

From: [REDACTED]
To: wylfa@pins.gsi.gov.uk
Subject: Copy of statement to panel 5th Mar 10
Date: 06 March 2019 08:58:31
Attachments: [Pinns Statement 1.odt](#)

Dear Sirs,

Please find attached my statement to panel.
May I take this opportunity to express my high regard for the professionalism and helpfulness of your staff. Bob Wright

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

From Bob Wright

email: [REDACTED]

REF: Wylfa Newydd, Isle of Anglesey. Horizon Project

My name is Bob Wright. I represent the majority of the residents of Llanfachraeth. I came to this position, when I was told I was a single objector. I canvassed a portion of the village and got 126 signatures in less than 3 hours, against Horizons plan to put traffic through the village, only two abstained, they worked at Wylfa.

1.) Horizon stated 15th 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”. WE HAD ACCEPTED THAT, we trusted them.

2.) All consultation events have been dominated by demonstrations of the proposed Llanfachraeth bypass which would be in place before the “MAIN” construction started and an indication of 55 cars and 10 HGVS prior to this.

It was revealed on 3rd Jan 19, where Horizon apologised for the confusion, that they planned to put large numbers of 42 ton HGVs through the village.

“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.” ****WHY BEFORE BYPASS?

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.”

To clarify the reply from Horizon:

THE FOLLOWING TRAFFIC WILL GO THROUGH LLANFACHRAETH BEFORE THE BYPASS IS STARTED.

There are three projects, all submitted separately, Two ALREADY approved by IoACC, and do not mention return journeys but if taken as a whole :

a.) FOR SITE WORK, ON LINE WORK and SITE CLEARANCE

An average =43 HGVs per hour, ONE EVERY ONE MINUTE 25 SEC.

From 7am. To 7pm. They are now asking to extend to 11pm and Saturday mornings.

PLUS

b.) see 5.2 2 + 5.3 3 of report) Transportation of workforce traffic passing through the village and starting at 6 am, until midnight

PLUS c.) 5.4.24 AILs Construction plant: States "LARGE numbers of over sized plant transported by road", but does not give a number.

Llanfachraeth has been promised a bypass in 2014, 2016, 2017, 2018, 2022

Horizon has had ten years to complete the bypass.

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, a ploy making a bypass unnecessary.

IF Horizon intended to build a bypass, surly on safety and economic grounds it would be built first, giving project traffic easier access to site.

HISTORY:

The road within Llanfachraeth was nothing more than a single lane country road before Wylfa "A" was built. The front gardens were compulsory purchased and the road within the village widened. This left many houses literally on the roadside. The road was built to accommodate the TEN ton HGVs which would use it. Not 42 tons now intended, four times the design weight, with no highway improvement.

1.) The village is 0.7 miles long.

2.) There are THREE BLIND BENDS on this piece of road.

3.) The road has not been improved or widened since 1963 except for road re-surfacing.

PRESENT HIGHWAY CONDITIONS

1.)

a.) The road at one blind bend is physically to narrow for two HGVs to pass. They approach each other at speeds often in excess of 60 mph.

b.) The foot way at this point is 880 mm wide , 320 mm less than the absolute minimum for this class of road.

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

a.) 52 mph for trucks

b.) 47mph for long trucks

With 28% of the 5000 vehicles/day violating the 30mph speed limit.

3.) The foot ways within the village are in contravention of the Disability Discrimination Act.

a.) Only two points meet the requirement.

b.) There are 18 lengths less than the absolute Minimum width, where if two users meet, one has to enter the highway to pass.

c.) 150 meters has no foot way at all.

4.) Recently three of Horizon road planning team and an IoAcc Highways Eng. 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 the same footway.

5.) Buses are employed twice daily to ferry school children. with children running across the road between the traffic.

6.) THERE ARE NO SAFE CROSSING POINTS WITHIN THE VILLAGE.

7.) According to Highways the A5025 is not fit for the traffic currently generated and is generally considered the most dangerous road in Wales.

a.) In the last year, six vehicular collisions outside the village, two inside, and one leaving the road, demolishing a garden wall and coming to rest in a front garden.

b.) These are cars! 42 ton HGVs could not only kill residents but demolish houses.

STRUCTURAL CONSIDERATIONS.

1.) 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, and one house gable end from the limited increase in HGV traffic generated by Horizon's recent works.

2.) The older houses, 43 in number, close to the road, some within 1.2 meters are:

a.) built like drystone walling with rendering, these will be subjected to continuous vibrations, probably the most destructive force known. Those vibrations anticipated from HGVs over a prolonged period could well destroy these properties, due to their close proximity to the road and poor road condition.

3.) These houses have stood intact for over a hundred years.

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

EMERGENCY TRAFFIC.

The A5025 is the PRIMARY ROUTE for all our emergency services to the north-west of the island. The extra volume that I've already stated will be generated in a bottle neck, this plus existing traffic levels will undoubtedly hinder them. This is SAFETY matter is not only for Anglesey residents but Horizon staff also.

IN CONCLUSION

1.) Horizon have mislead us that they would look after our interests and build a bypass before work started.

2.) This road is not fit for the volume of traffic which is presently generated. Never mind more!

3.) It is STRONGLY felt HORIZON or ANY FUTURE DEVELOPER, MUST be made aware that extra traffic IS NOT passing through Llanfachraeth. The bypass is to be completed BEFORE ANY work begins. THIS IS NOT TO BE NEGOTIABLE. They now have time to do it before work re-commences.

4.) I am more than willing to demonstrate my points in the village or expand my statements.

5.) IoACC last night were suggesting to double the traffic by increasing the on site accommodation