

**From:** [REDACTED]

**Sent:** 21 January 2019 15:00

**To:** Wylfa Newydd

**Subject:** Wylfa Newydd objection.

Dear Sir,

Please find attached an objection from 126 residents of Llanfachraeth Anglesey. Also attached are Horizons statement of intent and copies of emails.(I have permission from Mr. Ingram to send it and for it to be copied.), plus speed results from IoACC.

I was made aware that this is a late submission by Ms. Kay Sully at the consultation in Treaddour Bay, but it might be taken into account as information has only just come to light. I was unable to attend before the last day due to [REDACTED]

I registered an interest yesterday 20th Jan 19. by email and requested to speak at the consultation in March 2019.

With the present situation this may not have any urgency, but feel it has to be registered and applied to any future development plans.

I would appreciate confirmation of receipt.

Many many thanks for the kindness your staff showed me in Treaddour

Bay

Yours faithfully

Bob Wright

Planning inspectorate, Major casework directorate, Temple Quay House,  
Temple Quay, Bristol. BS1 6PN

From

REF: Wylfa Newydd, Isle of Anglesey. Horizon Project.

#### HISTORY:

The road within the 30 mph restrictive zone of Llanfachraeth was nothing more than a single lane country road before Wylfa "A" was built. The County Council miss-spent money allocated for a bypass. Subsequently the front gardens were compulsory purchased and the road within the village widened. This left many houses literally on the roadside. Sufficient funds were un-available to reinforce the road to accommodate the TEN ton HGVs which would use it.

- 1.) The number of houses has increased from 45 to 79 on the road frontage.
- 2.) The village is 0.7 miles long.
- 3 There are THREE BLIND BENDS on this piece of road.
- 4.) The road users in 1963 was 6% of the population. An estimate of present day users would multiply this number by a factor of 15 for rural areas
- 5.) HGVs numbers were negligible as transport was nationalized.
- 6.) The A5025 has not been improved or widened since 1963 except for road re-surfacing.

#### PRESENT HIGHWAY CONDITIONS

1.) We now have 5000 movements per day based on 2008 figures, and a speed restriction of 30 mph. The road is now expected to take 42 ton HGVs and articulated Lorries, with no improvement to the sub-structure. Four times the weight.

2.) The foot ways which are supposed to be:

1800mm on access routes to buildings, from bus stops or car parks with a deregation down to 1200mm around existing obstructions -'Manual for Streets 2' CIHT 2010. for this type of road. Anything less than this is in contravention of the Disability Discrimination Act.

Within the village:

- a.) Only two points meet the 1800 requirement.
- b.) On average foot ways are between 1200mm and 1300mm wide.
- c.) There are 18 pinch points less than the 1200 mm. Minimum width.
- d.) There are 10 pinch points between 880 mm and 1000mm wide.
- e.) These are not wide enough for a parent and child to walk side by side or a disabled carriage.

If two meet one has to enter the highway to pass.

- f.) 150 meters has no foot way at all.

3.) Recently three of Horizon road planning team refused to stand on the foot way because they did not have hi vis vests. They considered it to dangerous. Our residents including Children, elderly and disabled are expected to use them.

4.) a.) The road at one point is physically to narrow for two HGVs to pass. They approach each other at up to 80 mph and IACC Highways Dept. has had photo evidence of lengthy skid marks, where HGVs are out of control. (This can be demonstrated throughout the village.)

b.) The foot way at this point is 880 mm wide nearly one meter less than it should be and 320 mm less than the absolute minimum.

c.) THIS SITUATION IS ON A BLIND BEND.

5.) There are recorded speeds based on IoACC information of:

a.) 61 mph for cars

b.) 52 mph for trucks

c.) 47mph for long trucks

With 28% Speed violations

6.) Based on these figures, over 3 years 1.44 million vehicles have exceeded the speed limit.

A FOI request to N. Wales police confirmed the number of prosecution over the same period to be ZERO

7.) Buses are employed twice daily to ferry school children. 5Yrs to 11yrs in one direction and 11yrs to 18 yrs in the other. The children are then taxied by parents to and from home. This results in a collection of car on the A5025 plus buses within the village with children running across the road between the traffic.

8.) Resident live in fear of their lives and the lives of their loved ones. Two elderly ladies who are close friends cannot visit each other because they live on opposite sides of the road.

THERE ARE NO SAFE CROSSING POINTS WITHIN THE VILLAGE.

9.) The A5025 is not fit for the traffic currently generated and is considered the most dangerous road in Wales. (This opinion has previously been expressed by IoACC Highways)

a.) There are currently four sections of wall down along- side the road, just outside the village due to vehicular collisions.

b.) In the last three months, two cars have had to be trucked away following collisions in the village.

c.) Another left the road, demolished a garden wall and came to rest in a front garden.

10.) Llanfachraeth has been promised a bypass in 2014, 2016, 2017, 2018, 2022 now when?

HORIZONS POSITION AND MISLEADING STATEMENTS DURING CONSULTATION.

1.) Horizon stated 15<sup>th</sup> Mar 2010 News release

“I would like to reassure those living in the village (Llanfachreath) that we are committed to making all road improvements necessary” and “we are keen to ensure that the people are not unduly affected by traffic associated with the development on the Wylfa site”.

2.) All consultation events have been dominated by demonstrations of the proposed Llanfachraeth bypass which would be in place before the “MAIN” construction started. When questioned why it was not being put in place prior to any work starting (safety measures should be in place before work commences) we were told that the planning inspectorate would only allow one application and the bypass would be applied for at the same time as the main construction application.

3.) With the increase in traffic due to the road works to Cemlyn and the re-routing of power cables round Wylfa site, Horizon was again asked why they were allowed to proceed before the bypass had been completed. Their response was these works were nothing to do with them but were being carried out by IoACC and Scottish Power respectively.

4.) At the last consultation in Cemaes Bay, Horizon representative stated it was “the IoACC planning Dept stopping the application”.

5.) Knowing this to be untrue, I asked for the statement in writing, and the representatives full name. Both these were refused. The only name I had was “Charley”. I told him I believed him to be lying.

6.) At his suggestion a meeting was arranged at my property for me to demonstrate my concerns.

7.) Pressure had to be put on Horizons team to fulfill this obligation.

8.) At this meeting headed by Mr. G Vaughn also Mr. C. Davis, Mr Hughes and Emma Collett (IoACC Highways engineer) I stated I believed a large number of 32 ton lorries would be coming through the village. I was corrected and told they would be 42 ton HGVs. They did not deny they were coming through the village. I was also offered a noise reduction scheme for every house in the village.

WHY WOULD WE NEED A NOISE REDUCTION SCHEME WITH A BYPASS?????

9.) I was told I was the only one complaining. Knowing this to be untrue, I went from the end of the village to the center, with a petition stating we objected to more HGVs through the village before the bypass was completed. Horizon has had ten years to complete this work. Of 128 residents asked

I RECEIVED 126 SIGNATURES IN LESS THAN 3 HOURS. (The two refusals worked at Wylfa.) As well as facts I have tried to express the strength of feeling of these residents.

This was sent to Horizon and PINS at the email address Horizon issued, with OUR objection.

10.) A resident emailed Horizon for clarification. On Dec 20<sup>th</sup>, Horizon replied. Although the answer was mostly truthful, he was directed to a small element in one of four applications. The one stating the least number of vehicular movements. (Copy attached)

55 CARS and 10 HGVs TOTALLY MISLEADING.

This is the same misleading information being told to all enquirers.

It should also be noted that the police indicated in this application that traffic numbers were not at peak times and these should be widened for a truer picture. They also state they wanted minor collision included.(This does not appear to be acted on).

11.) Following a newspaper article Horizon replied to OUR complaint on Jan 3<sup>rd</sup> 19. Though not fully, this email was far more complete. Having read the report in depth. (copy attached)

To clarify the reply from Horizon.:

The Llanfachraeth by-pass will not be started until the MAIN stage of construction begins.

**THE FOLLOWING TRAFFIC WILL GO THROUGH LLANFACHRAETH BEFORE THE BYPASS IS COMPLETED.**

a.) FOR SITE WORK

2500 HGV movements + returns = 5000 per month.

Tacking 12 hr working days, over a five day week = 240 hours

=20.83 HGVs per hour.

PLUS

b.) FOR OFF LINE WORK.

HGVs movements for off line work carried out by IoACC (road repairs / improvements etc.)  
( Eighteen miles of roads, sub structure, removal of bends and resurfacing)

A realistic estimate

5000 movements

=20.83 HGVs per hour.

PLUS

c.) FOR SITE CLEARANCE:

20 HGV movements per day

= 1.66 HGVs per hour

TOTALING 43.32 HGV s PER HOUR

\_ (7.57 States Horizon are planning for 40 HGVs through put per hour at Holyhead truck stop)

ONE EVERY ONE MINUTE 25 SECONDS

PLUS

d.) Transportation of workforce ( two shift of 10. hrs and 10.5 hrs starting at 7 am.  
would mean workforce traffic passing through the village after midnight and starting again at 6 am  
{[see 5.2 2 + 5.3 3 of report)

6.4.11 states works buses can not remain at Wylfa site. Therefore they will be returning empty, more journeys through the village.

PLUS

e.) 5.4.24 AILs Construction plant: States “LARGE numbers of over sized plant transported by road”, but does not give a number.

12.) Mr. Huw Percy, IoACC, Interim head of of service writes on 10th Dec 18 “We have already considered traffic volumes in our submissions to the process”. This would indicate IoACC highways were aware of these figures. Our County Councilors claim to have been unaware. Since their intervention, IoACC now support this objection.

13.) It is generally believed, if allowed to proceed with this traffic volume, Horizon could state there is sufficient evidence that the road can carry these numbers, making a bypass is unnecessary.

#### STRUCTURAL CONSIDERATIONS.

1.) Account has to be taken of the disturbance, (day and night) stress, safety and pollution that will be caused to the village inhabitants. The close proximity of the houses to the road would endanger old and young alike. No amount of soundproofing will stop the vibrations.

2.) Although our major concerns have been safety and environmental impact on residents, a further concern is now being voiced.. THE EFFECT that continual vibration will have on properties. Several residents are complaining that cracks are appearing in their garden walls, from the limited increase in HGV traffic generated by recent works.

The old houses close to the road, some within 1.2 meters are:

a.) built of stone with two outer faces internally filled with rubble. These houses rely on their width of wall for stability.

b.) Have little or no foundation.

c.) relies on a render coat to hold them together.

Continuous vibrations are probably the most destructive force known. Those anticipated from HGVs over a prolonged period could well destroy these properties.

3.) These houses have stood intact for over a hundred years. The owners cannot be held responsible for action out of their control.

IoACC as the authority responsible for the highway, would as we understand be lumbered with these costs.

IoACC legal dept claim they would not be responsible. Horizon or any future developer would probably refuse to claim responsibility.

ON NO ACCOUNT can property owners in Llanfachraeth be encumbered by litigation cost now or in the future.

#### EMERGENCY TRAFFIC.

1.) The A5025 is the PRIMARY ROUTE for all our emergency services to the north-west of the island. The extra volume that Para 11 will be generated, plus existing traffic levels would undoubtedly hinder them.

#### IN CONCLUSION

1.) Horizon have misled us that they would look after our interests.

2.) IoACC have not made us aware of developments. (our councilors also claim to have been unaware)

3.) It is STRONGLY felt HORIZON or ANY FUTURE DEVELOPER, MUST be made aware that extra traffic IS NOT passing through Llanfachraeth. THIS IS NOT NEGOTIABLE.

Michael Ingham [REDACTED] To:you Details

On 20 Dec 2018, at 11:44, Wylfa Enquiries <[WylfaEnquiries@Horizonnuclearpower.com](mailto:WylfaEnquiries@Horizonnuclearpower.com)> wrote:

Dear Mr Ingham

Thank you for your email and for getting in touch; we're always happy to clarify the facts associated with the project and the changes proposed to the A5025.

We can confirm that the new sections of the A5025, including the Llanfachraeth bypass, will be constructed and in use before the main construction work starts at Wylfa Newydd.

The proposals for the new sections of road – which include the new roundabout in Valley, the Llanfachraeth bypass, Llanfaethlu bypass and the road straightening at Cefn Coch - are all part of our Development Consent Order (DCO) application, which is currently being examined by the Planning Inspectorate. If the DCO is granted we intend to commence construction of the new sections of road soon after the associated legal matters are completed.

It's our intention, prior to the DCO being granted, to undertake site preparation and clearance work at Wylfa Newydd to prepare the site for our main construction. At around the same time we'll also be upgrading the existing A5025 from Valley to our site. This will see us reconstructing stretches, widening the road in certain areas, and carrying out resurfacing works to make sure vehicles can pass safely while also improving visibility.

Our site preparation and clearance application features a Transport Statement, which you can view here:

[https://www.horizonnuclearpower.com/files/downloads/Public%20Documents/Site%20Prep%20and%20Clearance/Supporting%20Documents/SPC%20TCPA%20Transport%20Statement%20\(28\).pdf](https://www.horizonnuclearpower.com/files/downloads/Public%20Documents/Site%20Prep%20and%20Clearance/Supporting%20Documents/SPC%20TCPA%20Transport%20Statement%20(28).pdf)

This includes details on the volume of traffic (trip generation), with 65 vehicles on a typical day accessing and leaving site, consisting of 55 cars and 10 HGVs. You can find more information about this on page 28. This traffic flow was considered to be acceptable by the highways authority at the Isle of Anglesey County Council

We hope this response has clarified matters. If you've any further questions, you can email us again at this address or call us on 0800 954 9516.

Kind regards,

Horizon Nuclear Power

**Wylfa Enquiries** (WylfaEnquiries@Horizonnuclearpower.com)To:you [Details](#)

Dear Mr Wright

Thank you again for your emails. As promised in our response on Thursday 6 December, we said we'd get back to you on some of the issues you raised about impacts on yourself and other residents in Llanfachraeth – we also understand the Isle of Anglesey County Council (IACC) has been in touch with you separately.

We feel we've always been clear about our proposals for managing construction traffic along the A5025 but apologise for any confusion that may have arisen. We'd also like to take this opportunity to clarify the situation. Since we first consulted on proposals for the Llanfachraeth bypass (and other 'offline' road improvements) in 2014, we have been clear they would be in place to manage bulk construction traffic – meaning vehicles associated with the main construction phase of Wylfa Newydd. Proposals for these offline changes are included within our main Development Consent Order (DCO) application, which is currently in examination with the Planning Inspectorate. What this means is that once our DCO is granted and associated legal matters completed, we can begin construction on the bypasses and other offline improvements.

However, to deliver Wylfa Newydd efficiently, we'll need to undertake work to prepare the site for construction and improve sections of the A5025 through resurfacing and widening schemes (what we call 'online' improvements). Both projects have been subject to separate applications and will need to take place before main construction and the development of any bypasses.

At a similar time, we will start work on some developments associated with main construction – such as temporary worker accommodation at site and a logistics centre. These projects will be built at an early stage in the development – likely to be ahead of the availability of a bypass at Llanfachraeth – and will increase traffic along the A5025. We anticipate this increase to be capped at 2,500 HGV deliveries a month and 22 HGV movements an hour peak, which is well within the capacity of the road.

You can find out more in our Integrated Traffic and Transport Strategy here:

[https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010007/EN010007-001417-6.3.20%20App%20C2-4-DCO%20TA%20Appendix%20F%20-%20ITTS%20\(R%20Rev%201.0\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010007/EN010007-001417-6.3.20%20App%20C2-4-DCO%20TA%20Appendix%20F%20-%20ITTS%20(R%20Rev%201.0).pdf) which forms part of our DCO application. Figure 7-3 on page 65 will give you an idea of HGV movements along the A5025, with the roads being completed for the start of 2022, when construction of the main power block starts.

However, we understand the strength of feeling about the road through Llanfachraeth and managing impacts on the village has long shaped our roads strategy. While it is unavoidable that some work will need to be carried out before a bypass is in place, we will look closely at ways we can limit the potential impact project traffic has on residents. Our Integrated Traffic and Transport Strategy also includes information on ways we're reducing the HGV movements by using alternative methods of transport.

We'll also discuss other options with the highways authority, but it's important to recognise that issues such as speed restrictions or speed control are decisions taken by Isle of Anglesey County Council.

Kind regards,

Horizon Nuclear Power

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NEWS RELEASE

**HORIZON NUCLEAR POWER  
INVESTIGATES HEAVY LOAD ROUTES  
ON ANGLESEY**

**15 March 2010**

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As part of its ongoing investigations into a new nuclear power station at Wylfa, Horizon Nuclear Power is looking closely at issues surrounding traffic on the island including on the A5025 route from Valley and through Llanfachraeth village.

Recognising the potential impacts traffic generated by the construction of a new power station could have on the area, the company is currently investigating options for heavy load routes and this will include the route from the A55 to Wylfa and bypassing the A5025 around Llanfachraeth.

Pete Forest, Project Developer, commented: "We fully understand the concerns of the people of Llanfachraeth regarding the impact of traffic generated through potential new build on the Wylfa site.

"Improvements to the A5025 are one of the key areas that we are considering as part of our studies into the potential impacts of a new nuclear facility. We are currently undertaking a number of traffic assessments and heavy loads studies, which will help us to determine the best possible solution.

"I would like to reassure those living in the village that we are committed to making all road improvements necessary to ensure the safe and efficient transport of materials to the site and we are keen to ensure that the people of Llanfachraeth are not unduly affected by traffic associated with development on the Wylfa site.

"We know that transport is something that is being looked at by Anglesey Council and as part of Magnox North's Environmental Management Plan for decommissioning Wylfa. We will be working with both of these parties to discuss the issues and come to a resolution which will take account of everybody's views.

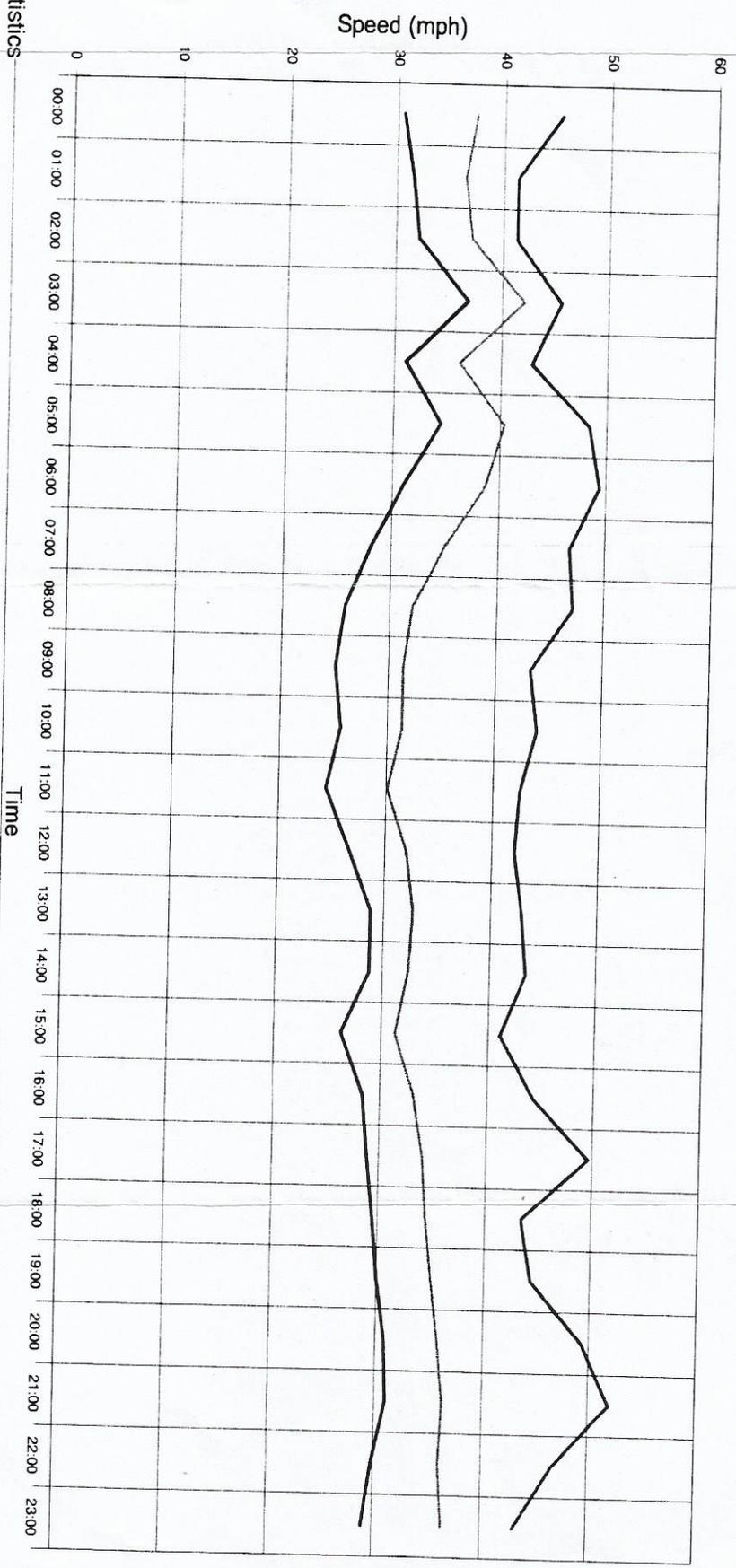
"We are of course considerate of those who may not want to see a bypass around the village, and those who could be affected by the construction of a new road, and we are keen to take onboard their concerns as we make plans.

Pennaeth Gwasanaeth (Priffrdd a Thrafnidiaeth)  
 Head of Service (Highways and Transportation)  
 CYNGOR SIR YNYS MńN - ISLE OF ANGLESEY COUNTY COUNCIL  
 Swyddfa'r Sir, LLANGFNIL, Ynys Mńn, LL77 7TW

YSGOL LLANFACHRAETH #2



CYNGOR SIR  
 YNYS MńN  
 ISLE OF ANGLESEY  
 COUNTY COUNCIL



Statistics  
 Period:

03 September 2008, 11:07 o'clock to 10 September 2008, 11:20 o'clock

Speed violations: 28 %  
 Average time interval: 12 sec  
 Traffic in column: 100 %  
 ADT: 4742  
 Truck Share: 11 %

	Count +	%	Count -	%	Total	%	V15 +	Va +	V85 +	Vmax+	V15 -	Va -	V85 -	Vmax -
Motorcycle	1999	10.8	1281	8.7	3280	9.9	9	17	26	45	17	27	34	52
Car	14535	78.8	11749	79.5	26284	79.1	18	26	31	59	26	30	35	61
Truck	1412	7.7	1313	8.9	2725	8.2	10	21	30	48	26	30	36	52
Long truck	507	2.7	442	3	949	2.9	9	15	25	44	13	27	33	47
Total	18453	55.5	14785	44.5	33238	100	13	24	31	59	26	30	35	61

