, to grow the tree and hedgerow plant stock needed for the Wylfa Newydd Project. However, in relation to the Proposed Development, details of plant stock suppliers within north-west Wales will be provided by the contractor as part of the detailed landscape design.</p>	Updated DALs
	ON-LAN-12	<p>Para 2.2.1 – correction required - the Environmental Masterplan is illustrated in Figures 2-24 to 2-38 (ER Volume 2).</p>	This has been updated in paragraph 2.2.1 of the DALs.	Updated DALs

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	ON-LAN-13	Table 2-1 and Para 3.3.3 - The species-rich grassland will require low nutrient soils in order to prevent the grass species from out-competing the wildflower species. The existing topsoils along the road corridor are unlikely to be nutrient poor. It may be necessary to use subsoils, either in situ (by removal of existing topsoil) or derived from excavations associated with the works.	This advice has been noted, and species rich grassland will be sown on low fertility soil where possible (see table 2-1 of the DALs).	Updated DALs
	ON-LAN-14	Tables 2-5 and 2-6 - Silver birch establishes much more successfully if planted as a bare-root transplant, so IACC suggest that the specification for Silver birch is changed to bare-root transplant, 80-120cm height.	This has been updated in tables 2-5 and 2-6 in the DALs.	Updated DALs
	ON-LAN-15	Para 3.2.2 – guidance on biosecurity – reference to the Landscape Institute bulletins on biosecurity also recommended.	Additional information on biosecurity has been added to paragraph 3.2.2 of the DALs.	Updated DALs
	ON-LAN-16	Para 3.4.2 – has HNP identified suppliers or a means of obtaining grass and wildflower seed of 'regional' provenance?	The definition of regional provenance has been reinforced to say 'north-west Wales' in paragraphs 2.1.10 and 3.4.2. Details of suppliers will be provided by the contractor as part of the detailed landscape design	Updated DALs
	ON-LAN-17	Para 3.4.3 – the proposed construction programme of 66 weeks and the Landscape Scheme need to be done within the seeding and planting seasons specified in the DALs. IACC requests an outline programme for the Landscape Scheme to show how the Landscape Scheme fits in with the highway works programme.	Planting and seeding will be carried out in the first available season after completion of the highway works (as described in paragraph 3.4.3 of the DALs).	Updated DALs
	ON-LAN-18	Para 3.4.5 – DALs notes pits would be 300x300x300mm for transplants - where	The quality of topsoil has not been confirmed and it is likely that many planting areas will be	

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		transplants are being planted into well drained, un-compacted and good quality topsoil, then transplants can be notch planted. This is quicker, cost effective and leaves the surrounding soil undisturbed, and provides greater support to the new plants to withstand strong winds.	disturbed and potentially compacted during construction. All areas would therefore require cultivation which would loosen soils to a certain extent. For these reasons it is considered that a small pit with added ameliorants is the most appropriate specification to encourage thriving of new plants during the first few years.	
	ON-LAN-19	Para 3.7.1 - IACC would like to see a 5-year landscape maintenance period and suggest that contract documents specify a 5-year defects correction / rectification period for plant stock.	The DALs has been updated to increase the original 3-year landscape maintenance period to a 5-year landscape maintenance period (refer to section 3.5).	Updated DALs
	ON-LAN-20	Paras 3.7.3 and 3.8.1 - handover of completed scheme to IACC would be after the initial 5-year contract maintenance period.	As response in (ON-LAN-19) above.	
	ON-LAN-21	Para 3.7.6 - species rich grassland areas should not be mown every two months during the growing season in Year 1 as this will prevent the wild flowers in the mix from establishing. Suggest that the species rich grassland is cut once per year from Year 1 onwards with the arisings moved off-site.	The maintenance regime for species rich grassland has been updated in the DALs to take account of the presence of yellow rattle in the mix (see paragraphs 3.7.6 and 3.7.7).	Updated DALs
	ON-LAN-22	Paras 3.7.8 – 3.7.12 – maintenance of planting areas should include watering as necessary to ensure successful establishment; and removal of all tree and shrub tubes and stakes prior to handover to IACC.	Watering is already covered in paragraph 3.7.4 of the DALs. Removal of tree and shrub tubes and stakes has been added to paragraph 3.7.8 of the DALs.	Updated DALs
	ON-LAN-23	Para 3.8.3 - IACC would expect there to be no tree and shrub tubes and stakes in place by the end of the 5-year contract maintenance period.	As response in (ON-LAN-22) above.	

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	ON-LAN-24	<p>An Outline Specification, Landscape and Environmental Element Management Objectives and Maintenance Operations during the Contract should be provided in the DALs for the hard landscape elements. This should include the stone walls, cloddiau, gates, stiles, stock proof and other fencing proposed and any other hard landscaping elements.</p>	<p>Details of hard landscape elements are illustrated on drawing WN02.05-ACM-S0-03-DRG-001, and Manual of Contract Documents for Highway Works standard highway detail H24, as referenced in paragraphs 2.3.1 and 2.3.2 of the DALs. There will be a maintenance period of 12 months as per the standard Manual of Contract Documents for Highway Works specification for hard landscape elements (refer to paragraph 3.7.13 of the DALs).</p> <p>All hard landscaping is to be provided in good working order before handover to IACC Highways following completion of the construction works.</p>	Updated DALs
		<p>Planning Policy Assessment of LVIA (and associated docs)</p>		
	ON-LAN-25	<p>PPW9 - The LVIA and associated documents do not include an assessment of the effects on landscape components (trees, woodland and hedgerows, stone walls, cloddiau, etc); or the effects on the statutory purpose of the Isle of Anglesey AONB, in accordance with PPW9.</p>	<p>A table detailing the removal and replacement of trees, hedgerows, stone walls and cloddiau has been provided as part of the additional information submission (refer to table A4-1).</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> <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</p>	Table A4-1 Measures of landscape component loss and replacement

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			purpose of conserving and enhancing the natural beauty of the AONB would not be affected.	
	ON-LAN-26	TAN12 - The Landscape Scheme and 5-year Maintenance Plan need to take into account guidance on good design provided in TAN12.	<p>TAN12 has been taken into account as part of the design of the proposed landscape scheme (see paragraph 2.1.1 in the DALs where this is now referenced). This has been carried through to the detailed landscape design prepared for tender, which can be issued as required.</p> <p>The A5025 On-line Highway Improvements are in keeping with the characteristics of the existing A5025. The local context has been considered and a like-for-like design approach has been undertaken, which would help to maintain local landscape character. In addition, the biodiversity of proposed hedgerows has been increased compared to existing hedgerows; and planting and seeding has been proposed around attenuation ponds to help integrate them into the surrounding landscape.</p>	Updated DALs
	ON-LAN-27	Joint Local Development Plan (JLDP) – Strategic Policy PS6 - The ability of the landscape that will be modified and created by the A5025 online highways works to adapt to the harmful effects of climate change is not discussed, and no compensatory landscapes are provided.	Climate change has been considered as far as reasonably practicable. Native species occurring in the local area have been proposed as it is considered these are the species that would be most resilient to climate change in the local environment. In addition, table A4-1 demonstrates that an additional 0.8km of hedgerow would be planted along the proposed landscape scheme compared to that to be removed. The Proposed Development incorporates sustainable drainage including attenuation ponds.	Table A4-1 Measures of landscape component loss and replacement

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
	ON-LAN-28	JLDP Strategic Policy PS9 - More detailed information on the Landscape Strategy should be supplied by way of a detailed Landscape Scheme and 5-year Maintenance Plan (to be secured by way of conditions and/or the S106 agreement).	Comment noted. This information has been developed for tender and can be issued as required.	
	ON-LAN-29	JLDP Policy AMG1 - The LVIA considers five of the special qualities identified in the AONB Management Plan to be relevant and assesses the effects of the A5025 online highway works on these but does not comment on whether these effects could compromise the ability of the AONB to fulfil its statutory purpose.	Effects on the relevant special qualities of 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 relation to the special qualities of the AONB, it is considered that the statutory purpose of conserving and enhancing the natural beauty of the AONB would not be affected.	
	ON-LAN-30	The detailed Landscape Scheme and 5-year Maintenance Plan should demonstrate alignment with the requirements of JLDP Policies PCYFF3, PCYFF4 and AMG3 .	<p>Policies PCYFF3, PCYFF4 and AMG3 have been taken into account during the design of the proposed scheme (see paragraph 2.1.1 in the DALs for a reference to this now). This has been carried through to the detailed landscape design prepared for tender, which can be issued as required.</p> <p>The A5025 On-line Highway Improvements are in keeping with the characteristics of the existing A5025. The local context has been considered and a like-for-like design approach has been undertaken, which would help to maintain local landscape character. The design proposes the re-use of existing materials for stone walls and cloddiau, which are appropriate to the surrounding landscape, as well as proposing the retention of boundary features wherever possible. Attenuation ponds have been proposed in order to minimise the effects of surface water</p>	Updated DALs

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
			run-off. Replacement planting and seeding has been provided to mitigate the loss of vegetation during construction. In addition, the biodiversity of proposed hedgerows has been increased compared to existing hedgerows; and planting and seeding has been proposed around attenuation ponds to help integrate them into the surrounding landscape.	
		Additional information and assessments requested:		
	ON-LAN-31 *	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 (see suggested Condition 1).	<p>Horizon will 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</p>	<p>Table A4-1 Measures of landscape component loss and replacement</p> <p>Figures: 60PO8079_ONL_ER_13_01 Rev1 60PO8079_ONL_ER_13_02 Rev1 60PO8079_ONL_ER_13_03 Rev1 60PO8079_ONL_ER_13_04 Rev1</p>

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			<p>60PO8079_ONL_ER_13_03 Rev1 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>	
	ON-LAN-32 *	<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>	<p>Horizon will 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 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</p>	<p>Table A4-1 Measures of landscape component loss and replacement</p> <p>Figures: 60PO8079_ONL_ER_13_01 Rev1 60PO8079_ONL_ER_13_02 Rev1 60PO8079_ONL_ER_13_03 Rev1 60PO8079_ONL_ER_13_04 Rev1</p>

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			walls are discussed in more detail in chapter 11 ecology of the Environmental Report.	
	ON-LAN-33 *	3. Assessment of the effects on the statutory purpose of the Isle of Anglesey AONB.	<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 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>	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
			<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>	
	ON-LAN-34	<p>4. Assessment of the in-combination effects with the SPC works (if there is likely to be any overlap in the proposed programmes for these two developments).</p>	<p>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).</p> <p>With regard to landscape and visual amenity, section 15.3.22 of the Environmental Report indicates that the intra-project cumulative effects of the Proposed Development with the Site Preparation and Clearance (SPC) Proposals, including the A5025 Off-line Highway Improvements and the Site Campus, are likely to affect the same landscape character and visual receptors (as detailed in Table 15-4). Section 15.3.23 concludes that the contribution of the Proposed Development to these cumulative effects would be negligible, given the</p>	

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			construction works would be temporary and confined to the areas within and adjacent to the existing highway boundary.	
		Mitigation Measures:		
	ON-LAN-35	IACC agrees with the proposed mitigation measures set out in ES Chapter 12, Section 12.5, subject to the amendments to the Landscape Strategy suggested, the provision of a detailed Landscape Scheme and 5-year Maintenance Plan, and the recommended conditions.	<p>Noted. Please refer to the DALs and Environmental Masterplan figures 2-26, 2-27, 2-28 and 2-29 for amendments to the proposed landscape scheme. A detailed landscape design has been developed for tender and can be issued as required.</p> <p>The DALs has been updated to increase the original 3-year landscape maintenance period to a 5-year landscape maintenance period (refer to section 3.5 of the DALs).</p>	<p>Updated DALs</p> <p>60PO8061_ER_02_26 Rev1</p> <p>60PO8061_ER_02_27 Rev1</p> <p>60PO8061_ER_02_28 Rev1</p> <p>60PO8061_ER_02_29 Rev1</p> <p>WN02.05-ACM-S2-00-DRG-002 Revision A</p> <p>WN02.05-ACM-S2-00-DRG-003 Revision B</p> <p>WN02.05-ACM-S4-00-DRG-001 Revision A</p>
		Conditions to secure:		
	ON-LAN-36	1. Detailed survey of the existing 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 (prior to	Horizon will 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	Table 1-1 Measures of landscape component loss and replacement

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		<p>the commencement of any A5025 online highway works), if this has not been requested in order to inform the planning decision.</p>	<p>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 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>	
	ON-LAN-37	<p>2. A detailed Landscape Scheme and 5-year Maintenance Plan for the A5025 online highways works.</p>	<p>Comment noted. This information has been developed for tender and can be issued as required.</p>	
	ON-LAN-38	<p>3. The mitigation identified in the LVIA (ES Chapter 12, Section 12.5).</p>	<p>Comment noted. This information has been developed for tender and can be issued as required.</p>	
		<p>Suggested Conditions:</p>		

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	ON-LAN-39	<p>Condition 1: No development shall take place until the scope of a detailed survey of the landscape components of the site has been submitted to and agreed in writing with the Council and this survey has been undertaken, submitted to and agreed in writing with the Council. This survey should include survey plans, notes, cross-sections and photographs to fully document the locations, sizes, materials and species composition, condition, natural heritage and amenity value of:</p> <ul style="list-style-type: none"> - All trees, groups of trees and areas of woodland. - All ancient and semi-natural woodlands. - All field and roadside boundaries, including hedgerows, stone walls, cloddiau, etc. - All footpath routes, surfacing and means of access, including gates, styles, etc. <p>Reason: to inform the detailed Landscape Scheme and 5 year Maintenance Plan.</p>	<p>As outlined in the response to comment ON-LAN-36, details of the trees and lengths of existing stone walls, hedgerows and cloddiau to be removed and replaced have been provided in <i>Table A4-1 - Measures of landscape component loss and replacement</i> and Figures 60PO8079_ONL_ER_13_01 to 13_04 in Appendix 4.</p> <p>Horizon will carry out a survey and assessment of the sections of existing footpaths to be affected by the highway improvements. 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>Horizon requests that the wording of the proposed should be amended accordingly.</p>	
	ON-LAN-40	<p>Condition 2: No development shall take place until a detailed Landscape Scheme and 5-year Maintenance Plan for the works has been submitted to and agreed in writing with the Council. This scheme should include (but not be limited to):</p> <ul style="list-style-type: none"> - The removal, translocation and other works to be undertaken to existing trees, groups of trees, areas of woodland, 	<p>Horizon requests that the wording of the proposed be revised to incorporate the following amendments:</p> <ul style="list-style-type: none"> - The detailed Landscape Scheme and 5-year Maintenance Plan for the works shall be prepared by the appointed contractor and submitted to the Local Planning Authority for approval, before the Proposed Development is completed; 	

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		<p>hedgerows, stone walls, cloddiau and other field and road boundaries.</p> <ul style="list-style-type: none"> - A Soil Strategy for the transportation, handling, spreading, storage, etc of topsoil and subsoil. - Planting plans, schedules and specifications for all new tree, hedgerow and shrub planting proposed, to include plant species, provenance, sizes, numbers, mixes and locations. - Plans, schedules and specifications for all new grassland areas, to include species, provenance, mixes, spreading rates and locations. - Construction details for temporary grazing protection around all new planting – to include materials, heights, locations and timescales for its installation and removal. - Construction details for the temporary fencing required to protect the root zones of all trees, hedgerows and areas of scrub to be retained for the duration of the A5025 online highways works – to include the designs (foundations, materials, colour or colours, heights, etc), locations and timescales for the installation and removal of this fencing. - Construction details for all works to be undertaken to existing and new stone walls, cloddiau, fencing, gates, styles, etc – to include the designs (materials, 	<ul style="list-style-type: none"> - Soils management will be provided by the appointed contractor as part of the preparation of the CEMP, which will incorporate a Materials Management Plan and Site Waste Management Plan, in accordance with the principles set out in the submitted CoCP. The CEMP will be the subject of a separate a planning condition, attached to any grant of planning permission. - The 5-year Maintenance Plan (set out in the final clause of the proposed condition), should refer to soft landscaping only. Landowners will be responsible for the maintenance of stone walls, stock fencing and cloddiau, unless there are any defects during the construction stage, which would be addressed by the contractor. If fencing is provided in the highway verge, it will be the responsibility of IACC to maintain it as the local highway authority. <p>The majority of the information has already been developed for tender and can be issued as required.</p>	

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		<p>heights, etc), locations and construction methods.</p> <ul style="list-style-type: none"> - Construction details for all works to be undertaken to existing and new footpath and cycle routes, including surfacing, signage and means of access (including gates, styles, etc). - Detailed design of the two attenuation ponds within Section 2 to improve the integration of these features into the receiving landscape pattern. - An outline programme for the landscape works. - A 5-year Maintenance Plan – to include regular maintenance checks, watering, mulching, replacement and removal of stakes and grazing protection, replacement of plant material that fails to establish, control of invasive species, mowing and the maintenance of stone walls, cloddiau, fencing, etc. <p>Reason: to protect and enhance landscape and visual amenity.</p>		
	ON-LAN-41	<p>Condition 3: All stone from dismantled buildings, stone walls and cloddiau shall be retained on-site for re-use on the site in accordance with the landscape schemes and management/maintenance plans agreed with the Council.</p> <p>Reason: to ensure sufficient suitable materials for the repair, maintenance and re-construction of</p>	Horizon is content with the principle of the proposed condition. Paragraph 2.3.1 of the DALs describes the re-use of original materials for stone walls and cloddiau.	Updated DALs

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		stone walls, cloddiau and any other stone structures proposed on the site.		
	ON-LAN-42	<p>Condition 4: All portable cabins for temporary office accommodation, facilities and storage units on-site shall be a maximum of one storey with the floor level no more than 0.5m above ground level. The external colours shall be agreed in writing with the Council prior to the installation of these cabins and storage units on the site.</p> <p>Reason: to limit effects on landscape character and visual amenity.</p>	Horizon requests that the proposed condition is not applied. The appointed contractor will require flexibility in terms of the potential to use double height cabins during the construction process, in order to make the most efficient use of the Temporary Construction Compound (for instance storage facilities in the lower cabins and office space above).	
	ON-LAN-43	<p>Condition 5: All temporary soil storage mounds shall not exceed 3m in height and all those that will be in place (in whole or in part) for more than six months shall be seeded with an appropriate low maintenance seed mix.</p> <p>Reason: to limit effects on landscape character and visual amenity.</p>	Horizon is content with the principle of the proposed condition, with a request that the maximum height of the soil storage mounds is discussed and agreed with the local planning authority. These requirements would be incorporated as part of the CEMP to be prepared by the appointed contractor.	
ACC – Minerals & Waste	ON-MIN-01	The Code of Construction Practice submitted in support of this application is a generic document. As such it is recommended that both the submission of Materials Management Plan and Waste Management Plan documents are requested as part of a pre-commencement condition.	The appointed contractor will be required to produce a CEMP, which will incorporate the preparation of a MMP and SWMP, in accordance with the principles set out in the submitted CoCP. The CEMP will be submitted to IACC for approval prior to the commencement of works, in response to an appropriate planning condition attached to any grant of planning permission.	
	ON-MIN-02	The development of a temporary construction compound including a temporary pavement recycling facility is welcomed. However as commented in the WaMOG dated 18/052017, the compound appeared confined and somewhat	Once the contractor has been appointed, the layout of the Temporary Construction Compound will be further developed in liaison with IACC Highways, to be included in the CEMP. This will be submitted to the Local Planning Authority for	

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		unpractical considering the tonnages, equipment and machinery required for operation. Although some amendments were made to the original compound footprint, further concerns were voiced in the WaMOG of 07/12/2017.	approval, in response to a condition attached to any grant of planning permission.	
	ON-MIN-03 *	Table 10-2, Materials resource use summary suggests that there will be a need to import 27,500m ³ of aggregate material for the development (notwithstanding precast concrete etc). The amount should not pose a significant impact on the local / regional infrastructure. 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. It is taken that the 12,800m ³ of site-won recycled bituminous material is not part of that figure should it not be recycled? Although para. 10.4.15 states <i>“The contractor would also be required to adopt a Site Waste Management Plan, which would allow the careful monitoring and management of waste arisings.”</i> It is therefore assumed that no decision / plan will be in place to deal with the waste arisings until permission has been granted and a contractor appointed?	<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 aspects of the construction works including waste management, to ensure a strategy is developed early in the process.</p>	
	ON-MIN-04	As noted within the Service’s 61Z response dated 31/08/2017; inert landfill capacity locally is problematic. Should the 52,480 tonnes of inert waste be therefore destined to landfill, this in isolation may prove difficult, notwithstanding the Wylfa Newydd Project in its entirety.	The appointed contractor would be responsible for identifying an appropriate landfill site (or sites) with sufficient capacity to receive the inert waste generated by the Proposed Development. The site(s) would be selected on Anglesey if possible, or across a wider catchment within the north Wales region, as appropriate.	
	ON-MIN-05	In agreement with the assessment methodology if application is considered in isolation. But not, if	The principles of the Site Waste Management Plan set out in the submitted CoCP, align with	

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		inter/intra project cumulative effects need to be considered.	those of the overall Wylfa Newydd Project CoCP, to ensure the approaches to waste management are compatible.	
	ON-MIN-06	Recommend that a materials and waste mass balance document is undertaken for the whole Wylfa Newydd Project, which gives a breakdown of figures (range to include best / worst case and estimation) for each individual project. This could be undertaken by the WaMOG and help inform regulators as to any forward planning that may be necessary to facilitate the overall project.	This recommendation would be considered as part of the detailed waste management strategy to be prepared for the Wylfa Newydd Project, in response to a requirement attached to the development consent (subject to the granting of the DCO).	
IACC – PRoW	ON-PROW-01	The IACC Public Rights of Way team is in agreement with the proposals for public rights of way.	Comment duly noted.	
IACC – Socio-economic	ON-SOC-01	The assessment of agricultural land take using existing DMRB guidance on the subject concludes that slight adverse impacts would occur in construction and operation and the amount of land affected would be below the guidance thresholds required to consult with relevant agricultural authorities. The land impacted is a mix of grade 3 (good/moderate) and Grade 4 (lower quality) which are rated as medium and lower sensitivity. We agree with the assessment that there will be slight adverse impacts.	Comments duly noted.	
	ON-SOC-02	Slight adverse impacts are predicted on businesses located in close proximity to the A5025 in terms of the effect on passing trade, the majority of which serve as hotel/visitor accommodation and motor vehicle services. The temporary nature of the works limits the impact	Temporary access arrangements and relevant signage to indicate that businesses are still operational during the construction works would be considered for inclusion as part of the CTMP, to be prepared and implemented by the appointed contractor. The proposed measures	

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		<p>but we would expect mitigation to include temporary access arrangements and relevant signage (routing and indication that businesses are open where applicable) to indicate that businesses are still operational during the duration of the works and owners, customers/users have the necessary means to use the various facilities as normal. As part of the mitigation, careful management and monitoring of the situation is also required to assess impact levels on business revenues and mitigate accordingly.</p>	<p>would be agreed in consultation with the IACC, in response to an appropriate planning condition or informative attached to any grant of planning permission.</p>	
	ON-SOC-03	<p>As proposed in the Environmental Statement the Regeneration Function of the IACC expects that appropriate consultation and ongoing communication with residents and business owners impacted by the proposals to be carried out as the works progress. This should ensure that any unforeseen impacts can be identified quickly and relevant mitigation put in place.</p>	<p>The appointed contractor will be required to appoint a Community Liaison Officer, who must be a Welsh speaker, to communicate with local residents and businesses throughout the construction stage. This would ensure that any issues of concern raised during the construction works are managed and coordinated through a single point of contact and managed proactively with local stakeholders by communicating early regarding construction activities.</p>	
	ON-SOC-04	<p>In the operational phase of the works, a number of minor impacts relating to access are identified including the loss of parking facilities for residents and slight increases in journey times to access facilities/businesses. Proposed mitigation includes the provision of alternative parking arrangements for residents. The Regeneration Function of the IACC feels this is appropriate mitigation to address the issue.</p>	<p>Comment duly noted.</p>	
	ON-SOC-05	<p>The IACC would agree with the assessment of job creation associated with the Proposed</p>	<p>Comment duly noted.</p>	

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		Development and welcomes the use of the IACC Framework and related contractors to deliver the works. This will help to maximise the economic development benefits to the local economy including positive supply chain impacts.		
	ON-SOC-06	The already agreed framework contractors and sub-contractors organised by IACC and Horizon to deliver highway improvements works for the A5025 will provide confidence that local/regional companies can capitalise on the opportunities associated with the Wylfa Newydd Project and play a key role as part of the supply chain. The opportunities for training and development of the construction workers employed to deliver the A5025 improvements are more limited than other aspects of the Wylfa Newydd project due to more limited timescales of the works and scale of predicted employment.	Comment duly noted.	
	ON-SOC-07	The IACC should expect Horizon and its contractors to commit to Employment and Skills Service and Supply Chain Service to maximise opportunities for local people and local businesses to be part of the project (This would include the incorporation of apprenticeships into the works where this is possible). In the same vein, the IACC expects that any employees originating outwith the travel to work area would be required to utilise the Worker Accommodation Portal. The IACC has asked for these three Services to be piloted as part of the SPC and requests for this to replicated on the A5025 Online works.	<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. This would include measures such as attendance at “Meet the Buyer” events and advertising contractor and sub-contracting opportunities through a suitable internet-based platform.</p> <p>The majority of workers (assessed as 75%) 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</p>	

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			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.	
	ON-SOC-08	In relation to the Welsh Language in a socio-economic topic context the IACC would wish to see the use of local labour monitoring to understand the proportion of Welsh speakers in the workforce and use of local labour. This would help demonstrate a commitment to supporting the Welsh language and use of the resident workforce on the proposed A5025 improvements.	Monitoring the use of local labour and the proportion of Welsh speakers in the workforce would be considered for inclusion as part of the CEMP, to be prepared and implemented by the appointed contractor. The proposed measures would be agreed in consultation with the IACC, in response to a planning condition attached to any grant of planning permission.	
	ON-SOC-09	We believe that the roadworks will inevitably cause some temporary disruption to tourism and so if possible, the roadworks should be timed seasonally to minimise that. After construction works, there should be a long-term beneficial impact to tourism arising from road improvements to North Anglesey.	The proposed duration of the construction works is 66 weeks and it will not be practicable to time the works seasonally to reduce impacts in particular seasons. However, the appointed contractor would be responsible for managing the volume and type of construction traffic on a daily basis as part of the CTMP, to be submitted to IACC in response to a condition attached to any grant of planning permission. This would include any traffic embargos and special arrangements for events such as the annual Tour de Mon cycling sportive. Construction works would also not take place on bank holidays.	
	ON-SOC-10	The Environmental Statement also states that the applicant did not expect any wider impacts on tourism attractions/hotspots and/or accommodation suitable for tourists, as a consequence of construction works or as an improvement in access during operation. The ES does however assess a wider cumulative impact	The scale and duration of the proposed construction works are not expected to present significant adverse effects on tourism, particularly while traffic management and public access are expected to be utilised and maintained during the construction process. As outlined in the response to comment ON-SOC-03, a Community Liaison	

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		<p>on tourism from the Wylfa Newydd Project cumulatively with other developments. As such there is a need for appropriate mitigation to address these impacts. This would be in the form of a tourism mitigation fund to address impacts on tourism businesses and facilities in line with proposed mitigation for other aspects of the Wylfa Newydd project including the SP&C works.</p>	<p>Officer will be appointed to communicate with local residents and businesses throughout the construction stage to inform them of the timing and duration of the works and to ensure any issues related to traffic disruption are addressed as efficiently as possible. Similarly, as referred to in the response to comment ON-SOC-09, the appointed contractor will be required to prepare a CTMP and manage construction traffic movements on a daily basis.</p>	
	ON-SOC-11	<p>The IACC have previously requested that Tourism is assessed as a “stand-alone item” in the Screening opinion from September 2016. Horizon has only assessed impacts on individual tourism businesses rather than the wider impacts on the tourism sector e.g. visitor numbers/tourism brand for the reasons identified above. As a minimum this needs to be monitored throughout the duration of the works and more widely during the entire Wylfa Newydd project. This will help determine whether and where further mitigation is required to address unforeseen impacts.</p>	<p>Please see the response to comment ON-SOC-08.</p>	
	ON-SOC-12	<p>The IACC’s Regeneration Function would also make reference to the opportunity of installing broadband/ fibre ducting along the A5025 at the same time as the road improvements scheme is being delivered. Improving the Region’s communications infrastructure is integral to our ability to grow our economy and compete on a global scale. This approach would speed up deployment of telecommunications technology and provide greater certainty for the market. We recognise that the roll-out of superfast broadband also needs to be planned and managed in a way</p>	<p>The A5025 On-line Highway Improvements have been designed specifically to ensure that the surface and width of the road is appropriate for future traffic levels. The use of adjoining land for other proposals would be subject to separate consenting provisions.</p>	

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		<p>that avoids unnecessary disruption and other adverse impacts on road networks. The improvements to the A5025 provide an opportunity to avoid any additional disruption, including works by undertakers to the improved road which would disrupt use during construction of Wylfa Newydd. We would welcome the opportunity to discuss and review approaches that could enable the implementation of the ducting and facilitate additional investment in telecommunications infrastructure.</p>		
	ON-SOC-13	<p>We are also aware that villages along the route lack mains gas, and any opportunity to facilitate a future supply should be considered, but recognise the practical challenges of doing so.</p>	<p>The provision of a gas supply would not be proposed as part of the Proposed Development, particularly given the reconstruction works are not continuous along the full length of the A5025.</p>	
	ON-SOC-14	<p>The assessment of community severance appears a reasonable conclusion as long as access can be maintained to ensure that all users and operators of the facilities with limited disruption and as close to as normal operation as is possible. To overcome this impact mitigation in the form of social media and local radio updates to keep local people, tourists and businesses informed of any disruptions should be provided. This would be useful to inform which sections of the road will be affected in that particular week/month and to mention that the local shops and businesses are 'business as usual'.</p>	<p>As outlined in the response to comment ON-SOC-03, a Community Liaison Officer will be appointed to communicate with local residents and businesses throughout the construction stage to inform them of the timing and duration of the works and to ensure any issues related to traffic disruption are addressed as efficiently as possible. A range of media and communication methods would be utilised.</p>	
	ON-SOC-15	<p>On similar contracts (e.g. Llangefni Link road) IACC have worked with the contractors to secure a number of community benefits. These include a local labour register to monitor the percentage of local workers and Welsh speakers, attendance of</p>	<p>As outlined in the response to comment ON-SOC-08, monitoring the use of local labour and the proportion of Welsh speakers in the workforce, including other potential skills and job promotion activities, would be considered for</p>	

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		contractor representatives at careers fairs, work with local schools relating to interviewing and skills and road safety sessions with youth organisations. The IACC expect similar provision to be made for the A5025 on-line application.	inclusion as part of the CEMP, to be prepared and implemented by the appointed contractor. The proposed measures would be agreed in consultation with the IACC, in response to a planning condition attached to any grant of planning permission.	
	ON-SOC-16	In-combination impacts: A number of socio-economic receptors will be adversely impacted by the combination of different topic impacts relating to air quality, noise and vibration, visual and traffic and transport as a result of the proposals. These include loss of trade for businesses and detrimental impacts on the community/residents. As a result of these combined impacts and other direct impacts on socio-economic receptors including residents and businesses the IACC should require business and community mitigation funds to be provided to address these impacts.	<p>The scale and duration of the proposed construction works are not expected to present significant in-combination effects upon sensitive receptors, including residents and businesses.</p> <p>As agreed in response to previous public consultation, the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in Sections 2, 4, 6 and 8, to reduce the overall duration of the works and impacts on traffic and associated environmental effects (air quality, noise and vibration, visual amenity and landscape).</p> <p>The effects of the construction process will be monitored and managed by the appointed contractor, with regular liaison with local communities impacted by the works to ensure any issues arising are addressed efficiently.</p> <p>It is therefore not considered necessary to provide business and community mitigation funds, particularly given that once implemented, the A5025 On-line Highway Improvements will be beneficial to the local area in terms of providing a high quality transport route, improving road safety and increasing accessibility.</p>	
	ON-SOC-17	Intra project impacts (combined impacts with other elements of the Wylfa Newydd project):	Overall, the Proposed Development, combined with other elements of the Wylfa Newydd Project,	

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		<p>The A5025 application documents note the overlap with the Wylfa Newydd SPC proposed works and the beneficial impacts on employment. These positive effects are welcomed by the IACC but we would also note the potential for labour displacement and wage inflation impacts due to that overlap.</p>	<p>will have significant beneficial impacts on the local economy, providing direct employment, including supply chain and job creation opportunities.</p>	
	ON-SOC-18	<p>Inter project impacts (combination of proposals with wider investment projects): The environmental statement notes the potential for detrimental impacts on tourism businesses and visitors resulting from the interaction of the A5025 works and the proposed Penrhos leisure village but notes that evidence is not available to accurately predict the impacts. This is further justification for the applicant to put in place appropriate mitigation in the form of a tourism fund and monitoring measures to address potential impacts as they arise.</p>	<p>As outlined in the response to comments ON-SOC-16 and ON-SOC-17, it is not considered necessary to provide a tourism mitigation fund, given that any disruption to businesses during the construction stage will be temporary and enhanced upon completion of the highway improvements, in terms of providing a high quality transport route, improving road safety and increasing accessibility.</p>	
	ON-SOC-19	<p>Predicted impacts on employment and investment include the additional demand for construction workers relating to a series of projects that overlap with the A5025 on-line works temporally and spatially. These would include beneficial impacts as demand for employment increases alongside the positive impacts of investment in infrastructure. There is also potential for displacement of labour from existing businesses as people move to jobs which will pay a premium such as the project components of the Wylfa Newydd Project which are competing with the construction projects wage offers of major infrastructure projects in the UK.</p>	<p>Comments duly noted. However, overall, the Proposed Development will have significant beneficial impacts on the local economy, providing direct employment, including supply chain and job creation opportunities.</p>	

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	ON-SOC-20	<p>Whilst Horizon have produced a draft skills and employment plan this is not presented within the application documents. IACC should expect the principles and approach identified within Horizon's jobs and skills strategy to be applied in the context of the A5025 highway improvements to maximise the use of local labour, suppliers and facilitate training opportunities for those employed on the highway improvements.</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). 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.</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>	
	ON-SOC-21	<p>Recommended mitigation measures:</p>		
		<ol style="list-style-type: none"> 1) Business, Community and tourism mitigation funds to address the impacts identified within this response. 2) Land access - temporary access arrangements and relevant signage (routing and indication that businesses are open where applicable) to indicate that businesses are still operational during the duration of the works. 3) Engagement/consultation - appropriate consultation and ongoing communication with residents and business owners 	<ol style="list-style-type: none"> 1) For the reasons outlined in the responses to comments ON-SOC-16 to ON-SOC-20, it is not considered necessary to provide a business, community and tourism mitigation fund. 2) As outlined in the response to comment ON-SOC-02, these measures will be considered as part of the preparation of the CTMP, in consultation with IACC. 3) As outlined in the response to comment ON-SOC-03, the contractor will appoint a Community Liaison Officer to provide 	

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		<p>impacted by the proposals as the works progress.</p> <p>4) Economic activity – Skills and training opportunities for construction workers employed on the A5025 on-line improvements should be developed. This should include apprenticeship opportunities.</p> <p>5) Economic activity – local labour monitoring to evidence the proportion of local labour and percentage of Welsh speakers in the construction workforce.</p> <p>6) Community benefits package to include attendance of contractor representatives at careers fairs, work with local schools relating to interviewing and skills and road safety sessions with youth organisations.</p> <p>7) Tourism impacts - the ES recognises a wider cumulative impact on tourism from the Wylfa Newydd Project alongside other developments. As such there is a need for appropriate mitigation to address these impacts.</p>	<p>appropriate and ongoing communication with residents and business owners.</p> <p>4) As outlined in the response to comment ON-SOC-15, these measures will be considered as part of the preparation of the CEMP, in consultation with IACC.</p> <p>5) As outlined in the response to comment ON-SOC-08, this measure will be considered as part of the preparation of the CEMP, in consultation with IACC.</p> <p>6) As outlined in the response to comment ON-SOC-15, these measures will be considered as part of the preparation of the CEMP, in consultation with IACC.</p> <p>7) As outlined in the responses to comments ON-SOC-10 and ON-SOC-16, the scale and duration of the proposed construction works are not expected to present significant adverse effects on tourism, with beneficial effects once the highway improvements are operational.</p>	
IACC – Welsh Language		Code of Construction Practice:		
	ON-WEL-01	<p>1. It is necessary for the A5025 On-line Highway Improvements CoCP to reflect the principles within the WLCMS in relation to the Welsh Language to ensure a consistent approach.</p>	<p>The WLCMES relates specifically to the Wylfa Newydd DCO Project. The strategy is therefore not applicable to the A5025 On-line Highway Improvements in terms of mitigation measures relating to Welsh Language, which have been</p>	

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			informed by the Welsh Language Impact Assessment (WLIA).	
	ON-WEL-02	<p>2. IACC has significant concerns with the contents of the further revised version of the WLCMS (revision 0.2) since some mitigation proposals still have been amended/diluted and even omitted. Wording in many instances, has moved from commitment to consideration. IACC welcomed the appointment of the independent language planners ARAD to facilitate the draft strategy via an inclusive, collaborative and collective process, reflected in the March 2017 version of the document. The IACC reiterates that it is still gravely disappointed that the further revised version has still been diluted by Horizon without the provision of an evidence base, undermining the transparency and legitimacy of the revised strategy, with no reference to the Steering Group established by Horizon to engage with key stakeholders.</p>	The WLCMES relates specifically to the Wylfa Newydd DCO Project and comment ON-WEL-02 has been passed to the authors and facilitators of the WLCMES for their attention.	
	ON-WEL-03 *	<p>3. 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>	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.	

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	ON-WEL-04	4. All internal communications should be made available bilingually. Opportunities should be identified on the main site to provide opportunities for Welsh speakers and learners to use Welsh in the workplace environment, such as promoting the use of Welsh in meal and recreational breaks, and in HR and administrative dealings where requested by members of the workforce.	It is noted in the WLIA that measures are already in place as part of the Proposed Development which give due consideration to the effects of the Proposed Development on Welsh language and culture, such as the need for the appointed contractor to implement and adhere to the IACC's Welsh Language Policy. This will include the appointment of a Community Liaison Officer who must be a Welsh speaker and the installation of bilingual signage throughout the construction process.	
	ON-WEL-05	5. Inductions should include Welsh language awareness raising provision.	Comment duly noted. This would form part of the appointed contractor's brief.	
IACC – Welsh Language		Welsh Language Impact Assessment:		
	ON-WEL-06	1. The following information should be considered: Local feedback to Community Involvement Officers: PBS Wellbeing Assessment http://www.anglesey.gov.uk/Journals/r/e/v/Horizon-CIO-Overall-report-final.pdf	While the <i>Local feedback to Community Involvement Officers: PBS Wellbeing Assessment</i> has not directly informed the WLIA, the appointed contractor will adhere to the IACC's Welsh Language Policy objectives and the Welsh Government's Welsh Language Standards, and will be required to appoint a Community Liaison Officer who must be a Welsh speaker.	
	ON-WEL-07	2. Mitigations should contribute to the aim within the County's Welsh Language Strategy 2016 – 2021 to increase the percentage of Welsh speakers to 61% by 2021.	The WLIA demonstrates that overall, the Proposed Development is expected to have a beneficial effect on Welsh language and culture, particularly in terms of providing direct employment, including supply chain and job creation opportunities. These, in turn, will encourage Welsh speakers to remain in their	

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			communities and attract further Welsh speakers to Anglesey for employment opportunities.	
	ON-WEL-08	<p>3. Based on the statements in the WLIA, it is expected that 75% of the construction workforce of up to 125 persons would be locally based and 25% would be non-local. This is currently merely an assumption and if not correct, measures must be put in place to address any effects of different scenarios. The influx of non-Welsh speaking workers and possibly their families, could have a significant and adverse impact on the Welsh language and culture in schools and communities.</p>	<p>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 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</p>	

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			<p>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 on the Welsh language and culture in schools and communities, given that it is unlikely that the construction workers would seek long term accommodation on Anglesey for the duration of</p>	

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			<p>the works, preferring to take up visitor or short-term accommodation.</p> <p>The WLIA demonstrates that overall, the Proposed Development is expected to have a beneficial effect on Welsh language and culture, particularly in terms of providing direct employment, including supply chain and job creation opportunities. These, in turn, will encourage Welsh speakers to remain in their communities and attract further Welsh speakers to Anglesey for employment opportunities.</p>	
	ON-WEL-09	<p>4. The scenario of the preferred contractor, and commitment to the employment of local people is still an assumption which makes full assessment of likely effects on the Welsh Language and Culture difficult.</p>	<p>Please note the response to comment ON-WEL-08 above.</p>	
		<p>Recommended mitigation measures:</p>		
	ON-WEL-10	<p>1. Firm commitment to employ 90% of the local workforce from the local area.</p>	<p>As outlined in the response to comment ON-WEL-08 above, the 75/25% local employment assumption is based on the best practice guidance set out in the Homes & Communities Agency Additionality Guide (Fourth Edition 2014).</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. Three of the four eligible contractors included on the Framework are based in north Wales.</p>	

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			While it is not possible to guarantee or formally secure the percentage of workers contracted from the local area, it is highly likely that the contractors will appoint workers local to the proposed works, primarily to take advantage of the locally skilled workforce and to reduce travel and accommodation costs.	
	ON-WEL-11	2. Appointment of a team of peripatetic teachers to teach Welsh to primary and secondary age pupils (via language immersion courses). Commencement of the project should occur in the North of the island to provide 'lessons learnt' for the mitigation's next delivery phase.	This recommended mitigation measure would be appropriate to consider as part of the overall Wylfa Newydd DCO Project, but not specifically to the proposed A5025 On-line Highway Improvements due to the small scale of the Proposed Development.	
	ON-WEL-12	3. Appointment of Community Bilingual Activities Officers in each secondary school catchment area (5 posts). Commencement of the project should occur in the North of the island to provide 'lessons learnt' for the mitigation's next delivery phase.	Please note the response to comment ON-WEL-11 above.	
	ON-WEL-13	4. Upfront investment in school facilities to ensure successful delivery of STEM subjects, commencing with schools in the North of the island.	Please note the response to comment ON-WEL-11 above.	
	ON-WEL-14	5. Creation of a community hub for the Welsh Language activities in the North of the island to co-ordinate Welsh language lessons and opportunities to use the language in a social context for all ages.	Please note the response to comment ON-WEL-11 above.	

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	ON-WEL-15	6. Upfront investment in community translation facilities.	Please note the response to comment ON-WEL-11 above.	
	ON-WEL-16	7. Upgrading of Amlwch Leisure Centre to provide adequate community leisure facilities for project workers and their dependents.	Please note the response to comment ON-WEL-11 above.	
	ON-WEL-17	8. Steps to ensure supply chain to adhere to Horizon's corporate language policy.	Please note the response to comment ON-WEL-11 above.	
	ON-WEL-18	9. All public and temporary signage to be bilingual.	Bilingual signage would be installed throughout the construction process.	
	ON-WEL-19	10. 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.	A preferred contractor is in the process of being selected for appointment under the IACC and Horizon Framework Contract for Highways Construction.	
Joint Planning Policy Unit	ON-JPPU-01	Policies relevant to the proposed development are identified in the response (Strategic Policy TRA4, Policy TRA1 and criterion 3 of Policy PS9), but no comments are made specific to the proposals.	Comment duly noted.	
Llanfachraeth Community Council	ON-LLAN-01	No objections.	Comment duly noted.	
Magnox and NDA (Nuclear Decommissioning Authority)	ON-MAG-01	Concern regarding the need for the NDA to continue the transportation of spent fuel flasks to the Valley rail head, if closures of the A5025 are proposed as part of the proposed works. Re-routing via Amlwch, Benllech, etc, to Britannia Bridge is unlikely to be acceptable to residents along the route and would require a 30-day	Horizon does not anticipate full closure of the A5025 will be required to deliver the works. The intention will be to retain one side of the carriageway open for traffic to pass through the construction works, which would be traffic light controlled. If temporary full closure is required, Horizon will liaise with Magnox and the NDA to	

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		regulatory approval process. Temporary closures overnight (17:00 – 07:00) or 24-hour closures (in exceptional circumstances) may be acceptable to NDA with minimum of 1 weeks' notice.	ensure it does not affect their off-site operations, this will be done a minimum of 1 week in advance of the proposed closure.	
	ON-MAG-02	Concern regarding the delays to the transportation of spent fuel due to the flask transporter waiting at traffic lights during the construction works, with associated security risks. Magnox requests that the lights are adjusted to enable the flask transporters to pass straight through without stopping, both to the rail head and back to the power station (with 1 hour notice given to the A5025 contractors).	An appropriate arrangement with Magnox will be agreed to ensure effective and efficient movement of the vehicles. The Traffic Safety Control Officer (TSCO) for the highway works will act as the point of contact. We will continue to liaise with Magnox through the construction process to monitor the effectiveness of these arrangements.	
	ON-MAG-03	Magnox will require prior notice of any lane closures and progress of the works a week in advance). Contact details will be required for Horizon/IACC/Contractors for duration of works. Security inspections for suspicious packages at each construction area will be required at the start of each working day (for the safety of the flask transporter).	Horizon will notify Magnox of works and traffic management plans alongside IACC street works. Appropriate security measures will be implemented throughout the site.	
	ON-MAG-04 *	Concern regarding the loading of one carriageway that will remain open during construction works, in terms of accommodating the weight of the flask transporter (80 Te). Magnox requires assurance that the loading calculations and clearance for the width of the vehicle are reviewed.	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.	
Mechell Community Council	ON-MECH-01	Mechell Community Council does not have any objections to the application for improvements to the A5025 between Valley and the new site at	It is acknowledged that traffic delays are likely during the construction process, to be monitored and managed by the appointed contractor. As agreed in response to previous public	

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		<p>Wylfa, we welcome improvements to any highway.</p> <p>Despite this we realise there will be delays along the road and we are concerned that this will increase the amount of traffic travelling through the village of Llanfechell.</p>	<p>consultation, the intention is to undertake the highway reconstruction works simultaneously within all four construction areas in Sections 2, 4, 6 and 8, to reduce the overall duration of the works and impact on traffic.</p>	
	ON-MECH-02	<p>We would like to draw your attention to and state our disappointment regarding the lack of information and timing of the application considering that it happened during the Christmas period, resulting in additional work and strain on the Community Council through having to organise and attend additional meetings in December and at the beginning of January.</p> <p>We have already conveyed our disappointment and concern to the Horizon team in their community meetings regarding the timing and lack of information.</p>	<p>Horizon engages regularly with the Community Councils to provide updates on the progress of the Wylfa Newydd Project and related planning applications.</p> <p>Horizon has also offered additional attendance at Community Council meetings to answer any questions on the Proposed Development (and the SPC proposals) to help inform their responses.</p>	
National Trust	ON-NT-01	<p>National Trust does not wish to make any comment on this application.</p>	<p>Comment duly noted.</p>	
Natural Resources Wales (NRW)	ON-NRW-01	<p>NRW considers that, for the purpose of compliance with the EIA Directive and Habitats Directive, the 'project' should be interpreted as the entirety of the consents for Wylfa Newydd. It would not be an advisable approach to disaggregate the project as NRW considers that there is sufficient functional connection between the A5025 online highway works and the wider Wylfa Newydd development so that they all need to be considered together.</p>	<p>This issue was considered by IACC as part of the early EIA screening exercise of the Proposed Development and IACC confirmed in its Screening Opinion dated 7 October 2017, that the Proposed Development did not constitute EIA development (as set out in 3.2.10 of the submitted Environmental Report). Notwithstanding this, the Environmental Report provided a non-statutory review of potential cumulative effects for completeness.</p>	

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		<p>NRW notes that this is not the approach presented in Horizon Nuclear Power's (HNP) Environmental Report or HNP's Habitats Regulations Assessment (HRA) Screening Report submitted as part of the A5025 online highway application.</p>	<p>There is a clear need for the Proposed Development, to improve the condition of the A5025 between Valley and Wylfa, as summarised in the opening paragraphs of this letter and in section 2.3 of the submitted Environmental Report and paragraphs 8.2.3 and 8.2.4 of the Planning Statement.</p> <p>Obtaining a separate planning permission for the Proposed Development, rather than including it in the DCO application, enables the Proposed Development to secure the urgently needed improvements to the A5025 and to reduce the overall Wylfa Newydd Project programme.</p> <p>The principle and scope of the Proposed Development is also supported by local planning policy and guidance. Policy TRA1 and paragraph 6.1.46 of the adopted Anglesey and Gwynedd Joint Local Development Plan, July 2017, including paragraph 4.6.7 of the New Nuclear Build at Wylfa: Supplementary Planning Guidance, July 2014, identify key junctions and sections of carriageway on the route between Valley and the Power Station Site that would require significant improvements in association with the Wylfa Newydd Project. Notwithstanding the need to bring the Proposed Development forward as a separate application, the assessment of cumulative effects presented in Chapter 15 of the submitted Environmental Report, has demonstrated that there are no significant impacts as a result of the Proposed Development taking place cumulatively with other Wylfa Newydd Project components (intra-project effects).</p>	

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	ON-NRW-02	In view of the above, NRW considers that the recommended approach, would be for the Local Authority's assessment of the proposal (including its HRA) to consider Wylfa Newydd in its entirety.	See the above response to comment ON-NRW-01.	
	ON-NRW-03	NRW is concerned as to the potential complications that would arise in not assessing the cumulative, in-combination and indirect impacts with work arising under other consents if a holistic approach is not taken. However, IACC as the decision maker will need to make a judgment on the correct approach.	<p>This issue was considered by IACC as part of the early EIA screening exercise of the Proposed Development and IACC confirmed in its Screening Opinion dated 7 October 2017, that the Proposed Development did not constitute EIA development (as set out in 3.2.10 of the submitted Environmental Report). Notwithstanding this, the Environmental Report provided a non-statutory review of potential cumulative effects for completeness.</p> <p>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).</p>	
		Requirements and conditions:		
	ON-NRW-04	NRW advises the local authority that they should only grant planning permission if the scheme can meet the Requirements set out below, and that the information provided as part of these Requirements demonstrate that effects on environmental receptors is not significant. The conditions listed below should also be attached to	Comments duly noted.	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
		any planning permission granted. Otherwise, NRW would object to this planning application.		
	ON-NRW-05 *	<p>Requirement 1: Detailed plans 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 to be provided as part of the planning submission.</p> <p>Additional (or confirmation) detail is required relating to the proposed balancing pond at CH.700 in Section 2. The proposal is within zone C2 (thus shown at flood risk). No reference is made to this fact. Advise that additional information is provided on the impact/effectiveness of the pond at this location during a range of flood events up to the 0.1% AEP. This should demonstrate whether the balancing pond would be flooded by the adjacent watercourse and therefore would not serve its purpose as intended, or whether it requires protection from flooding. Alternatively, the applicant should provide evidence that the footprint of the pond is not at risk from fluvial flooding. NRW's previous concerns raised in S61Z response of 31/08/17, have not been taken on board.</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</p>	<p>A5025 On-line Highway Improvements (Planning Application Reference 27C106E/FR/ECON) Technical Note - Response to NRW Comments</p> <p>(Document Reference WN0900-HZCON-PAC-REP-00001)</p>

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
			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.	
	ON-NRW-06	Condition 1: Environmental Management - Detailed Code of Construction Practice (CoCP) to be approved by the local authority, in consultation with NRW (to include pollution prevention measures to ensure no damage to the Beddmanarch-Cymyran SSSI, or the SPAs, SACs/cSACs in the vicinity)	The appointed contractor will liaise and agree the proposed pollution prevention measures directly with NRW. The measures will then be incorporated as part of the CEMP to be prepared by the appointed contractor in line with the principles set out in the CoCP, for submission to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-07	Condition 2: Protected Sites - Biosecurity Risk Assessment / Management Plan to be approved by the local authority, in consultation with NRW	The appointed contractor will liaise and agree the proposed biosecurity management plans directly with NRW. The plans will then be incorporated as part of the CEMP, to be prepared by the appointed contractor and submitted to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-08	NRW advises that IACC should carry out a test of likely significant effects under Regulation 63 of the Conservation of Habitats and Species Regulations 2017. We remind you that, as a competent authority for the purposes of the 2017 Regulations, IACC must not normally agree to any plan or project unless the Authority is sure beyond reasonable scientific doubt that it will not adversely affect the integrity of a SAC, SPA or Ramsar site. The test should also include the	Comments duly noted.	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
		Anglesey Terns SPA / North Anglesey Marine candidate SAC.		
	ON-NRW-09	Condition 3: Protected Species - A scheme to minimise or prevent the incidental capture or killing of European species shall be submitted for the approval of the local planning authority in consultation with NRW. Implementation shall accord with the provisions of the approved scheme	The appointed contractor will liaise and agree the proposed protected species scheme directly with NRW and IACC's Ecology specialist. The scheme will then be incorporated as part of the CEMP, to be prepared and submitted to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-10	Condition 4: Protected Species - Submission and implementation of an approved Ecological Compliance Audit scheme	The appointed contractor will liaise and agree the proposed Ecological Compliance Audit Scheme directly with NRW and IACC's Ecology specialist. The scheme will then be incorporated as part of the CEMP, to be prepared and submitted to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-11	Condition 5: Protected Species - Detailed Great crested newt (GCN) mitigation measures to be approved by the local authority in consultation with NRW	The appointed contractor will liaise and agree the proposed mitigation measures directly with NRW and IACC's Ecology specialist. The measures will then be incorporated as part of the CEMP, to be prepared and submitted to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-12	Condition 6: Protected Species - Detailed hedgerow translocation methodology to be approved by the local authority in consultation with NRW	The appointed contractor will liaise and agree the proposed mitigation measures directly with NRW and IACC's Ecology specialist. The measures will then be incorporated as part of the CEMP, to be prepared and submitted to IACC for approval. Horizon is content to receive an appropriate	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
			planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-13	Condition 7: Protected Species - Detailed otter mitigation measures , including Reasonable Avoidance Measures, to be approved by the local authority in consultation with NRW	The appointed contractor will liaise and agree the proposed mitigation measures directly with NRW and IACC's Ecology specialist. The measures will then be incorporated as part of the CEMP, to be prepared and submitted to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-14	Condition 8 Protected Species - Detailed water vole mitigation/compensation measures to be approved by the local authority in consultation with NRW. This to include post construction management and surveillance.	The appointed contractor will liaise and agree the proposed mitigation measures directly with NRW and IACC's Ecology specialist. The measures will then be incorporated as part of the CEMP, to be prepared and submitted to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
	ON-NRW-15	Condition 9: Migratory Fish - Detailed measures to avoid impacts on migratory fish to be approved by the local authority, in consultation with NRW	The appointed contractor will liaise and agree the proposed mitigation measures directly with NRW and IACC's Ecology specialist. The measures will then be incorporated as part of the CEMP, to be prepared and submitted to IACC for approval. Horizon is content to receive an appropriate planning condition on this point, to be attached to any grant of planning permission.	
North Wales Fire and Rescue Service (NWRFS)	ON-NWFR-01	1. Noted that it is recognised that there may be delays in emergency service response times as a result of the proposed development.	It is acknowledged that traffic delays are likely during the construction process, to be monitored and managed by the appointed contractor in accordance with a CTMP to be prepared by the contractor and submitted to the local planning authority for approval, in response to a planning	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
			condition attached to any grant of planning permission. Emergency vehicles would be given priority through the construction areas.	
	ON-NWFR-02	2. Noted that the CoCP requires the appointed contractor to adopt and develop a CTMP for each phase of work, to include Temporary Traffic Management (TTM) procedures, and will agree the CTMP with the IACC.	The appointed contractor will liaise and agree the proposed TTM procedures with the NWFRS. The procedures will then be incorporated as part of the CTMP, to be prepared and submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.	
	ON-NWFR-03	3. An aspect of the TTM is to ensure that in emergency situations, it will allow emergency vehicles priority for emergency vehicles through roadworks. NWFRS wish to be engaged in the development of the priority procedures to ensure they are robust.	The appointed contractor will liaise and agree the proposed TTM procedures, including emergency situations, with the NWFRS. The procedures will then be incorporated as part of the CTMP, to be prepared and submitted to IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.	
North Wales Police (NWP)	ON-NWP-01	1. On Page 9, Paragraph 4.4.3 (Traffic and Transport) makes reference to the need to temporarily reduce speed limits during construction. NWP requests that should the need for enforcement of the temporary speed limits become a requirement that provision within the temporary works is made for the siting of an enforcement vehicle.	There is potential for this to be accommodated in construction areas upon request, in consultation with the appointed contractor, if required. If enforcement measures are found to be required during the construction works, the plan would be discussed with NWP.	
	ON-NWP-02	2. Following completion of the works and once operational, monitoring and assessment of vehicles speeds should be undertaken. This will ensure a reduction in road safety does not occur and necessary measures can be undertaken	As the local highway authority, Horizon would expect the IACC to be responsible for monitoring and enforcing vehicle speeds following completion of the A5025 On-line Highway Improvements and would be responsible for	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
		including changes to speed limits and enforcement.	amending speed limits along the A5025 if determined necessary.	
North Wales Wildlife Trust (NWWT)	ON-NWWT-01	In general terms NWWT have no outstanding objections to the proposals.		
	ON-NWWT-02	Although the on-line road improvements are being brought forward to facilitate the implementation of the power station scheme, it is NWWT's view that it is not premature to consider the current TCPA application given the conclusions of the Report to Inform Habitats Regulations Screening and that the likely in-combination analysis of the wider DCO will not be compromised by the determination of the current application.	Comments duly noted.	
		NWWT advises that the application should be changed as follows:		
	ON-NWWT-03	Limited 3-year landscape establishment, replacement & maintenance period, this does not allow for a realistic timescale to allow for failures and will result in diminished biodiversity outcomes. NWWT note that IACC raised the same comment in their Section 61z consultation response.	A 5-year maintenance period has been included in the DALs (refer to section 3.5).	Updated DALs
	ON-NWWT-04	Specification for mortared drystone walls (Section 2.3 figure 2.3 DA and LS and elsewhere), which in NWWT's view represents a loss of biodiversity micro-habitat and does not represent the general vernacular style.	The replacement stone walls will be constructed with a mortared core, such that each face of the wall would remain unmortared, to incorporate natural crevices which could offer potential habitat for reptiles.	
		Code of Construction Practice:		

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
	ON-NWWT-05	Lighting Submission , agreement & implementation of a lighting strategy for construction phase, following the broad principles in the CoCP.	<p>The appointed contractor will be required to prepare a CEMP. This will incorporate a Lighting Strategy to be implemented in the construction areas and Temporary Construction Compound, to ensure that the specification includes low impact lighting for works undertaken beyond daylight hours. It is anticipated that the preparation of a CEMP (and Lighting Strategy) will be attached as a condition to any grant of planning permission, to be submitted to IACC for approval.</p> <p>Details of how lighting would be minimised during construction will also be provided by the appointed contractor as part of the detailed landscape design.</p>	
	ON-NWWT-06	Pre-commencement surveys for protected and priority species. Results to be submitted in writing with any alterations to mitigation requirements reflected and implemented in the relevant strategies produced as indicated and discussed below in the Compliance Report. Recommend the following are included: extended water vole survey; extended reptile fingertip search; and surveys for current status/spread of INNS (Invasive Non-Native Species).	<p>The appointed contractor will be responsible for preparing and implementing appropriate species surveys in accordance with methodologies to be submitted to and approved by the local planning authority, in response to appropriate planning conditions attached to any grant of planning permission.</p> <p>The pre-construction surveys and methodologies set out in the Protected and Legally Controlled Species Compliance Report are considered appropriate to the size and scale of the proposed works.</p>	
	ON-NWWT-07	Protection of retained features and buffer zones.	This would be undertaken by the appointed contractor as part of the construction works.	
		Design Approach & Landscape Strategy:		

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
		Comments		
	ON-NWWT-08	Table 2-1 wildflower seeding still indicates that species rich grassland will be sown onto top soil – not appropriate or effective.	This advice has been noted, and species rich grassland will be sown on low fertility soil where possible (see table 2-1 of the updated DALs).	Updated DALs
	ON-NWWT-09	Species specification Tables 2-1 to Table 2-8 - NWWT will provide further advice on suitability to prevent invasive/dominant species.	Comment duly noted.	
	ON-NWWT-10	Section 2.3 & figure 2.3 - Stonewalls – this states that stone walls will be replaced like-for-like and in similar orientation to use micro-habitats e.g. moss & lichen. It then says all walls will use mortared stone. Stonewall mortaring should be removed in all specifications.	The replacement stone walls will be constructed with a mortared core, such that each face of the wall would remain unmortared, to incorporate natural crevices which could support reptiles such as Great Crested Newt during habitat reinstatement.	
		Conditions.		
	ON-NWWT-11	Biosecurity Method Statements - The strategy of the proposal is covered in the Compliance Report	Comment duly noted.	
	ON-NWWT-12	Landscape, plan, planting specification and Maintenance Schedule to include 5 years establishment and failure replacement. Amendments should be presented in the specification to the wildflower seed bed preparation and stonewall construction detail.	Horizon confirms that the contractor's landscape establishment, replacement and maintenance period would be extended to 5-years, to provide a longer period for correcting and rectifying any plant stock defects and to ensure new planting is suitably established before the completed scheme is handed over to the local highway authority. The updated maintenance period has been included in the DALs (refer to section 3.5). This advice has been noted, and species rich grassland will be sown on low fertility soil where possible (see table 2-1 of the DALs).	Updated DALs

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
		Protected & Legally Controlled Species Compliance Report	Horizon considers that the pre-construction surveys and methodologies set out in the PLCSCR are appropriate to the size and scale of the construction works, and that the conditions recommended by NWWT below, align with those recommended by the IACC and NRW, all of which can be addressed by the appointed contractor. These would be captured as part of the preparation and implementation of the CEMP, to be submitted to the IACC for approval in response to a planning condition attached to any grant of planning permission.	
		Conditions		
	ON-NWWT-13	Preparation of Construction Environmental Management Plan	The appointed contractor would be responsible for the preparation and implementation of a CEMP, for submission to and approval of the local planning authority, in response to a planning condition attached to any grant of planning permission.	
	ON-NWWT-14	Amphibians – great crested newt – to ensure LPA has oversight of the process and can be involved in formulation of the application to reflect local characteristics and site conditions; and to enable control of the construction where it might be decided an EPS licence is not required. Dry stone walls recommended in areas which support/likely to support GCN during habitat reinstatement	<p>As set out in the submitted CoCP, an Ecological Clerk of Works will be appointed by the contractor to liaise with the local planning authority with regard to any required licensing and to supervise the process during construction if licensing is not found to be necessary.</p> <p>The replacement stone walls will be constructed with a mortared core, such that each face of the wall would remain unmortared, to incorporate natural crevices which could support reptiles such as Great Crested Newt during habitat reinstatement.</p>	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
	ON-NWWT-15	Bats – survey showed no evidence of bats, but IACC may wish to include a condition that if the proposal is not implemented by spring 2020, then further work should be undertaken to assess the trees to be felled.	The appointed contractor will be required to carry out pre-commencement surveys in accordance with the CEMP to be prepared and submitted to the IACC for approval, in response to an appropriate planning condition attached to any grant of planning permission.	
	ON-NWWT-16	Otter - noted that general protection measures post pre-commencement survey will be included in CEMP.	The appointed contractor would be responsible for incorporating these measures as part of the CEMP, to be submitted to the IACC for approval.	
	ON-NWWT-17	Water vole - details to include reinstatement of habitat and establishment of vegetation.	The appointed contractor would be responsible for incorporating these measures as part of the CEMP, to be submitted to the IACC for approval.	
	ON-NWWT-18	Reptiles – any CMS for reptiles should be adjusted to identify suitable habitat types including dismantling of any stone walls and cloddiau and other features. Trapping and translocation should take place if passive dispersal (habitat manipulation) finds/suspects better than low densities of reptiles.	The appointed contractor would be responsible for incorporating these measures as part of the CEMP, to be submitted to the IACC for approval.	
	ON-NWWT-19	Breeding birds - suggested that specific provision is identified for Schedule 1 birds likely to be encountered in the scheme, such as barn breeding males, kingfisher and perch.	This risk is covered by the Protected and Legally Controlled Species Compliance Report and the appointed contractor will implement this as part of the Construction Method Statements to be prepared by the contractor as part of the CEMP, to be submitted to the IACC for approval.	
	ON-NWWT-20	Badger – the proposed strategy is acceptable. However, if an active badger sett is discovered during the pre-commencement survey the appropriate action and any licensing will be triggered from that process. If a badger sett is needed to be closed down, a detailed monitoring	The appointed contractor would be responsible for incorporating these measures as part of the CEMP, to be submitted to the IACC for approval.	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
		programme greater than 2 weeks will be needed for the entire construction phase adjacent to the closed sett.		
	ON-NWWT-21	INNS Invasive Non-Native Species & Biosecurity – CMS to include good house-keeping practices to deal with wheel washing facilities and cleaning of kit between different parts of the construction site to avoid contamination.	The appointed contractor will incorporate an Invasive Species Control and Eradication Plan as part of the CEMP, to be submitted to the IACC for approval.	
	ON-NWWT-22	Fish – the proposed strategy is appropriate, but if it is necessary to dewater a watercourse or to over-flume water, then additional methods will be needed.	The appointed contractor would be responsible for incorporating these measures as part of the CEMP, to be submitted to the IACC for approval.	
		Potential phasing of works:		
	ON-NWWT-23	Given the manner in which Horizon anticipate that obligations will be discharged; via the constructor-lead packages and through the tender/contract process, it is important that conditions are structured to anticipate that there may be a need for submission of multiple documents from different contractors leading and implementing different sections/phases of the highways work.	The appointed contractor will be responsible for managing all submission of documents required for the phasing of construction works.	
	ON-NWWT-24	NWWT also suggests that the Council and Horizon/contractors establish an appropriate Ecological Reporting Structure to ensure that there is effective communication and monitoring of the different aspects of the scheme and the monitoring of population outcomes where necessary.	The appointed contractor will be required to appoint an Ecological Clerk of Works who will establish an appropriate reporting structure to monitor the ecological aspects of the Proposed Development for communication to the IACC and/or NRW as appropriate.	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
ONR (Office of Nuclear Regulation)	ON-ONR-01	ONR does not advise against this development.	Comment duly noted.	
Local resident Llanfechell	ON-RES-01	Having visited the Council Offices and viewed the plans directly adjoining out land, there appears to be no alteration to road/field boundary. The drive entrance (12/4) doesn't appear to include the field gate which is next to the drive entrance to the south. Please ensure that the field gate is included in the drive entrance. Thank you.	The proposed highway improvement will not impact on the field access gate or the drive entrance gate. The extent of the works at this location is only to tie in the new bituminous surfacing with the existing road surface.	
Local resident Llanfechell	ON-RES-02	<p>Currently there is poor visibility from the access into the resident's property onto the A5025, which lies within Section 8 (Cefn Coch) and the resident considers the proposed amendments to the road are liable to make this section more dangerous. The proposed A5025 Off-line improvements (Section 7) will lead into Cefn Coch where vehicles will be travelling at speed and potentially overtaking. The visibility for the road, passed the residential and B&B properties is not proposed to be improved.</p> <p>The best alternative would be to move the carriageway an additional 2m into farmland on the opposite side of the road to the various properties. This would improve visibility and safety for vehicles pulling out of driveways onto the A5025, and for approaching traffic.</p>	Visibility will be improved along the A5025 as a result of the proposed On-line Highway Improvements in this location (Section 8) and the proposed A5025 Off-line section will remove the dip south of the property which is of local concern. The proposed On-line Highway Improvements will widen and move the carriageway further away from the property in order to achieve the required highway cross section, which would improve road safety in this location.	
Local resident Llanfechell	ON-RES-03	Objection against the proposed road widening outside their property, which will reduce the width of the layby currently used by visitors to the B&B, adversely affecting their business.	The widening of the A5025 into the existing layby will only move the carriageway over by approximately 300mm and will move the centreline of the road away from the property. The proposed On-line Highway Improvements	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
		<p>The proposed solution would be to move the carriageway an additional 2m into farmland on the opposite side of the road to the various properties.</p> <p>The current proposals are having a detrimental effect on the residents' health and wellbeing in terms of stress and worry.</p>	<p>will widen and move the carriageway further away from the property in order to achieve the required highway cross section.</p>	
Sustrans	ON-SUS-01	<p>Sustrans would hope that all new highway improvements take into account the requirements of the Active Travel (Wales) Act and its associated guidance. Hopefully IoACC officers would be able to check and confirm this?</p>	<p>As part of the Public Access and Recreation chapter, an assessment of active travel has been included, which has considered the extent to which the Proposed Development would promote and enable active travel journeys. This chapter has used the IACC Cycling Strategy to inform the assessment, which was produced to coordinate the IACC's approach to cycling, and to ensure that the IACC is aware of and able to fulfil the requirements of the Active Travel (Wales) Act 2013. The cycling strategy has been used in the creation and design of the two new sections of cycleway proposed as part of the scheme, namely in section 2 in order to maintain connectivity on NCN Route 5, as well as a new cycle path on the western side of the A5025 between Nanner Road and the Wylfa Newydd Development Area for NCN Route 566. The objective of the cycling strategy for future development along A5025 is to enhance the links with existing cycle routes.</p>	
Valley Community Council	ON-VAL-01	<p>Request for the contractor to replace the displaced bus shelter in Llanyngghenedl in an appropriate location. (The Community Council would be happy to adopt the maintenance of the bus shelter once in place.)</p>	<p>Confirmed that the proposed A5025 On-line Highway Improvements will require the removal and replacement of the existing bus shelter located in Section 2 (drawing WN02.05-ACM-S2-00-DRG-003, east of Junction 5).</p>	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
			Valley Community Council will be invited to select a preferred design from a choice of standard IACC shelter designs.	
	ON-VAL-02	Consideration to be given to suitable lighting around the junction exiting from Gorad Road towards Llanynghenedl. (junction 4), particularly for cyclists who will cross this busy road to access the cycle path.	The road safety audit undertaken has not identified an issue regarding the need for lighting as this junction. However, Horizon will discuss the issue further with IACC Highways.	
	ON-VAL-03	Consideration to be given to lowering the speed limit to ensure the safety of cyclists, pedestrians and drivers at Junction 4 as they will need to cross the road to access the cycle path and pavement as noted in 2 above.	As the local highway authority, Horizon would expect the IACC to be responsible for monitoring and enforcing vehicle speeds following completion of the A5025 On-line Highway Improvements and would be responsible for amending speed limits along the A5025 if determined necessary.	
	ON-VAL-04	Contractors to ensure that there is vehicular access to Valley Cemetery at all times. Should this not be possible, contractors to ensure that adequate signage is put up on the cemetery gates providing information of any planned closures. Contractors to liaise with Griffith Roberts & Son, Undertakers, to ensure that access to the cemetery and the chapel of rest is provided when funerals are planned, to ensure that access is granted and to accommodate any alterations required to sequence of temporary traffic lights.	The appointed contractor will not be permitted to obstruct the vehicular access to Valley Cemetery. Horizon would be content to secure this means of an appropriate planning condition attached to any grant of planning permission.	
	ON-VAL-05	Contractors to be informed that they are not to use the cemetery car park for parking their vehicles during the works and also to ensure they do not use the water supply at the cemetery, which has previously proven costly to Valley CC.	The appointed contractor will not be permitted to use the Valley Cemetery car park or the water supply.	

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
Wales & West Utilities (WWU) – Gas	ON-WWU-01	<p>WWU has provided mapping extracts from their mains records of the area covered by the A5025 On-line (and Off-line) proposals together with a comprehensive list of General Conditions for HNP's guidance.</p> <p>The plans show that there is an intermediate / high pressure gas main (1050mm diameter), reference HN052 / 01050 (R0390), in proximity to the proposed A5025 On-line Highway Improvements at Valley.</p> <p>WWU has advised that no excavations are to take place above or within 10m of the confirmed position of these mains without prior consultation with WWU.</p>	<p>Contact was made with the Asset Intervention Manager of Wales & West Utilities (WWU) in 2015, to determine whether the proposed A5025 On-line Highway Improvements located on the edge of Section 1 at Valley (close to the tie-in between Sections 1 and 2) would impact the existing intermediate/high pressure gas main, requiring diversion of the pipe.</p> <p>The Asset Intervention Manager responded that the pipe would not require a diversion as a result of the highway improvements, given that there is a 43m section crossing the A5025 that has been laid in heavy wall pipe (12.7mm, X52, 300mm NB). The BPD on the standard wall section is 14m, and the proposal is to widen the road by 0.7m either side with no change in levels. The advice received from WWU confirmed that the works would require plant protection, but there would be no requirement for a protection slab due to the works.</p> <p>WWU advised that the contractor would require risk assessment approval before any works commence over the pipeline and a plant protection officer on site at all times whilst working near the pipe, adhering to WWU's specification WW/SP/SSW/22: Safe Working in the Vicinity of Pipelines and Association Installations Operating Above 2 Barg – For Third Parties, June 2013.</p>	
Welsh Government – Highways	ON-WGH-01	The Welsh Government as highway authority for the A55 trunk road does not issue a direction in respect of this application.	Comment duly noted.	

2 Responses to other key issues raised during application process

2.1.1 A number of additional planning issues have been raised on an informal basis during the consideration of the application by IACC, which are considered in the table below.

Table A2-2: Responses to other key issues raised by IACC during the application process

Organisation / Respondent	Comment Reference Number	Summary of Comments	Response	Additional Information submitted
IACC	ON-LPA-01	<p>Potential impact of the proposed roadworks on tourism:</p> <p>Comments have been made as to the potential impact of the Proposed Development on tourism, including Bank Holidays and other significant local events such as the annual Tour de Mon cycle sportive held in August.</p>	<p>The scale and duration of the proposed construction works are not expected to present significant adverse effects on tourism, particularly while traffic management and public access are expected to be utilised and maintained during the construction process. In recent years the route of the Tour de Mon has only used the A5025 from the Valley (A5/A5025) junction to the junction with the Llanddeusant road, just south of Llanfachraeth. It is expected that the appointed contractor's representative will liaise directly with the organiser of future Tour de Mon events.</p> <p>The appointed contractor would prepare a CTMP in accordance with the principles set out in the submitted CoCP. The contractor would be responsible for managing the volume and type of construction traffic on a daily basis. This would include any traffic embargos and special arrangements for events such as the Tour de Mon. Construction works would not take place on bank holidays. The contractor would be required to appoint a Community Liaison Officer, who must be a Welsh speaker, to liaise directly with local residents and communities throughout the construction stage. This would ensure that any issues of concern raised during the construction works are managed and coordinated through a single point of contact and managed proactively</p>	

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			<p>with local stakeholders by communicating early regarding construction activities.</p> <p>Once the improvements have been implemented, the layout and quality of the A5025 would be significantly improved and provide an improved experience for travellers between Valley and north Anglesey.</p>	
IACC	ON-LPA-02	<p>Impact on local roads:</p> <p>Comment has been raised that traffic may seek to use other roads as “rat-runs” to avoid the A5025 construction works, thus raising traffic levels through the local communities surrounding the A5025, which would have a negative impact on these areas.</p>	<p>With regard to potential effects on local arterial routes, a review of current traffic flows along the A5025 confirmed these to be low (set out in chapter 6 of the submitted Environmental Report). In addition, a review of the highway network has indicated that there are few alternative routes available for people to avoid construction works along the A5025 and limited need for people to divert onto alternative routes during construction of the Proposed Development.</p> <p>As part of the CTMP, the appointed contractor would be required to adopt traffic management measures to minimise disruption to journeys and to monitor localised traffic movements during the construction process, based on the principles set out in the submitted CoCP, to be agreed with the IACC in response to a planning condition attached to any grant of planning permission.</p>	
IACC	ON-LPA-03	<p>Site selection of Temporary Construction Compound:</p> <p>Commentary has been requested regarding the sustainability of the site selection process for the proposed Temporary Construction Compound.</p>	<p>The Proposed Development includes a Temporary Construction Compound to support construction activities. Appendix 2.1 in Volume 3A of the submitted Environmental Report, presents the findings of an options appraisal undertaken to identify a preferred site to locate the Temporary Construction Compound, to support the construction of the A5025 On-line Highway Improvements.</p> <p>The Appendix explains that the site at Cefn Coch performed well in planning policy terms, located</p>	

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			<p>within an A5025 Improvement Area as identified in the submission draft JLDP, where emerging Policies PS4 and TRA1 were of relevance (which now form part of the adopted JLDP July 2017). The policies confirm that improvements to the strategic transportation network, including transport infrastructure improvements associated with new nuclear development at Wylfa Newydd, would be secured in such areas.</p>	
IACC	ON-LPA-04	<p>Boundary treatments: Additional information has been requested regarding the proposed removal and replacement of boundary treatments, to establish whether they would be an overall net gain in replacement treatments.</p>	<p><i>Table A4-1 Measures of landscape component loss and replacement</i> in Appendix 4, provides details of the lengths of existing trees, hedgerows, stone walls and cloddiau to be removed and the lengths of proposed replacements. The table shows that 20 individual trees would be removed as a result of the Proposed Development, to be replaced by 25 trees (4 individual and 21 within hedgerows).</p> <p>Hedgerow removal would extend to 3.2km, to be replaced with 4km of translocated and new hedgerow (of which 1.5km of hedgerows are proposed along cloddiau/earth banks). Stone wall removal would total 2.9km, to be replaced by 3km of mortared stone walls. A total of 1.5km of existing cloddiau/earth banks would be removed, to be replaced with 1.5km of new cloddiau/earth banks. It is therefore confirmed that the proposals would accommodate an overall net gain in replacement boundary treatments.</p>	