



Wylfa Newydd Project

Statement of Common Ground between
Horizon Nuclear Power Wylfa Limited
and the IACC

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Examination Deadline 2

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Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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1 Introduction

1.1 Status of this document

1.1.1 This Statement of Common Ground (hereafter referred to as the 'SoCG') is being submitted to the Examining Authority as an agreed draft between both parties. It will be amended as the examination progresses in order to enable a final version to be submitted to the Examining Authority by Deadline 6.

1.1.2 This SoCG relates to the following topics only:

- Description of development
- Need for the development
- Planning policy
- Monitoring
- Planning obligations
- Welsh language
- Transport
- Housing

1.1.3 The tables for the remaining topics of interest to IACC will continually to be developed collaboratively between Isle of Anglesey County Council ('IACC') and Horizon Nuclear Power Limited ('Horizon'). The intention is then to submit these to the Examining Authority at Deadline 3. For the avoidance of doubt, these topics are:

- Economic development and supply chain
- Tourism
- Education
- Health and Well-Being
- Digital infrastructure
- Environment

1.1.4 It will be amended as the examination progresses in order to enable a final, agreed version to be submitted to the Examining Authority on or before Deadline 6.

1.2 Purpose of this document

1.2.1 This SoCG is a 'live' document that has been prepared by Horizon and IACC. It has been prepared in accordance with the guidance published by the Department of Communities and Local Government (hereafter referred to

as 'DCLG Guidance')¹ and example SoCG documents provided on the Planning Inspectorate's website².

1.2.2 Paragraph 58 of the DCLG Guidance states:

"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence"

1.2.3 The aim of this SoCG is to therefore provide a clear position of the state and extent of discussions and agreement between Horizon and IACC on matters relating to the Wylfa Newydd Project as at 4th December 2018.

1.2.4 DCLG Guidance recognises and expects that SoCG's will continue to evolve in the lead up to and during the examination period (if deemed necessary through on-going discussions between the parties). Discussions between Horizon and IACC will therefore continue to seek to extend the areas of common ground.

1.2.5 The preparation of this SoCG has been informed by a programme of discussions between Horizon and IACC. Discussions to inform the first draft SoCG were initially managed through Focus Group meetings, which were attended by IACC along with other parties including the Welsh Government and Natural Resources Wales (NRW), and were held monthly up until May 2017 (see further detail at Table 1-1 below later in this section). They have since been replaced by SoCG Coordination Groups which meet twice monthly or monthly, as appropriate, supplemented by individual meetings with the IACC on matters specific to the SoCG between them and Horizon.

1.2.6 This SoCG has evolved through a series of iterative drafts. The first draft of the SoCG was provided by Horizon in August 2017 for input and comment by the IACC. The purpose of the SoCG is to set out agreed factual information about the application for development consent to be made by Horizon for the construction and operation of a new nuclear power station at the Wylfa Newydd Development Area (hereafter referred to as 'WNDA') together with on and off-site associated development (hereafter referred to as 'the Wylfa Newydd DCO Project').

1.2.7 A series of topic-specific workshops were held between IACC and Horizon Nuclear Power in August 2018. Please refer to Section 1.5 for further details.

1.2.8 The document will be updated as more information becomes available and as a result of on-going discussions between Horizon and IACC.

¹ Planning Act 2008: Guidance for the examination of applications for development consent (March 2015) paragraphs 58 – 65
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/418015/examinations_guidance-final_for_publication.pdf

² <https://infrastructure.planninginspectorate.gov.uk/application-process/example-documents/>

- 1.2.9 It is intended that the SoCG will provide information for the examination process, facilitating a smooth and efficient examination and managing the amount of material that needs to be submitted.
- 1.2.10 Once finalised, the SoCG will be submitted to the Examining Authority in relation to the application by Horizon under section 37 of the Planning Act 2008 (the Act) for an order granting development consent for the construction of the Wylfa Newydd DCO Project.

1.3 Role of IACC in the DCO process

- 1.3.1 The IACC's role in relation to Nationally Significant Infrastructure Projects (NSIPs) determined under the Planning Act 2008 is as a statutory consultee. The IACC is also the Local Planning Authority (LPA) for any planning applications for, e.g. Site Preparation and Clearance and the On-line Highway Improvements to come forward separately pursuant to the Town and Country Planning Act (TCPA).
- 1.3.2 The IACC is likely to become responsible for discharging many of the requirements (akin to planning conditions) associated with an NSIP in their area if development consent is granted. The IACC is also likely to have a role in monitoring and enforcing many of the DCO provisions and requirements.
- 1.3.3 Horizon has been working with the IACC to ensure that its knowledge in relation to local perspectives; local residents; groups and businesses has been able to influence the development of detailed mitigation solutions for the Project.

1.4 Description of Development

The Wylfa Newydd Project

- 1.4.1 The Wylfa Newydd Project includes:

The Enabling Works

- 1.4.2 The Enabling Works comprise the Site Preparation and Clearance Proposals (SPC Proposals) and the A5025 On-line Highway Improvements.
- 1.4.3 Horizon has submitted applications for planning permission for the Enabling Works under the Town and Country Planning Act 1990 to the Isle of Anglesey County Council (IACC). These planning applications were resolved to be granted by IACC as the local planning authority on 4th July 2018 (decision notice dated 13th July 2018) and 5th September 2018 (subject to s.106 signed s.106 agreement) respectively.
- 1.4.4 In order to maintain flexibility in the consenting process for the Wylfa Newydd DCO Project, the SPC Proposals have also been included in the DCO application. The A5025 On-line Highway Improvements are not part of the DCO application.

The Wylfa Newydd DCO Project

1.4.5 The Wylfa Newydd DCO Project comprises those parts of the Wylfa Newydd Project which are to be consented by a DCO, namely:

The Nationally Significant Infrastructure Project (NSIP)

- **Power Station:** the proposed new nuclear power station, including two UK Advanced Boiling Water Reactors, the Cooling Water System, supporting facilities, buildings, plant and structures, radioactive waste and spent fuel storage buildings and the Grid Connection;
- **Other on-site development:** including landscape works and planting, drainage, surface water management systems, public access works including temporary and permanent closures and diversions of public rights of way, new Power Station Access Road and internal site roads, car parking, construction compounds and temporary parking areas, laydown areas, working areas and temporary works and structures, temporary construction viewing area, diversion of utilities, perimeter and construction fencing, and electricity connections;
- **Marine works comprising:**
 - Permanent Marine Works: the Cooling Water System, the Marine Off-loading Facility, breakwater structures, shore protection works, surface water drainage outfalls, waste water effluent outfall (and associated drainage of surface water and waste water effluent to the sea), fish recovery and return system, fish deterrent system, navigation aids and Dredging;
 - Temporary Marine Works: temporary cofferdams, a temporary access ramp, temporary navigation aids, temporary outfalls and a temporary barge berth;
- **Off-site Power Station Facilities:** comprising the Alternative Emergency Control Centre (AECC), Environmental Survey Laboratory (ESL) and a Mobile Emergency Equipment Garage (MEEG); and

Associated Development

- the Site Campus within the Wylfa Newydd Development Area;
- temporary Park and Ride facility at Dalar Hir for construction workers (Park and Ride);
- temporary Logistics Centre at Parc Cybi (Logistics Centre);
- the A5025 Off-line Highway Improvements;
- wetland habitat creation and enhancement works as compensation for any potential impacts on the Tre'r Gof Site of Special Scientific Interest (SSSI) at the following sites:
 - Tŷ Du;
 - Cors Gwawr;

– Cae Canol-dydd

- 1.4.6 The Power Station will be operational for approximately 60 years after which it will be decommissioned. The buildings will be removed from the site and all spent fuel and radioactive waste managed. The end state of the site will be agreed with the regulators.

Licensable Marine Activities

- 1.4.7 The Licensable Marine Activities comprise the Marine Works and the Deep Disposal (i.e. the disposal of material from dredging at the Disposal Site at Holyhead North). The Licensable Marine Activities will be consented under a Marine Licence, however the Marine Works would also be consented under the DCO.
- 1.4.8 A more detailed description of development is contained at Chapter 4 of the Planning Statement (APP-406).

1.5 Consultation with IACC

- 1.5.1 Horizon has undertaken an extensive and comprehensive period of engagement with the IACC throughout the pre-application period.
- 1.5.2 Full details are provided in the Main Consultation Report (APP-037). In summary, however, an overarching engagement framework with IACC (amongst others, including Welsh Government and NRW) was established and agreed, as illustrated in Figure 1-1 below:

Figure 1-1 Wylfa Newydd Engagement Framework



- 1.5.3 Following Horizon's Stage Two Pre-Application Consultation, Horizon set up a series of topic based Focus Groups (see Table 1-1 below), which operated at Level 3 of the engagement framework set out in Figure 1-1 above. These were supplemented by more detailed Level 4 technical meetings on specific issues.

- 1.5.4 DCLG Guidance recognises that the topics on which agreement might be reached in any particular instance (or those areas where agreement might not be reached) will depend on the matters at issue and the circumstances of the case. The Focus Groups were intended to specifically address the issues raised by IACC in their responses to the consultation and to start to document matters relevant to SoCG's. The topics of the Focus Groups, and the attendees, are listed in the table below, and also form the basis for the SoCG set out in Chapter 3 of this document.

Table 1-1 Focus Group Themes

Focus Group Theme	Attendance	Frequency
Welsh Language and Culture	IACC, Welsh Government, Welsh Language Impact Assessment Steering Group Chair	5 meetings between January and May 2017
Economic Development and Supply Chain	IACC, Welsh Government	4 meetings between January and May 2017
Tourism	IACC, Welsh Government, Gwynedd County Council	4 meetings between January and May 2017
Transport	IACC, Welsh Government, Gwynedd County Council	6 meetings between December 2016 and May 2017
Education, Skills and Labour	IACC, Welsh Government	4 meetings between January and May 2017
Health and Well Being	IACC, Welsh Government, NRW, BCUHB, Public Health Wales, Welsh Ambulance Service, North Wales Fire and Rescue, North Wales Police	4 meetings between January and May 2017
Housing/Accommodation Strategy	IACC, Welsh Government	4 meetings between January and May 2017
Environment	IACC, Welsh Government, NRW	2 meetings in February and March 2017

- 1.5.5 The Focus Groups informed the preparation of a SoCG tracker which recorded priority issues raised by IACC, Welsh Government and other Focus Group attendees in response to Horizon's Stage Two Pre-Application Consultation. In order to inform discussions at the Focus Groups, a series of Level 4 (technical) meetings were also held, as required, across a number of topics with IACC, Welsh Government and NRW and other statutory consultees, including National Trust, NWWT and RSPB. This included, for example, detailed discussions on housing and accommodation, transport and environmental matters such as impact on Sites of Special Scientific Interest (SSSI). Approximately five Focus Groups were held for each topic area, including a series of Focus Group meetings in May 2017 which were intended principally to confirm outstanding priority issues, particularly

focussed on baseline and methodology, as the outcome of the assessments for many topic areas was not yet available.

- 1.5.6 In addition, a SoCG Coordination Group, attended by Horizon, IACC, Welsh Government and NRW, was held as required to discuss strategic and cross-cutting issues.
- 1.5.7 Horizon shared draft application documents with IACC, amongst other statutory consultees, during the months of February to April 2018. This included a large proportion of the documents that eventually made up the DCO Application submission.
- 1.5.8 IACC provided comments on these documents which were taken into account in the development of final documents to support the DCO. These draft documents have also served to develop, and inform on-going discussions associated with, the SoCG.
- 1.5.9 Horizon then held a SoCG drafting workshop (Level 2) with IACC on 17th April 2018 to discuss key issues to be addressed in the SoCG and how consultation and discussion would continue following submission of the DCO Application. It was agreed, amongst other things, that a further meeting(s) to focus on the SoCG would be held in the weeks following submission of the DCO Application.

1.6 Post-Application Consultation

- 1.6.1 The DCO Application was submitted by Horizon on 1st June 2018 and was accepted for examination by the Secretary of State on 28th June 2018.
- 1.6.2 Horizon met with IACC on 24th June 2018 to have a further SoCG workshop (Level 2), following an initial review of the submitted DCO Application and associated documents by IACC. The meeting highlighted key areas of focus for IACC, where some SoCG positions had changed and where further detail was required from Horizon.
- 1.6.3 The IACC made relevant representations on the DCO Application to the Planning Inspectorate on 9th August 2018.

Horizon then held a series of topic specific meeting with IACC to seek to agree common ground as follows:

Table 1-2 Post-Submission SoCG Meetings with IACC

Topic	Date
Local Employment, Skills and Supply	11 th October 2018
Tourism	11 th October 2018
Highways and Transport	12 th October 2018
Air Quality and Noise	12 th October 2018
Education and Training	16 th October 2018
Welsh Language and Culture	16 th October 2018

Landscape, Historic Environment, Ecology, Visual Amenity	17 th October 2018
Housing	18 th October 2018
Site Campus	18 th October 2018

- 1.6.1 Prior to each meeting, Horizon and IACC agreed an agenda, including key matters to discuss and seek agreement on. Actions points were agreed at each meeting and Horizon provided responses to these where possible in advance of a meeting.
- 1.6.2 Chapter 3 of this SoCG represents the current position in respect of the main thematic areas of interest to IACC.

2 Project Vision and Objectives

2.1 Project Vision

2.1.1 Horizon's Vision is as follows:

"We believe there is a compelling requirement for new nuclear power in the UK to help tackle the vital and complex challenge of delivering a sustainable energy future. As part of this vision Horizon will deliver secure affordable, low carbon energy for present and future generations. Wylfa Newydd, Anglesey, North Wales is Horizon's prime site in the UK to develop new nuclear build, a 100 year project within the host community of Anglesey, from its development, construction, operation to de-commissioning. Wylfa Newydd will have a positive socio-economic impact especially on Anglesey, the wider North Wales region as well as Wales and the UK as a whole".

2.1.2 IACC's Vision is as follows:

"The New Nuclear Build at Wylfa is a positive driver for the transformation of the economy and communities on Anglesey, providing sustainable employment opportunities, improving the quality of life for existing and future generations and enhancing local identity and distinctiveness".

2.2 Project Objectives

2.2.1 Realising both parties' vision will be achieved through the following objectives to be achieved through the provision of appropriate mitigation either to be secured through an appropriately worded DCO requirement, or through an appropriate planning obligation within the s106 agreement:

- Help to meet the energy challenge in the UK, by providing a reliable source of low carbon electricity;
- Complying with all safety and security requirements to ensure a secure and safe project with robust emergency planning;
- Provide employment through well paid jobs on fair and consistent terms for everyone working on the Project;
- Develop education and skills support for people of all ages and backgrounds to compete for the jobs on offer;
- Support for businesses to take up sourcing and supply chain opportunities;
- Promotes the sustainable movement of people and materials and provides resilient transportation infrastructure capable of attracting and sustaining economic growth and creating sustainable communities;
- Improvements in the quality of life and health and wellbeing of residents;
- Enhancement of Welsh Language and Culture;
- Develop a green and sustainable approach in the development and management of the buildings and operational activities;

- Be a good neighbour; keeping local disruption to a minimum throughout the project life cycle;
- Build on the legacy of the existing power station, and help to create a positive legacy for Anglesey; thinking about each significant investment and how it can create a positive future for the area, where appropriate;
- Ensure that all the elements are designed to connect with the varied beauty and character of Anglesey and conserves and enhances the Island's distinctive environment and resources, taking into account climate change, as much as possible;
- Respect and support cohesive local communities and ensure that the effect of the Project on them is minimised and that opportunities to provide enhancements are taken, as far as possible.
- Consideration of the wider spatial impacts of the proposed development in respect of North Wales and Wales.

3 Current Position

3.1 Current position of this SoCG

- 3.1.1 Horizon has engaged proactively with IACC to develop this draft SoCG. Details of this engagement are set out in chapter 1 of this document.
- 3.1.2 This SoCG relates to the following topics, which are being submitted to the Examining Authority as agreed drafts:
- Description of development
 - Need for the development
 - Planning policy
 - Monitoring
 - Planning obligations
 - Welsh language
 - Transport
 - Housing
- 3.1.3 The tables for the remaining topics of interest to IACC will continually to be developed collaboratively between IACC and Horizon. The intention is then to submit these to the Examining Authority at Deadline 3. For the avoidance of doubt, these topics are:
- Economic development and supply chain
 - Tourism
 - Education
 - Health and Well-Being
 - Digital infrastructure
 - Environment

3.2 Position of Horizon Nuclear Power and IACC

- 3.2.1 The following schedule (Table 3-1 on the following pages) sets out the position of IACC alongside Horizon's current position.
- 3.2.2 It sets out matters by topic area and an indication of whether the issue is agreed (green), not agreed (red) or ongoing (amber).
- 3.2.3 For ongoing issues, the intention is to provide a final position in subsequent versions of this SoCG, including to identify, if relevant, where further additional mitigation is proposed and how that is proposed to be secured through the DCO.

Table 3-1 Statement of Common Ground between the IACC and Horizon

TOPIC NO.1
IACC SoCG – Description of the Development

Please note that for ongoing positions, these are the respective positions of each party and should not infer agreement of the other party to the accuracy of the statements made.

Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
DETAILED DESCRIPTION OF DEVELOPMENT								
Detailed description of development	Detailed description of development	Detailed description of each element of the development (including Power Station, Site Campus, Dalar Hir Park & Ride, Parc Cybi Logistics Centre and Marine Works)	IACC-0001	See document references in Horizon and IACC Position in the adjacent column	A description of elements of the development is contained in the following documents: <ul style="list-style-type: none">Power station and other on-site development – see Volume D, Chapter 1 of the Environmental Statement (ES) (APP-120);Marine Works – see Volume D, Chapter 1 of the Environmental Statement (APP-120);Off-Site Power Station Facilities – see Appendix B of the Planning Statement (APP-406); Volume E, Chapter 1 of the ES (APP-239; and Volume 3 of the Design and Access Statement (APP-409);Site Campus – see Appendix C of the Planning Statement (APP-406); Volume D, Chapter 1 of the ES (APP-120; and Volume 3 of the Design and Access Statement (APP and APP-410);Logistics Centre – see Appendix E of the Planning Statement (APP-406); Volume H, Chapter 1 of the ES (Examination Reference Number6.8.1); and Volume 3 of the Design and Access Statement (APP-409);Park and Ride Facility – see Appendix D of the Planning Statement (Examination Reference Number:APP-406); Volume F, Chapter 1 of the ES (APP-266); and Volume 3 of the Design and Access Statement (APP-409); andA5025 Off-line Highways Improvements - see Appendix F of the Planning Statement (Examination Reference Number:APP-406); Chapter G1 of the ES (APP-304) and Volume 3 of the Design and Access Statement (APP-409).		Agreed	No further action
	Design rationale (Policy AMG3)	A description of how the environmental and social baselines have influenced the design, scale, nature and site selection of the various elements of the development	IACC-0002	See document references Horizon and IACC Position in the adjacent column	Design and Access Statement, Volume 2, Power Station Site (APP-409) and Design and Access Statement, Volume 3, Associated Developments and Off-Site Power Station Facilities (APP-490 and APP-410) provide a contextual analysis of the proposed development, including: <ul style="list-style-type: none">a physical assessment;socio-economic context;some of the relevant legislative issues; anda summary of Horizon’s position on opportunities and constraints. The above documents are supported by the Site Selection Report, Volumes 1-7 (APP-436 to APP-442) and the Alternative and Design Evolution chapters of the ES (Volume D, Chapter D2 of the Environmental Statement (APP-121); Volume E, Chapter E2 of the Environmental Statement (APP-240); Volume F, Chapter F2 of the Environmental Statement (APP-267); Volume G, Chapter G2 of the Environmental Statement (APP-305); and Volume H, Chapter H2 of the Environmental Statement (APP-356)		Agreed	No further action
	Architectural Strategy for the Power Station	Rationale for the scale, height, massing layout, design, exterior materials, colours and finishes of the buildings and structures on the Main Power Station Site	IACC-0003	Design and Access Statement (APP-407).	Horizon’s rationale for the scale, height, massing, layout, design, exterior materials, colours and finishes of the buildings and structures on the main Power Station Site (excluding the Site Campus) is contained in the Design and Access Statements (DAS) (Examination Document Reference: APP-407). The content is not agreed by IACC.	Horizon’s rationale for the scale, height, massing, layout, design, exterior materials, colours and finished of the buildings and structures on the main Power Station Site, as set out in the Design and Access Statements (DAS) are appropriate (APP-407).	Not agreed	No Actions Identified

TOPIC NO.1
IACC SoCG – Description of the Development

Please note that for ongoing positions, these are the respective positions of each party and should not infer agreement of the other party to the accuracy of the statements made.

Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	Site Preparation and Clearance	Where site preparation and clearance (SPC) operations in the Development Consent Order (DCO) application are also in the Town and County Planning Act 1990 (TCPA) application, the DCO needs to mirror the TCPA application, including a bond, DCO requirements and/or other legal basis, and a restoration scheme in the event that the DCO development does not proceed beyond the SPC phase	IACC-0004	<p>Planning Statement (Examination Document Reference:APP-406)</p> <p>Draft Development Consent Order (APP-029)</p> <p>Explanatory Memorandum (APP-031)</p> <p>SPC Planning Permission and Section 106 Agreement Status Note (REP1-008)</p> <p>DCO Section 106 Agreement Status Note (REP1-010)</p>	<p>IACC have resolved to grant a TCPA permission for the site preparation and clearance application and a section 106 is well progressed.</p> <p>IACC agrees that a mechanism to switch from the TCPA to the DCO for those works covered by the TCPA is appropriate subject to limitations and safeguards. These limitations would include the need to address the fact that the DCO site preparation and clearance works are larger in physical extent and include elements which are not consented in the TCPA which mean that the approvals for the TCPA are likely to be insufficient to properly control all of the DCO works in all cases without further detail being required.</p> <p>The IACC does not accept that the provisions of article 5, in particular that any pre-existing breach of conditions would be unenforceable are appropriate.</p> <p>IACC does not accept that the draft requirements reflect the TCPA conditions; there are a considerable number of conditions which have no corresponding requirement.</p>	<p>Horizon is seeking a separate permission for SPC works under the TCPA. The draft TCPA permission includes conditions requiring a scheme of restoration to return the site to an acceptable condition in the event the Power Station Does not proceed. The intention is that the Horizon will undertake SPC works under the TCPA permission prior to the DCO being granted; however, in the event that the TCPA permission is not granted prior to the DCO being granted, Horizon has also included SPC works within the DCO application (Work No. 12 in the draft DCO – APP-029).</p> <p>If the TCPA permission is granted and works are being undertaken pursuant to that permission, article 5 of the draft DCO provides a mechanism to enable Horizon to ‘switch’ from undertaking works under the TCPA permission to the DCO. Following concerns raised by IACC at the Issue Specific hearing on the draft DCO (24 October 2018) Horizon has made amendments to the draft DCO and Explanatory Memorandum to provide greater clarity on the interface between the draft DCO and the SPC permission including a new table in the ExM identifying the corresponding conditions and requirements and clearly specifies which will be in force under article 5.</p> <p>The TPCA planning conditions are now finalised. Both the planning conditions and the DCO Requirements include obligations for Horizon to prepare a restoration scheme (Conditions 10 and 36 and Requirement SPC13). As part of the Article 5 in the draft DCO, there is a mechanism by which Horizon can switch from undertaking SPC works under the site preparation permissions condition to under Work No.12 of the DCO. In the event that Horizon switched to Work No.12, Requirement SPC13 would apply; although condition 10 could continue to be enforced by IACC if the breach occurred prior to the switch (Please refer to Appendix 1 of the updated Explanatory Memorandum (Revision 4.0) submitted at Deadline 2 (4 December 2018) that provides further details.</p> <p>It is also noted that the draft SPC s.106 agreement will continue to operate alongside the DCO s.106 agreement rather than be replaced by it.</p>	On-Going	Further discussion required
	Construction	Detailed description of construction phase	IACC-0005	Volume D, Chapter 1 (Construction Method Statement) of the Environmental Statement (APP-136)	The detailed description of the construction phase and construction programme associated with the construction methodologies, works and machinery required for constructing the Power Station and main construction works in the Wylfa Newydd Development Area (WNDA) are set out in Volume D, Chapter 1 (Construction Method Statement) of the Environmental Statement (APP-136).		Agreed	No further action
		Detailed construction programme		Phasing Strategy (APP-447)	Further detail of the sequence of the delivery of key mitigation is also provided in the Phasing Strategy (APP-447).			

TOPIC NO.1
IACC SoCG – Description of the Development

Please note that for ongoing positions, these are the respective positions of each party and should not infer agreement of the other party to the accuracy of the statements made.

Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		Code of Construction Practice	IACC-0006	See Horizon and IACC Position in the adjacent column	<p>An overarching Code of Construction Practice (CoCP) (APP-414), together with the associated location-specific sub-CoCPs, sets out project-wide and topic-specific environmental requirements, standards and measures in accordance with the mitigation described in the following</p> <ul style="list-style-type: none">• Environmental Statement (generally);• Welsh Language Impact Assessment (APP-432);• Health Impact Assessment Report (APP-429);• Shadow Habitats Regulations Assessment Report (APP-050);• Water Framework Directive Compliance Assessment (APP-444); and• Equality Impact Assessment (APP-434). <p>Sub-CoCPs are also provided for each location and provide additional requirements relevant specifically to that location. The sub-CoCPs that underpin the CoCP are:</p> <ul style="list-style-type: none">• Main Power Station Site sub-CoCP (APP-415);• Marine Works sub-CoCP (APP-416);• Off-Site Power Station Facilities sub-CoCP (APP-417);• Park and Ride sub-CoCP (APP-418)• Logistics Centre sub-CoCP (APP-419); and• A5025 Off-line Highway Improvements sub-CoCP (APP-420). <p>The detail contained within the documents listed above are agreed between both parties.</p>		Agreed	No further action
		Public Access Management Strategy - to identify all current public footpaths, cycle routes and other routes used by walkers, cyclists and equestrians (including definitive, permissive and promoted routes) and to identify those that will be retained, diverted and/or stopped up during the construction phase, a programme of works and the measures to be implemented to ensure the safety of users of these routes	IACC-0007	<p>Volume C Chapter C3 of Environmental Statement (APP-090)</p> <p>Volume D Appendix D4.01 (APP-138)</p> <p>Landscape and Habitat Management Strategy (Reference APP-424)</p> <p>Rights of Way Plans (APP-012)</p> <p>WN CoCP (APP-414)</p>	IACC consider that the Rights of Way plans do not fully or adequately address the main site and that the CoCP is not detailed enough to address this later.	<p>The Rights of Way Plans (APP-012) illustrate Horizon’s proposed actions in relation to Public Rights of Way (PRoW) that are to be created, diverted and stopped across all sites. The Rights of Way Plans (APP-012) include 'for approval' plans showing the PRoWs that Horizon intends to create, divert and/or stop during construction. Illustrative plans have also been prepared showing how Horizon intends to manage such PRoWs during operation. The management of these changes to PRoW will be managed through the WN CoCP, Section 6 (APP-414).</p> <p>Horizon does not intend to produce a PRoW Management Plan. . Horizon's position is that the Wylfa Newydd CoCP (APP-414) provides sufficient control about how these PRoWs will be managed. The WN CoCP secures mitigation to reduce as far as practicable adverse effects of permanently closing, temporarily closing or diverting PRoW, in particular on the surrounding PRoW network as well as the environment and local communities. Further mitigation will be secured through the s106 agreement which includes various PRoW contributions that will be applied to improving the PRoW network such as new PRoWs and upgrades to existing PRoW.</p>	On-Going	Further discussion required

TOPIC NO.1
IACC SoCG – Description of the Development

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		Leisure and recreation	IACC-0008	Volume D, Chapter D4 of Environmental Statement (APP-123) Draft Heads of Terms for Planning Obligations Appendix C of the Planning Statement (Examination Reference Number:APP-406) Volume D, Chapter 1 of the ES (APP-120) Volume 3 of the Design and Access Statement (APP-409 and APP-410) DCO Section 106 Agreement Status Note (REP1-010)	IACC requires that the detail of the s106 fund be progressed before detailed comments can be made. IACC does not accept that the leisure recreation facilities proposed for the Site Campus are adequate.	Potential effects of the Project on leisure and recreation have been assessed and are detailed in Chapter C1 Socio-Economics of the Environmental Statement (APP-088), and appropriate embedded and additional mitigation proposed. The current Draft Heads of Terms for Planning Obligations proposes a fund to improve PRow in close proximity to the WNDA or adjoining the A5025, amongst other things. These contributions, and any associated with upgrades to existing leisure facilities to meet additional demand caused by the workforce, will be secured through the s106 agreement. In relation to the leisure and recreation on the Site Campus, facilities will be provided for workers living in the site campus to keep them entertained, as per the description in [see Appendix C of the Planning Statement of the Planning Statement (Examination Reference Number:APP-406; Volume D, chapter 1 of the ES (APP-120) and Volume 3 of the Design and Access Statement (APP-407 and APP-408)]	On-Going	Further discussion required
		Mitigation strategy - to minimise the effects of the construction phase on resources and receptors	IACC-0009	See Horizon and IACC Position in the adjacent column	The ES provides a description of the likely significant effects on the environment arising from the Wylfa Newydd Project. It explains the processes followed, the assessment methods used and the mitigation measures proposed to prevent, reduce and offset any significant adverse effects. Key details of the mitigation strategy can be found in the following principal documents: <ul style="list-style-type: none">ES, Volume J (Environmental Commitments and summary of residual effects) (APP-398 to APP-400); andMitigation Route Map (APP-422). An overarching CoCP (APP-414), together with the associated location-specific sub-CoCPs, also sets out project-wide and topic-specific environmental management requirements, standards and measures in accordance with the mitigation described in the Environmental Statement as well as requirements identified through the other assessment processes undertaken for the Wylfa Newydd Project, such as the Welsh Language Impact Assessment (APP-432); Health Impact Assessment Report (APP-429); Shadow Habitats Regulations Assessment Report (APP-050); Water Framework Directive Compliance Assessment (APP-444); and Equality Impact Assessment (APP-434). Sub-CoCPs are also provided for each location and provide additional requirements relevant specifically to that location. The sub-CoCPs that underpin this CoCP are: <ul style="list-style-type: none">Main Power Station Site sub-CoCP (APP-415);Marine Works sub-CoCP (APP-416);		On-Going	Further discussion required

TOPIC NO.1
IACC SoCG – Description of the Development

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					<ul style="list-style-type: none"> Off-Site Power Station Facilities sub-CoCP (APP-417); Park and Ride sub-CoCP (APP-418) Logistics Centre sub-CoCP (APP-419); and A5025 Off-line Highway Improvements sub-CoCP (APP-420). <p>The CoCP and sub-CoCPs detail the controls that will apply during the construction phase of the Wylfa Newydd DCO Project, including decommissioning of temporary activities.</p> <p>The Phasing Strategy (APP-447 also describes the relationship between the various components of the Wylfa Newydd DCO Project and secures the delivery of key mitigation needed to offset the effects from the Wylfa Newydd Project.</p> <p>The draft Development Consent Order (APP-029) secures the delivery of all works. Works are to be carried out in accordance with CoCP / sub-CoCP.</p> <p>This issue has been identified as ongoing as IACC are to review and confirm their position on whether the above documents provide an accurate description of the proposed mitigation.</p>			
		Monitoring strategy - to monitor the effects of the construction phase on resources and receptors and to put in place measures to remedy any effects that are not in accordance with the ES findings/DCO requirements	IACC-0010	<p>See Horizon and IACC Position in the adjacent column</p> <p>DCO Section 106 Agreement Status Note (REP1-010)</p>	<p>Key areas of monitoring are set out in a subsequent section of this SoCG under ‘Monitoring’.</p> <p>The overarching CoCP (APP-414), together with the associated location-specific sub-CoCPs, sets out project-wide and topic-specific environmental management requirements, standards and measures in accordance with the mitigation described in the ES as well as requirements identified through the other assessment processes undertaken for the Wylfa Newydd Project, such as the following:</p> <ul style="list-style-type: none"> Welsh Language Impact Assessment (APP-432); Health Impact Assessment Report (APP-429); Shadow Habitats Regulations Assessment Report (APP-050); Water Framework Directive Compliance Assessment (APP-444); and Equality Impact Assessment (APP-434). <p>These include an approach to monitoring.</p> <p>The Draft Heads of Terms for Planning Obligations, Chapter 7 of the Planning Statement (APP-406) and the draft DCO (APP-029) also include and secure the provisions for monitoring. Refer also to DCO Section 106 Agreement Status Note (REP1-010).</p> <p>This issue has been identified as ongoing as IACC are to review and confirm their position on whether the above documents provide an accurate description of the proposed approach to monitoring.</p>		On-Going	Further discussion required
		Compensation strategy - compensatory measures for adverse construction impacts incapable of mitigation	IACC-0011	<p>Mitigation Route Map (APP-422)</p> <p>Draft Heads of Terms for Planning Obligations</p> <p>DCO Section 106 Agreement Status Note (REP1-010).</p>	<p>The Project Visions and Objectives as set out in Chapter 4 of the Planning Statement (APP-406) are agreed to be Horizon’s visions and objectives. IACC’s are set out in the Wylfa SPG (2018).</p> <p>Further discussions are required in relation to the appropriate level of compensatory measures for adverse construction impacts incapable of mitigation.</p>	<p>The Project Visions and Objectives as set out in Chapter 4 of the Planning Statement set out Horizon’s vision for the Wylfa Newydd Project, including the approach to compensation and mitigation.</p> <p>The key mitigation related to adverse impact caused by the project is highlighted through the Mitigation Route Map. This includes embedded and additional mitigation.</p> <p>The Heads of Terms for Planning Obligations sets out any project specific compensation measures that are required to further mitigate any issues that have arisen as a result of the Proposed Development. Refer also to DCO Section 106 Agreement Status Note (REP1-010). As described in these references, financial and non-financial planning obligations are proposed to mitigate the potential effects of the Project.</p>	On-Going	Further discussion required

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		Decommissioning schemes for temporary facilities - detailed decommissioning schemes and outline programmes for the phased removal and restoration of project elements and sites not required beyond the end of the construction phase (including the Site Campus, Dalar Hir Park & Ride, Parc Cybi Logistics Centre and part of the MOLF) and the mitigation of any adverse effects arising	IACC-0012	See Horizon and IACC Position in the adjacent column	<p>The series of controls within the CoCP and sub-CoCP (APP-414 to APP-420) (as listed previously) demonstrate the effective planning, management and controls that will apply to works undertaken during the construction phase of the Wylfa Newydd DCO Project. In respect of temporary Associated Development, this will include their decommissioning .</p> <p>The draft DCO (APP-029) also sets out the requirement for the submission of detailed decommissioning strategies for:</p> <ul style="list-style-type: none"> • Park and Ride – Draft DCO requirement PR6 (Park and Ride Facility Decommissioning Strategy); • Site Campus – Draft DCO requirement WN23 (Site Campus Decommissioning Strategy); • Logistics – Draft DCO requirement LC7 (Logistics Decommissioning Strategy). <p>This issue has been identified as ongoing as IACC are to review and confirm their position on whether the above documents provide an accurate description of the proposed approach to decommissioning.</p>		On-Going	Further discussion required
	Restoration	Restoration scheme, bond, DCO requirements and/or other legal basis - required in the event that the DCO development is not completed at any stage during the construction phase	IACC-0013	<p>Draft Development Consent Order (APP-029)</p> <p>Draft Heads of Terms for Planning Obligations</p>	<p>IACC consider that the triggers for restoration are inadequate and there is no DCO drafting in place which adequately secures delivery of restoration works and suitable aftercare.</p> <p>The mechanisms of restoration funding are still under discussion.</p>	<p>The draft DCO (APP-029) and draft Heads of Terms for Planning Obligations provide the legal basis required in the event that the DCO development is not completed at any stage during the construction phase. In particular, the draft DCO includes a requirement for a restoration scheme for the DCO works. This is sufficient to deal with and secure the matter.</p> <p>In addition, the draft SPC S106 includes a restoration scheme and security in respect of that development.</p>	On-Going	Further discussion required

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		Monitoring - to monitor the effectiveness of the restoration scheme and to put in place measures to remedy any effects that are not in accordance with the scheme	IACC-0014	See Horizon and IACC Position in the adjacent column	<p>The CoCPs are too lacking in detail to effectively manage and control the development and do not secure the claimed mitigation.</p> <p>The IACC does not agree that the DCO (and/or the CoCPs) secures the required monitoring.</p>	<p>Key areas of monitoring are set out in a subsequent section of this SoCG under 'Monitoring.</p> <p>The overarching CoCP (APP-414), together with the associated location-specific sub-CoCPs, sets out general and topic-specific environmental requirements, standards and measures in accordance with the mitigation described in the ES as well as requirements identified through the other assessment processes undertaken for the Wylfa Newydd Project, such as the following:</p> <ul style="list-style-type: none">Welsh Language Impact Assessment (APP-432);Health Impact Assessment Report (APP-429);Shadow Habitats Regulations Assessment Report (APP-050 and APP-051);Water Framework Directive Compliance Assessment (APP-444); andEquality Impact Assessment (APP-434). <p>These include an approach to monitoring.</p> <p>The Draft Heads of Terms for Planning, Mitigation Route Map (APP-422), Chapter 7 of the Planning Statement (APP-406 and the draft DCO (APP-029) also include and secure provisions for monitoring.</p>	On-Going	Further discussion required
	Landscape and Environmental Management Plan	A detailed Landscaping Scheme and Landscape Habitat Management Plan - to include the masterplan, phases, species lists, construction details, outline programme, outline specification, maintenance and aftercare plans	IACC-0015	<p>Landscape and Habitat Management Strategy (APP-424 and APP-425)</p> <p>Draft Development Consent Order (APP-029)</p> <p>Wylfa Newydd Development Areas and Power Station Site Plans (APP-014 and APP-015).</p>	<p>The overarching and operational landscape principles are set out in section 4 of the Landscape and Habitat Management Strategy (APP-424 and APP-425) and the parameter plans (APP-014 and APP-015).</p> <p>The draft DCO (APP-029) includes, at WN8, the requirement to submit a final landscape scheme for the WNDA during the operational phase and that this must be prepared in accordance with the overarching and operational landscape principles set out in Section 4 of the Landscape and Habitat Management Strategy (APP-424 and APP-425) and the parameters identified in WN4.</p> <p>This issue has been identified as ongoing as IACC are to review and confirm their position on whether the above documents provide an accurate description of the proposed approach to landscape and environmental management.</p>		On-Going	Further discussion required

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		Monitoring - to monitor the effectiveness of the Landscaping Scheme and to put in place measures to remedy any effects that are not in accordance with the Landscaping Scheme	IACC-0016	Landscape and Habitat Management Strategy (LHMS)(APP-424)	<p>IACC does not agree that the approach taken by Horizon is adequate.</p> <p>The LHMS is high level and vague, does not secure delivery or maintenance or aftercare and does not set out a meaningful framework for detailed proposals to be brought forward which can be assessed at this time by specialists.</p> <p>The triggers for the bringing forward of detailed proposals are all too late and too weak and do not secure delivery.</p>	The draft DCO includes a requirement (WN9) to produce a Landscape and Habitat Scheme, which would be submitted to the IACC (APP-029). The LHMS (APP-424) currently states that the management regimes will be regularly reviewed. In specific locations, management schemes for specific areas will be submitted to the determining authority (IACC) following grant of the DCO alongside the detailed design for that area. Management schemes will be developed in accordance with the principles in the LHMS which seeks to secure the establishment and long term viability of these landscapes and habitats. These management schemes will provide details of any monitoring and reporting requirements.	On-Going	Further discussion required
	Footpaths, Cycleways and Equestrian routes within the WNDA	Public Access Management Strategy - to identify the public footpaths, cycle routes and other routes to be used by walkers, cyclists and equestrians (including definitive, permissive and promoted routes) within the WNDA to be established and maintained for the duration of the operational phase, with a programme of works and outline construction details for these routes	IACC-0017	See referencing at IACC-0016	<p>Horizon’s public access management strategy may well be based on the CoCPs however they are lacking in meaningful detail and inadequate.</p> <p>IACC has not been provided with the necessary detail to assess the public access impacts in and around the main site; the mitigation proposed is unspecified and not secured.</p>	<p>Section 6 of the Overarching CoCP (APP-414) states that Horizon’s public access management is based on the controls set out in the CoCP and relevant sub-CoCPs. Horizon will put in place mitigation to reduce as far as practicable adverse effects of permanently closing, temporarily closing or diverting PRoW in particular on the surrounding PRoW network as well as the environment and local communities.</p> <p>Any site specific mitigation requirements to be implemented for public access are described in section 6 of the relevant sub-CoCPs. Further mitigation will be secured through the s106 agreement which includes various PRoW contributions that will be applied to improving the PRoW network such as new PRoWs and upgrades to existing PRoW.</p> <p>The CoCPs will be updated at Deadline 2 and throughout the examination to address these concerns.</p>	On-Going	Further discussion required
	Enhancement	Details of all environmental enhancement measures proposed	IACC-0018	Volume J, Chapters J1 and J2 of Environmental Statement (Examination Document References: APP-398 to APP-400)	<p>IACC has not carried out a line by line review of the ES to ensure that all mitigation is listed in the route map.</p> <p>IACC notes that the primary means of securing delivery in that map is the CoCPs which lack the necessary detail to deliver the claimed mitigation.</p>	<p>All environmental measures and commitments are in Volume J, Chapters J1 and J2 of ES (Examination Document References: APP-398 to APP-400), with all mitigation measures provided in the Mitigation Route Map (APP-422).</p> <p>The CoCPs will be updated at Deadline 2 and throughout the examination to address these concerns.</p>	On-Going	Further discussion required

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				Mitigation Route Map (APP-422) Landscape and Habitat Management Strategy (Examination Document Reference APP-424) Wylfa Newydd CoCP (APP-414)				
	Operation	Detailed description of operational phase	IACC-0019	Volume D of the Environmental Statement (APP-120)	IACC has requested further detail on the detailed description of the operational phase. IACC notes that is cannot locate for example a meaningful assessment of the scope of maintenance works for which consent is sought.	A detailed description of the operational phase of the Power Station, as assessed in the ES, can be found in Volume D of the ES(APP-120)	On-Going	Further discussion required
		Code of Operational Practice	IACC-0020	WN CoOP (APP-421) Park and Ride sub-CoCP (APP-418) Logistics Centre sub-CoCP (APP-419) A5025 Off-line Highway Improvements sub-CoCP (APP-420)	The CoOP (APP-421) sets out the general and topic specific environmental management requirements for the operation of the Wylfa Newydd Power Station in accordance with the mitigation described in the ES and other application documents that demonstrates the effective planning, management and control of the Power Station. The CoOP does not cover the following: <ul style="list-style-type: none">The Park and Ride facility at Dalar Hir, which will be decommissioned after construction of the Power Station. The site will be restored and maintained by Horizon for a defined period until responsibility of managing the area is taken over by the land-owner in accordance with a Handover Environmental Management Plan agreed with the Isle of Anglesey County Council (IACC). The operational environmental management arrangements for the Park and Ride facility are within the scope of the Park & Ride sub-CoCP (APP-419);The Logistics Centre at Parc Cybi, which will be partly decommissioned after construction of the Power Station, suitable for some future use of the site. The operational environmental management arrangements for the Logistics Centre are within the scope of the Logistics Centre sub-CoCP (APP-419); andThe A5025 Off-line Highway Improvements, which will be in place before the Power Station is operational. Site landscape maintenance associated with the A5025 Highway Improvements will be subject to a Handover Environmental Management Plan, to be agreed with the IACC. The IACC will act as the Local Highway Authority responsible for the management of the road after its construction (APP-420). This issue has been identified as ongoing as IACC are to review and confirm their position on whether the above documents provide an accurate description of the proposed approach to management during operation.		On-Going	Further discussion required

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		Compensation strategy - compensatory measures for adverse operational impacts incapable of mitigation	IACC-0022	Mitigation Route Map (APP-422) Draft Heads of Terms for Planning Obligations	IACC has requested further detail on the compensatory measures for adverse operational impacts incapable of mitigation. Horizon uses the term key mitigation to mean delivery of various elements of the project including the MOLF and site campus, delivery of these is supposed to be controlled by the phasing strategy which is inadequate.	The key mitigation related to adverse impact caused by the project is highlighted through the Mitigation Route Map. The Draft Heads of Term, and the DCO Section 106 Agreement Status Note (REP1-010), set out the planning obligations proposed to mitigate the potential adverse impacts of the project and any project specific compensation measures that are required for any issues that have arisen as a result of the Proposed Development.	On-Going	Further discussion required
		Monitoring - to monitor the effects of the operational phase and to put in place measures to remedy any effects that are not in accordance with the DCO	IACC-0023	CoOP (APP-421) Mitigation Route Map (APP-422)	IACC has requested further detail on the monitoring of the effects of the operational phase. The CoOP is too lacking in detail to effectively manage and control the development and does not secured the claimed mitigation.	The CoOP (APP-421) and Mitigation Route Map (APP-422) set out the general and topic specific environmental monitoring requirements for the operation of the Wylfa Newydd Power Station in accordance with the mitigation described in the ES and other application documents that demonstrates the effective planning, management and control of the Power Station.	On-Going	Further discussion required
	Climate Change Resilience	Measures incorporated into the design of the development to enable it to adapt to the effects of climate change, any consequential effects on the surrounding area and measures to mitigate these effects	IACC-0024	Planning Statement (APP-406) Carbon and Energy Report (APP-423)	IACC has requested further detail on the measures incorporated into the design of the development to enable it to adapt to the effects of climate change, any consequential effects on the surrounding area and measures to mitigate these effects. Not agreed. IACC has provided detailed comments on planning policy in its Local Impact Report.	Planning Statement (APP-406) and Carbon and Energy Report (APP-423) demonstrates that Horizon is in compliance with policy. Further information can be found in Horizon's response to FWQ Q3.0.1.	Not agreed	No further action
	Legacy benefits	The significant positive long-term benefits for Anglesey, its communities, culture, landscapes, heritage assets, biodiversity, etc, enhancing the sustainability, wellbeing and vibrancy of the Island	IACC-0025	Volume C Chapter C6 and Chapter C7 of the Environmental Statement (Examination Document References: APP-088 and APP-094) Planning Statement (APP-406)	The extent of legacy benefits of the Wylfa Newydd Project are not agreed. IACC has provided its view on this point in various submissions and does not consider it appropriate to seek to include this point in a SoCG given that it is fundamental to the consideration of the panel and the determination by the Secretary of State.	Whilst the Wylfa Newydd DCO Project will, in common with any national infrastructure project, result in some adverse effects to the environment and local community these (considered individually or collectively) do not outweigh the important benefits of delivery of the Project. These benefits would be delivered for the UK as a whole, including a vital role in the provision of safe and secure low carbon electricity, as well as significant local benefits including jobs creation, investment in the local economy and provision of skills for the local workforce. Together these benefits have the potential to create a significant lasting positive legacy for Anglesey, north Wales and the UK. Further information on the benefits of the Project can be found in the Planning Statement (APP-406).	Not agreed	No further action

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	Decommissioning	Outline description of the decommissioning phases - to be implemented at the end of the operational lives of each element of the development	IACC-0026	Appendix D, Chapter D1 of the Environmental Statement (APP-120)	Details of the decommissioning of the Power Station are not known at this time. Further information is however set out in Appendix D, Chapter D1 of the Environmental Statement (APP-120). The decommissioning of a nuclear power station is subject to international and national guidance and regulation. No single guidance document prescribes a set process. However, there is a consensus that decommissioning should be undertaken as early as possible, supported by a requirement for planned delays or deferral periods to be robustly justified. Before decommissioning starts, Horizon would need to obtain consent from the Office for Nuclear Regulation and undertake a separate EIA under the Nuclear Reactors (Environmental Impact Assessment for Decommissioning) Regulations 1999. This would require a period of consultation relating to the submission of a decommissioning proposal and supporting Environmental Statement. Horizon expects that this process would begin in the final few years prior to generation ceasing, so that the specific environmental characteristics of the environmental baseline could be fully evaluated and understood.		On-Going	Further discussion required
				Draft Development Consent Order (Requirement PW12) (APP-029)	The draft DCO, at PW10, also sets the need for the submission of a ‘Wylfa Newydd Decommissioning Strategy’.			
	Decommissioning	Outline description of the decommissioning phases - to be implemented at the end of the operational lives of each element of the development	IACC-0026	Park & Ride sub-CoCP (APP-418)	In relation to other elements of the project:		On-Going	Further discussion required
				Logistics Centre sub-CoCP (APP-419)	<ul style="list-style-type: none">The Park and Ride facility at Dalar Hir will be decommissioned after construction of the Power Station. The site will be restored and maintained by Horizon for a defined period until responsibility of managing the area is taken over by the land-owner in accordance with a Handover Environmental Management Plan agreed with the Isle of Anglesey County Council (IACC). The operational environmental management arrangements for the Park and Ride facility are within the scope of the Park & Ride sub-CoCP (APP-418); andThe Logistics Centre at Parc Cybi will be partly decommissioned after construction of the Power Station, suitable for some future use of the site. The operational environmental management arrangements for the Logistics Centre are within the scope of the Logistics Centre sub-CoCP (APP-419).Site Campus accommodation and amenity buildings will be designed to provide scalability and to allow its construction and decommissioning in phases. Following completion of the construction of the Power Station, the Site Campus would be decommissioned and returned to its pre-developed condition. Public footpaths and access to Fisherman’s car park would be reinstated after decommissioning.			
	Decommissioning	Outline description of the decommissioning phases - to be implemented at the end of the operational lives of each element of the development	IACC-0026	A5025 Off-line Highway Improvements sub-CoCP (APP-420)	This issue has been identified as ongoing as IACC are to review and confirm their position on whether the above documents provide an accurate description of the proposed approach to decommissioning.		On-Going	Further discussion required
				Design and Access Statement - Volume 3 - Associated Developments and Off-Site Power Station Facilities (APP-409 and 410)	The A5025 Off-line Highway Improvements will be in place before the Power Station is operational. Site landscape maintenance associated with the A5025 Highway Improvements will be subject to a Handover Environmental Management Plan, to be agreed with the IACC. The IACC will act as the Local Highway Authority responsible for the management of the road after its construction.			

TOPIC NO.2

IACC SoCG – Planning Policy

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/R outemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
PLANNING POLICY								
Planning Policy	N/A	National Policy Statement	IACC 0027	<p>National Policy Statement for Energy (EN-1)</p> <p>National Policy Statement for Nuclear Generation (EN-6)</p> <p>Chapter 5 of the Planning Statement (APP-406)</p> <p>Written Ministerial Statement December 2017</p>	<p>Both parties agree that the Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Nuclear Power Generation (EN-6) are the National Policy Statements relevant to the Wylfa Newydd DCO Project.</p> <p>Both parties also agree that Wylfa Newydd is recognised as a potentially suitable site for the deployment of a new nuclear power station in paragraph 4.1.1 of National Policy Statement EN-6. The Written Ministerial Statement (dated December 2017) clarifies that sites listed in EN-6 on which a new nuclear power station is anticipated to deploy after 2025 will continue to be considered to be appropriate sites and retain strong Government support during the designation of the new National Policy Statement. It is therefore agreed that the need for a new nuclear power station on the Wylfa Newydd site is established and that this does not fall to be considered by the examining authority</p> <p>Horizon have set out the planning framework for the Project in chapter 5 of the Planning Statement (APP-406) and IACC will set out the relevant local policy considerations in the Local Impact Report (LIR).</p>		Agreed	No further action required
	N/A	Relationship between National Policy Statement and Development Plan	IACC 0028	Chapter 6 of the Planning Statement (Application Reference Number: APP-406)	It is agreed that National Policy Statements EN-1 and EN-6 form the primary basis for decision making for the Wylfa Newydd DCO Project and that in the event of a conflict between these and local and regional policy, the National Policy Statements prevail for the purposes of decision making (paragraph 4.5.1 of the NPS EN-1), in so much as the NPS's are to be had regard to, under Section 105 (2) c of the Planning Act and the Written Ministerial Statement (dated December 2017).		Agreed	No further action required

TOPIC NO.2**IACC SoCG – Planning Policy**

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/R outemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	N/A	National, Regional and Local Planning Policy	IACC 0029	Chapter 5 of the Planning Statement (APP-406)	The adopted key national, regional and local planning policy documents relevant to the Wylfa Newydd DCO Project as set out, and identified, in Chapter 5 and Appendix G (Needs case for the proposed nuclear power plant at Wylfa Newydd) of the Planning Statement (APP-406) are agreed.		Agreed	No further action required
	N/A	Weight to be given to planning policy	IACC 0030	Chapter 6 of the Planning Statement (APP-406)	National Policy Statement EN-1 and National Policy Statement EN-6 represent the primary basis for decision making for both the NSIP and the Associated Developments. This does not change for sites due to be deployed after 2025, as confirmed in the Written Ministerial Statement of December 2017. The statement also clarifies that the content of EN-1 and EN-6 is an important and relevant matter in the context of decisions by the Secretary of State under section 105 of the Planning Act 2008 and, where there is no relevant change in circumstances, this policy will be likely to carry significant weight. Paragraph 4.1.4 of National Policy Statement EN-1 states that the decision maker should take into account “environmental, social and economic benefits and adverse impacts, at national, regional and local levels” and that these may be identified in National Policy Statement EN-1, in the application or elsewhere (including in local impact reports). Other matters which the decision maker may consider both “important and relevant” to its decision making include local planning policy (paragraph 4.1.5 of National Policy Statement EN-1). However, where there is a conflict with a National Policy Statement, the National Policy Statement prevails for the purposes of decision making given the national significance of the infrastructure. Paragraph 2.2.4 of National Policy Statement EN-1 recognises the role of the planning system to provide a framework which permits the types of infrastructure needed, where it is acceptable in planning terms. It sets out the importance of the planning system in ensuring that development consent decisions take into account views of the affected communities and respect the principles of sustainable development.		Agreed	No further action required

TOPIC NO.3
IACC SoCG – Need

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PLANNING POLICY								
Need	N/A	National Policy Statement	IACC 0031	<p>National Policy Statement for Energy (EN-1)</p> <p>National Policy Statement for Nuclear Generation (EN-6)</p> <p>Chapter 5 of the Planning Statement (APP-406)</p> <p>Written Ministerial Statement December 2017</p>	<p>Both parties agree that the Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Nuclear Power Generation (EN-6) are the National Policy Statements relevant to the Wylfa Newydd DCO Project.</p> <p>Both parties also agree that Wylfa Newydd is recognised as a potentially suitable site for the deployment of a new nuclear power station in paragraph 4.1.1 of National Policy Statement EN-6. The Written Ministerial Statement (dated December 2017) clarifies that sites listed in EN-6 on which a new nuclear power station is anticipated to deploy after 2025 will continue to be considered to be appropriate sites and retain strong Government support during the designation of the new National Policy Statement. It is therefore agreed that the need for a new nuclear power station on the Wylfa Newydd site is established and that this does not fall to be considered by the examining authority.</p>		Agreed	No further action
	N/A	Need for new energy generating infrastructure, including nuclear	IACC 0032	<p>National Policy Statement for Energy (EN-1)</p> <p>National Policy Statement for Nuclear Generation (EN-6)</p> <p>Chapter 5 and Appendix G of the Planning Statement (APP-406)</p>	<p>Part 3 of EN-1 defines and sets out the need that exists for nationally significant energy infrastructure, including new nuclear power stations. Paragraph 3.1.1 states that the UK needs all the types of energy infrastructure covered by the NPS in order to achieve energy security at the same time as dramatically reducing greenhouse gas emissions. Paragraph 3.1.2 goes on to state that it is for industry to propose new energy infrastructure and that the Government does not consider it appropriate for planning policy to set targets for or limits on different technologies.</p>		Agreed	No further action

TOPIC NO.3
IACC SoCG – Need

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					<p>Notably, paragraph 3.1.3 of EN-1 stresses that the SoS should assess applications for development consent for the types of infrastructure covered by the energy NPSs; “...on the basis that the Government has demonstrated that there is a need for those types of infrastructure and that the scale and urgency of that need...” is as described for each of them. Paragraph 3.1.4 continues that the SoS should give substantial weight to the contribution that all projects would make toward satisfying this need when considering applications under the 2008 Act. As such, EN-1 is clear that the need that exists for new energy infrastructure is not open to debate or interpretation.</p> <p>The urgency of the need for new electricity generating capacity is underlined by projections within EN-1 that indicate up to 22 gigawatts ('GW') of existing capacity will close over the period to 2020 in part due to the Industrial Emissions Direction but also as a result of some power station reaching the end of their operational lives (paragraph 3.3.7). In response to this, EN-1 identifies a minimum need for 59 GW of new generating capacity over the period to 2025 (paragraph 3.3.23).</p> <p>Section 202 of EN-6 deals specifically with the need for new nuclear power stations. Paragraph 2.2.3 states that a failure to develop new nuclear power stations significantly earlier than the end of 2025 would increase the risk of the UK being locked into a higher carbon energy mix for a longer period of time than is consistent with the Government’s ambitions to decarbonise electricity supply. As a result, it would become more difficult and expensive to meet the Government’s targets for significant and</p>			

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					<p>urgent decarbonisation of the economy and enhanced security of supply (see Part 3 of EN-1).</p> <p>It is agreed that there is a significant and established need for the Project.</p>			
	N/A	Need for the Associated Development – Temporary Workers' Accommodation (TWA)	IACC 0033	Workforce Accommodation Strategy (APP-412)	The principles described by Horizon are agreed but not the figures or the locational considerations referred to.	<p>TWA comprises purpose built accommodation for construction workers. The key driver of demand for TWA is the number of workers at the peak of construction; many of which (especially specialist workers) may not be local and will require temporary accommodation. For assessment purposes the ES has assumed 9,000 construction workers at peak. Based on a peak of 2,000 home based workers, the project will need up to 7,000 bed spaces from Non-Home Based (NHB) workers. The project will accommodate these through:</p> <ul style="list-style-type: none"> 4,000 bed spaces on the Site Campus (purpose built 	On-going	Further discussions required

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						<p>Temporary Workers Accommodation on-site); and</p> <ul style="list-style-type: none"> • The use of 3,000 bed spaces in existing accommodation across Anglesey and parts of the mainland. <p>The site selection process was carried out on the basis of requiring up to 4,000 bed spaces. Further information on the way in which Horizon has calculated the need for TWA is set out in the Workforce Accommodation Strategy (Examination Reference Number: APP-412).</p> <p>The need for up to 4,000 is justified and accurate.</p>		

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	N/A	Need for the Associated Development – Park and Ride Facility	IACC 0034	Transport Assessment (APP-101) Integrated Traffic and Transport Strategy (APP-107)	IACC notes the references to Park and Ride provision but does not accept that what is presently offered is adequate to meet all potential demand.	<p>The Park and Ride facility is classed as 'Associated Development' for the purposes of the DCO application.</p> <p>The Integrated Traffic and Transport Strategy (ITTS) (APP-107) sets out Horizon's proposals for transporting construction workers and materials to the Power Station site and plans for improvements to the local road network. A key component of the ITTS is the provision of a Park and Ride facility as part of an integrated package of improvements for the transportation of construction workers. The facility is intended to reduce the number of vehicles using minor roads and control the number using the A5025.</p> <p>Based on further assessment and modelling undertaken following the Stage Two Pre-Application Consultation</p>	On-going	Further discussions required

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						<p>(PAC2), Horizon has identified a requirement for a Park and Ride facility to accommodate up to 1,900 cars.</p> <p>Traffic modelling has demonstrated a Park and Ride facility on the mainland is not required for the Wylfa Newydd Project. It follows that only sites on Anglesey have been considered for the facility.</p> <p>It is acknowledged that consultees, including the Welsh Government, have previously stated that a facility on mainland should be considered. However, it has been determined that a mainland site would only be required in a scenario where there are capacity issues elsewhere on the road network (for example, on the Britannia Bridge). The aforementioned transport modelling has determined there are no capacity or highway safety</p>		

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						<p>reason why a Park and Ride facility would be required on the mainland, in addition to or instead of on Anglesey.</p> <p>The need for a single park and ride facility to accommodate up to 1,900 cars located on the Isle of Anglesey is accurate and justifiable. Further information is provided in the Transport Assessment (Application Reference Number: APP-101) and ITTS (APP-107).</p>		
	N/A	Need for the Associated Development – Logistics Centre	IACC 0035	<p>Transport Assessment (APP-101)</p> <p>Integrated Traffic and Transport Strategy (APP-107)</p>	IACC notes the references to Logistics Centre provision but does not accept that what is presently offered is adequate to meet all potential demand.	<p>The Logistics Centre is classed as 'Associated Development' for the purposes of the DCO application.</p> <p>A key component of the ITTS for the Wylfa Newydd DCO Project (APP-107) is to reduce heavy goods vehicle (HGV) movements on the A5025 and to manage the controlled flow of vehicles</p>	On-going	Further discussions required

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						<p>to the Power Station site. This is explained further in the Transport Assessment (APP-101).</p> <p>A single Logistics Centre is required to manage the road-based freight serving the Power Station site during the construction phase. The facility will control the timing of onward transport to the Power Station site along the A5025, in order to manage potential congestion. This is particularly necessary at peak periods or in the event of an incident.</p> <p>The other main component of the ITTS concerned with the movement of materials during the construction phase is the Marine Off-Loading Facility (MOLF), which will enable the delivery of construction materials by sea; reducing HGV trips on the road network.</p>		

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						<p>It is important that the Logistics Centre is located in close proximity to the strategic road network, but also where it can act as a holding facility for any goods coming to the site from sources other than the MOLF, such as the Port of Holyhead.</p> <p>The facility will provide a stopping point for HGVs and will include a covered inspection bay. The minimum site size for the Logistics Centre is 3 hectares (ha) which is necessary in order to accommodate the following requirements:</p> <ul style="list-style-type: none"> • up to 100 HGVs on-site at any one time; • 10 staff parking spaces (including disabled); • welfare/security building and kiosks, covered inspection bay, • laydown/storage areas and vehicle scanning 		

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						<p>equipment; and</p> <ul style="list-style-type: none"> security features, including paladin fencing with controlled access barriers and systems, CCTV and lighting. <p>The need for a single Logistics Centre covering an area no smaller than 3 ha located on the Isle of Anglesey is accurate and justifiable.</p>		
	N/A	Need for the Off-Site Power Station Facilities	IACC 0036	Site Selection Report – Volume 3 – Off-Site Power Station Facilities (APP-438).	<p>The Wylfa Newydd Off-Site Power Station Facilities comprise an Alternative Emergency Control Centre (AECC), an Environmental Survey Laboratory (ESL) and a Mobile Emergency Equipment Garage (MEEG).</p> <p>In accordance with UK regulatory requirements, Horizon is developing plans for operational and emergency preparedness. It will be a requirement of the Nuclear Site Licence issued by the ONR that Horizon has adequate facilities to respond to an emergency prior to bringing fuel to the Power Station Site. This plan will include a phased approach to emergency response, identifying actions to be taken at the Power Station Site, in the local communities, across the region and then across the UK.</p> <p>As part of its emergency planning arrangements, Horizon needs</p>		Agreed	No further action

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					<p>to develop integral facilities that will be physically separate from, but local to, the Power Station Site (the Off-Site Power Station Facilities). The Off-Site Power Station Facilities are required in order to provide resilience against extreme events with very low probabilities, such as, for example, severe flooding, earthquake(s) or an integral part of Horizon's emergency arrangements at the Power Station. The facilities therefore form a significant part of the safety case for the Power Station.</p> <p>The positioning of the Off-Site Power Station Facilities must meet certain locational criteria which are based on Horizon's interpretation of the currently available technical data for UK ABWR [RD2] and are outlined below:</p> <ul style="list-style-type: none"> • located at a point immediately adjacent to and which provide straightforward access to the main road network (A5025, A55, A5); • located outside the prevailing wind zone of the Power Station; • located in a zone of low seismic activity; and • located in a radius between 1.5 kilometre (km) and 7.5km from the Power Station Site. <p>The site selection process for the facilities was very important, as they must be able to be resilient in extreme events and able to</p>			

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					operate in an emergency scenario.			
					The need for the Off-Site Power Station Facilities is agreed as set out in Site Selection Report – Volume 3 – Off-Site Power Station Facilities (APP-438).			
	N/A	Need for the Associated Development – A5025 Off-Line Highways Improvements	IACC 0037	Site Selection Report – Volume 7 – A5025 Off-Line Highways Improvements (APP-442).	The Off-line Highway Improvements comprise new sections of road along the A5025 between Valley and the Power Station Site (the A5025 route corridor) to improve access and safety. The need for the A5025 Offline improvements is agreed.		Agreed	No further action

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
MONITORING								
Monitoring	Welsh Language and Culture	On-going monitoring of the IACC's annual Welsh Language Plan	IACC 0038	Wylfa Newydd CoCP (APP-414) Development Consent Order Section 106 Status Note (REF1-010)	On-going monitoring of the IACC's annual Welsh Language Plan	<p>Horizon is proposing a holistic approach to monitoring the impacts of the Welsh Newydd Project. This is secured through the Wylfa Newydd CoCP (APP-414) and the s.106. The Wylfa Newydd CoCP proposes a Programme Board supported by eight sub-groups. Horizon is proposing a change to the Wylfa Newydd CoCP to rename this as the Wylfa Newydd Major Permissions Oversight Panel (WNMPOP) and draft terms of reference for this Panel have been shared with IACC and would be annexed to the s.106 agreement.</p> <p>The Welsh Language and Culture sub-group would consider monitoring reports from IACC as well as Horizon and other relevant organisations and consider their implications in terms of targeting of mitigation in accordance with the terms set out in the s.106 and secured by the DCO.</p>	Ongoing	Further discussions between Horizon and IACC required

TOPIC NO.4

IACC SoCG – Monitoring

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		Monitoring the level of dependents of construction workers moving to the area and the schools they attend	IACC 0039	Volumes B of WLIA and WL&CMES - Appendix I4 (APP-432 and 433)	<p>Monitoring the level of dependents of construction workers moving to the area and the schools they attend needs to be put in place.</p> <p>IACC believes data can be collected in a manner that respects individuals GDPR rights but is more useful than purely anonymised data.</p>	<p>Horizon will establish an external stakeholder group (Welsh Language and Culture sub-group) to monitor the implementation of the Welsh Language and Culture Mitigation and Enhancement Strategy and provide advice on its delivery. This is secured through the Wylfa Newydd CoCP (APP-414) and would report up to the WNMPOP.</p> <p>Measure 13 of the WL&CMES (APP-432 and 433) states that Horizon will collect aggregate and anonymised data on partners and children moving to the KSA with construction and operational workers and share this data with local authorities. This is secured through the s.106 agreement and was included within the draft shared with IACC on the 25th October 2018.</p>	Ongoing	Further discussions between Horizon and IACC required
		Workforce Accommodation Strategy	IACC 0040	<p>Workforce Accommodation Strategy (APP-412)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	<p>Further detail required on the approach to the Workforce Accommodation Strategy (WAS) and how it will be used for monitoring and how this will help to direct construction workers to areas where effects on the Welsh Language and Culture could be reduced, or benefits enhanced.</p>	<p>This matter will be managed through the Worker Accommodation Management Service (WAMS), rather than the WAS. The WAMS will:</p> <ul style="list-style-type: none"> Maintain a database of suitable properties offered by landlords and providers, including Horizon's own TWA. Provide a means for workers to search for housing that meets their needs and be put in contact with the property owners or their agents. 	Ongoing	Further discussions between Horizon and IACC required

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						<ul style="list-style-type: none">• Capture and record data about the choices of workers, and provide reports on this data to be used for management purposes. <p>The information that is captured by the WAMS can be used to inform other assessments which may identify the need for additional mitigation for example of schools or other public services.</p> <p>It will also mean collecting monitoring data and reporting on it to stakeholders and using that data to help guide workers' choices and achieve better outcomes for local communities.</p> <p>Terms of reference of the WAMS will be annexed to the s.106 and will discussed and agreed with IACC.</p> <p>Linguistic capabilities will be one consideration in terms of the number of workers that may be appropriate for any particular area. Other considerations could include level and type of accommodation and community impact. The WAMS Oversight Board (secured by the s.106 agreement) will need to review and balance these considerations when deciding what actions need to be taken.</p>		

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				<p>WL&CMES - Appendix I4 (APP-432 and 433)</p> <p>Draft Heads of Terms for Planning Obligations (APP-406)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	There is insufficient detail in the WL&CMES on the monitoring of each individual measure, and in particular, in relation to costs, delivery mechanism and timescales	<p>Measure 22, states that Horizon will establish an external stakeholder group (Welsh Language and Culture sub-group) to monitor the implementation of the Strategy and provide advice on its delivery. This measure highlights the important of external monitoring and oversight. The group's role will broadly be to review progress against each of the measures in the Strategy and advise on measures required to overcome any difficulties. A key task for the group will be to develop an accountability framework for monitoring the Strategy. This is secured through the s.106 agreement and was included within the draft shared with IACC on the 25th October 2018.</p> <p>Horizon has also appointed a Welsh Language and Culture Coordinator who started in post on 5th November 2018, who will ensure the delivery of the WL&CMES, as secured by the s.106 agreement.</p>	Ongoing	Further discussions between Horizon and IACC required
		Monitoring of workers	IACC 0041	<p>Volumes B of WLIA and WL&CMES - Appendix I4 (APP-432 and 433)</p> <p>Workforce Accommodation Strategy (APP-412)</p> <p>Development</p>	IACC consider that there should be a continuous monitoring of workers, including the development patterns of where they choose to live and dependents.	Horizon agrees that monitoring is appropriate, but that this should be proportionate. Horizon has shared a draft approach to monitoring with IACC and this is provided within the Wylfa Newydd CoCP submitted with the DCO application (APP-414) and the subsequent draft terms of reference for the WNMPOP which has been issued as a draft for discussion. This framework includes nine engagement sub-groups, including one in relation to Welsh Language and Culture who would be	Ongoing	Further discussions between Horizon and IACC required

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				Consent Order Section 106 Status Note (REF1-010)		<p>responsible for considering monitoring reports, amongst other things, and recommending appropriate actions to a Programme Board (now WNMPOP), who would make decisions in relation to mitigation, for example, the release of contingency funding secured through planning obligations. The mitigation framework states that it is envisaged that IACC would be a member of the Programme Board (now WNMPOP).</p> <p>The Workforce Accommodation Strategy (APP-412) states at paragraph 9.2.5:</p> <p>“It will also mean collecting monitoring data and reporting on it to stakeholders and using that data to help guide workers’ choices and achieve better outcomes for local communities. Monitoring will also help inform and target mitigation measures, for example those aimed at the Welsh language and culture.”</p> <p>The draft s.106 agreement which has been shared with IACC includes a clause which requires Horizon to provide quarterly monitoring reports in relation to workers choices including the location and type of accommodation.</p>		

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		Data collection	IACC 0042	<p>Welsh Language Impact Assessment and WL&CMES - Appendix I4 (APP 432 and 433)</p> <p>Jobs and Skills Strategy (APP-411)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	The IACC also notes that whilst Horizon commits to data collection on families moving into the area, no such commitment is made to collect data on the language skills of its workforce and to update this data periodically. This baseline information is vital to establish a baseline for language skills progression of its workforce. The adequacy of Measure 12 on the WL&CMES referred to by Horizon is not agreed.	<p>Measure 12 of the WL&CMES (APP 432 and 433) states that Horizon will collect data on the Welsh language skills of its own workforce and update this on an annual basis. Horizon will encourage staff to take up Welsh language training opportunities.</p> <p>The measures within the WL&CMES are secured by the s.106 agreement.</p>	Ongoing	Further discussions between Horizon and IACC required
	Economic Development and Supply Chain	Supply Chain Action Plan/Portal	IACC 0043	<p>Wylfa Newydd CoCP (APP-414)</p> <p>Draft Heads of Terms for Planning Obligations (APP-406)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	Further discussion is required in relation to the approach to monitoring Supply Chain opportunities	<p>Horizon will operate and maintain a Supply Chain Portal in accordance with a Supply Chain Action Plan (both of which will be secured by the s.106) and will monitor the effectiveness of this Portal through the Supply Chain sub-group. This group is established with terms of reference appended to the s.106 and the monitoring is secured through the s.106.</p> <p>Horizon has also committed to implement the Supply Chain Action Plan which is secured through the s.106. Discussions are ongoing on the content of this plan with IACC and other stakeholders.</p>	Ongoing	Further discussions between Horizon and IACC required

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IACC SoCG – Monitoring

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		Monitoring approach	IACC 0044	<p>Volume C Chapter C1 of the Environmental Statement (APP-088)</p> <p>Draft Heads of Terms for Planning Obligations (APP-406)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	Monitoring approach to the proportion of local spend and contribution to be discussed further	<p>The Supply Chain Action Plan, which is secured by the s.106, will be updated if necessary, in discussion with the Supply Chain Sub-Group, to reflect actions arising from monitoring carried out in relation to the Supply Chain Portal.</p> <p>It has been agreed that this monitoring could consider review against Key Performance Indicators to be agreed through the Supply Chain sub-group. This approach is set out in the draft terms of reference for the WNMPOP which have been shared with IACC.</p>	Ongoing	Further discussions between Horizon and IACC required
	Tourism	Tourism Fund	IACC 0045	<p>Draft Heads of Terms for Planning Obligations (APP-406)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	<p>Horizon has now shared a draft s.106 with IACC which provides further detail in relation to the provision of the Tourism Fund.</p> <p>Horizon acknowledge that there is a risk of a project of this scale impacting on the brand of the island, but there is currently not agreement on the scale of this impact and therefore the level and adequacy of mitigation available. However, Horizon considers that the Tourism Fund, as offered in the draft s.106 agreement is appropriate and reasonable.</p> <p>Notwithstanding this, Horizon notes the importance of the tourism sector to Anglesey and is proposing that part of the Tourism Fund is paid on implementation which would allow for early measures to be put in place to protect the brand of the island and mitigate against future impact.</p> <p>It is also proposing that this fund is paid annually throughout the construction period to achieve the following:</p>		Ongoing	Further discussions between Horizon and IACC required

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					<ul style="list-style-type: none">safeguarding and enhancing the image and perception of North Anglesey as a visitor destination; anda programme of measures or works to attract greater visitor numbers to North Anglesey; andcollation of monitoring data such as such as tourism attractions data, STEAM data, or other related or equivalent data on the tourism sector on Anglesey; andOther such matters agreed as between the Council and the Developer which promote or support Anglesey as a tourism destination. <p>Horizon is also proposing an annualised contribution towards a Tourism Officer to assist the Council in implementing the above measures.</p> <p>The Tourism Contingency Fund, included in the redacted draft s.106 shared with IACC, would also be available to address unanticipated effects on the tourism sector.</p> <p>The draft s.106 for Site Preparation and Clearance also includes a contribution of £125,000 in recognition of the early work that may be required to demonstrate that Anglesey is open for business.</p>			
	Transport	Road Condition	IACC 0046	Mitigation Route Map (Application Reference Number: APP-422)	<p>Horizon and IACC Highways have agreed to carry out condition surveys of the A5025 between the proposed Power Station Access Road Junction and the existing Magnox junction through Tregele, together with Junction 3 of the A55, HGV routes from Parc Cybi and the bus route from Dalar Hir on the local network (i.e. when not on the A55 and slip roads).</p> <p>Following the surveys, Horizon will prepare a schedule of monitoring and agree with IACC Highways, the extent of works to upgrade the road surfacing where required. Horizon will financially support the initial re-surfacing (of the above identified parts of the carriageway) and carry out periodic joint inspections throughout the lifecycle of the construction works. This would then inform Horizon of the requirement for ongoing repair works. The assumption is that the works would be undertaken by IACC Highways maintenance teams, financed by Horizon.</p>		Agreed	No further action

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		Traffic Volumes	IACC 0047	The Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (APP-101) Overarching WN Code of Construction Practice (CoCP) (APP-414)	Thresholds to be agreed for maximum Wylfa Newydd development traffic levels along A5025 for the following stages of the Project; Pre completion of Off-line Highway Works; and during the peak year of construction.	The Wylfa Newydd CoCP (APP-414) states that Horizon commits to limiting the number of HGV movements by road so to not exceed a maximum of 40 HGV deliveries (80 movements) per hour and 160 HGV deliveries (320 movements) per day. Horizon is currently reviewing whether any changes could be made to the CoCP in relation to Early Years. This will be shared with IACC in due course.	Ongoing	Further discussions between Horizon and IACC required
		Car sharing	IACC 0048	Wylfa Newydd CoCP (APP-414)	How will car share success be monitored? The information provided by Horizon is noted but its efficacy is not agreed (both its ability to be enforced and the impact of the measures once enforced).	The Wylfa Newydd CoCP (APP-414) states that the car sharing strategy will be promoted, monitored, managed and enforced by Horizon.. Horizon has recently approved a change to the Wylfa Newydd CoCP (APP-414) that strengthens the commitment to car sharing as follows: “During the majority of the construction programme, most of the construction workers wishing to drive to the WNDA Site or Park and Ride Site will be required to car share. Horizon will target an average car share ratio of 2.0 people per car in the peak construction year. Horizon will therefore implement a car-sharing database which will likely utilise	Ongoing	Further discussions between Horizon and IACC required

TOPIC NO.4**IACC SoCG – Monitoring**

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						<p>internet and mobile phone based applications to match workers who wish to drive to the WNDA or Park and Ride sites. The Worker Accommodation Portal will be used as a basis to form the database.</p> <p>The level of car sharing will vary depending on the number of construction workers, the availability of parking spaces, and the number of construction workers travelling to site by non-car modes such as shuttle buses, amongst other factors. Vehicle occupancy requirements, and changes to them, will be advertised clearly to all construction workers well in advance.</p> <p>The existence of such a database and matching system will be communicated to all employees, including that non-adherence to the car-share policy could result in refusal of entry to the WNDA or Park and Ride car parks, and repeat offenders could face enforcement action.”</p>		
		Traffic management	IACC 0049	<p>Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-101)</p> <p>Wylfa Newydd</p>	<p>Monitoring of construction traffic routes (i.e. both workers and delivery/construction vehicles).</p> <p>The information provided by Horizon is noted but its efficacy is not agreed (both its ability to be enforced and the impact of the measures once enforced).</p>	<p>Section 5.6 of the Wylfa Newydd CoCP (APP-414) states that Horizon will monitor the effectiveness of its traffic management through a suite of indicators consistent with appropriate good practice and guidance. The following monitoring methods may be adopted:</p> <ul style="list-style-type: none"> • monitoring and analysis of HGV movements at the Logistics Centre and 	Ongoing	Further discussions between Horizon and IACC required

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				Code of Construction Practice (CoCP) (APP-414) Development Consent Order Section 106 Status Note (REF1-010)		<p>Wylfa Newydd Development Area;</p> <ul style="list-style-type: none"> • a quarterly review of travel behaviour; and • monitoring of issues reported by the public or stakeholders as described in section 3.3 of the Wylfa Newydd CoCP (APP-414). <p>Construction routes to the Project are defined and drivers will be required to follow these routes. Signage, within information packs, will be provided to aid drivers (see Traffic and Transport Strategy of the WN CoCP, APP-414)). A dynamic vehicle tracking system, which is proposed to monitor, manage and control deliveries to site, will help identify any vehicles which do not follow these routes if problems are highlighted by members of the public or stakeholders (see Logistics Centre sub-CoCP, APP-419 and updates to WN CoCP at Deadline 2, APP-414). These issues can be considered by the Transport Sub-Group of which IACC is proposed to be a member. IACC has access to funds to undertake surveys and / or deliver mitigation measures if considered appropriate and the Transport Sub-Group can make recommendations in relation to the release of a Transport Contingency Fund. Horizon is also proposing funding for an IACC Transport Officer, secured by the s.106 agreement.</p>		

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	Education, Skills and Labour	Ex-Magnox workers	IACC 0050	Jobs and Skills Strategy (APP-411) Development Consent Order Section 106 Status Note (REF1-010)	Campaign to attract and recruit ex-Magnox workers and a marketing campaign and tracker system to attract skilled people back to Anglesey. The information provided by Horizon is noted but its efficacy is not agreed.	<p>The JSS states at paragraph 6.2.5: Horizon would be the principal employer for the operational staff, it is anticipated that the workforce would be recruited from:</p> <ul style="list-style-type: none"> • Qualified Apprentices and Trainees from other schemes; • Qualified Graduates; • Related industries and organisations, including Ex Armed Forces; • The existing UK nuclear workforce (Horizon has established links with Magnox to discuss the potential transition of staff from north Wales sites to the operational workforce); and • Members of Horizon's existing staff wishing to transfer to the operational workforce. <p>The remit of the Wylfa Newydd Employment and Skills Service (WNESS) is to focus on:</p> <ul style="list-style-type: none"> • Ensure the best/most suitable people are able to work on the Wylfa Newydd Project and that it benefits local residents as a result; • Provide a point of access into the Wylfa Newydd Project for local people seeking work (including 	Ongoing	Further discussions between Horizon and IACC required

TOPIC NO.4

IACC SoCG – Monitoring

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
						<p>people who have moved away and want to return);</p> <ul style="list-style-type: none"> Support any employers who lose employees to the Wylfa Newydd Project to backfill their roles; and Guide the provision of training to support these aims. <p>This is proposed to be secured through the draft s.106.</p> <p>Horizon is proposing that detailed measures in relation to education and skills are secured by the Jobs and Skills implementation Plan, which focusses on years 1 to 3 of the construction period and now been issued for comment and is proposed to be secured by the draft s106 agreement. The Jobs and Skills sub-group would have a role in updating the Implementation Plan.</p>		
		Local Jobs	IACC 0051	<p>Jobs and Skills Strategy (APP-411)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	<p>Local Jobs – opportunities from higher level managerial and professional jobs through to support functions need to be identified and the number of local people performing those roles needs to be quantified and monitored during construction, operational and decommissioning.</p> <p>The information provided by Horizon is noted but its efficacy is not agreed.</p>	<p>It is proposed that this would be monitored through the Jobs and Skills sub-group, as set out in the draft S106 shared with IACC. This could be monitoring against Key performance Indicators, such as number of local people in particular roles.</p> <p>Further information is provided in the draft terms of reference for the WNMPOP which have been shared with IACC.</p>	Ongoing	Further discussions between Horizon and IACC required

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		Primary Schools	IACC 0052	<p>Jobs and Skills Strategy (APP-411)</p> <p>Wylfa Newydd CoCP (APP-414)</p> <p>Draft Heads of Terms for Planning Obligations (APP-406)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	<p>Primary Schools – the IACC is concerned that the impact on primary schools will not be fully understood until the Project is under construction. This is partly because the existing surplus capacity in primary schools is intended to be addressed by the current new schools programme.</p> <p>The information provided by Horizon is noted but its efficacy is not agreed.</p>	<p>The draft S106 issued to IACC includes commitments both from the Council and Horizon in relation to monitoring workforce school children. This monitoring will be used to provide data to the Jobs and Skills sub-group who would consider the implications in terms of the release of the Education Contingency Fund. Note this is in addition to the Education Fund, which is also secured through the S106 and would be payable early in the construction period.</p> <p>Under the draft s.106 agreement, if education monitoring data indicated a significant additional demand on local schools or forecasts trends that are likely to lead to a significant additional demand on local schools, the Jobs and Skills sub-group would make a recommendation to release some of the Education Contingency Fund and the WNMPOP would make a decision on this.</p>	Ongoing	Further discussions between Horizon and IACC required

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		Training	IACC 0053	<p>Jobs and Skills Strategy (App-411)</p> <p>Wylfa Code of Construction Practice (CoCP) (APP-414)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	<p>IACC require additional information in relation to the training places to be provided by year, course and skill level. Further detail on how large the problem of backfilling and the frequency of this monitoring. Further detail should be provided in relation to the Service Hubs/Management Boards as these are considered to be the mechanism for monitoring. There is also a need to understand how the monitoring will trickle down to the supply chain.</p> <p>The information provided by Horizon is noted but its efficacy is not agreed.</p>	<p>Horizon is proposing that detailed measures in relation to education and skills are secured by the Jobs and Skills implementation Plan, which focusses on years 1 to 3 of the construction period and now been issued for comment and is proposed to be secured by the draft s106 agreement. The Jobs and Skills sub-group would have a role in updating the Implementation Plan. One of the functions of the Wylfa Newydd Employment and Skills Service is to support employers backfill roles that have been lost as a result of the Wylfa Newydd Project. This is secured through the S106.</p> <p>Monitoring would be carried out by the Jobs and Skills sub-group and reports would be provided to the WNMPOP, as appropriate.</p>	Ongoing	Further discussions between Horizon and IACC required

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	Health and Wellbeing	Health and Wellbeing monitoring group	IACC 0054	Health Impact Assessment Report (APP-429)	Health and Wellbeing monitoring group that will consider monitoring data relevant to the project and when a set key of topics and indicators are agreed. The IACC welcome the commitment by Horizon to facilitate bespoke analysis of routinely collected public health data relevant to the project. If required the group will discuss the need for additional mitigation or follow-up investigation.	<p>A number of mitigation commitments have been developed through the HIA. Horizon would establish an external stakeholder group (the Health and Well-being sub-group) that would include members of the health and emergency services to monitor the implementation of the HIA mitigation strategy and provide advice on its delivery.</p> <p>The HIA confirms that when appropriate Horizon would facilitate bespoke analysis of routinely collected public health data (existing indicators), relevant to the Project. The information would inform discussion by the Health and Well-being sub-group. If appropriate the Group would discuss the need for additional mitigation or follow-up investigation. This will be secured by the s.106 agreement.</p> <p>Horizon has shared draft terms of reference for the WNMPOP and sub-groups which it looks forward to discussing with IACC.</p>	Ongoing	Further discussions required on monitoring framework

TOPIC NO.4**IACC SoCG – Monitoring**

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	Housing and Accommodation Strategy	Workforce Accommodation	IACC 0055	<p>Workforce Accommodation Strategy (APP-412)</p> <p>Draft Heads of Terms for Planning Obligations (APP-406)</p> <p>Development Consent Order Section 106 Status Note (REF1-010)</p>	<p>Monitoring framework put in place at the outset of the Project to record the worker type, the location and type of accommodation occupied, together with monitoring of house prices and rent in North Anglesey and the Island as a whole.</p> <p>The information provided by Horizon is noted but its efficacy is not agreed.</p>	<p>The WAMS (secured through the s.106) will:</p> <ul style="list-style-type: none"> • Maintain a database of suitable properties offered by landlords and providers, including Horizon's own TWA. • Provide a means for workers to search for housing that meets their needs and be put in contact with the property owners or their agents. • Capture and record data about the choices of workers, and provide reports on this data to be used for management purposes. <p>It will also mean collecting monitoring data and reporting on it to stakeholders and using that data to help guide workers' choices and achieve better outcomes for local communities. Monitoring will also help inform and target mitigation measures, for example those aimed at the Welsh language and culture.</p> <p>This is secured through the s.106, which will include terms of reference for the WAMS.</p>	Ongoing	Further discussions between Horizon and IACC required

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		Occupancy	IACC 0056	Workforce Accommodation Strategy (APP-412) Draft Heads of Terms for Planning Obligations (APP-406) Development Consent Order Section 106 Status Note (REF1-010)	Monitor and enforce occupancy controls in existing caravan/tourer sites and of HMO's PRS. The information provided by Horizon is noted but its efficacy is not agreed.	This is considered to be a role for IACC and the draft s.106 includes an annual contribution to the Council which may be applied towards the cost of monitoring accommodation enforcement issues, including unlawfully sited caravans. The Accommodation and Tourism sub-group (secured through the Wylfa Newydd CoCP (APP-414) and WAMS (secured through the s.106) will consider monitoring data from Horizon and other organisations, including IACC.	Ongoing	Further discussions between Horizon and IACC required

TOPIC NO.5**IACC SoCG –Planning Obligations**

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
PLANNING OBLIGATIONS								
Summary								
Horizon is continuing to discuss the approach to planning obligations with IACC and Welsh Government and submitted a redacted draft for discussion on 25th October 2018.								
A Status Note on the DCO section 106 agreement was submitted by Horizon to the Examining Authority at Deadline 1 (REF1-010). This included a summary of the DCO section 106 agreement obligations. The Status Note also includes a plan of engagement which shows how Horizon will work with IACC and Welsh Government to provide drafts of the agreement throughout the examination process, enabling a finalised section 106 to be submitted to the Examining Authority on 25 March 2019.								
The table below sets out a note of the current position against a range of obligations where IACC has raised queries through the Statement of Common Ground process.								
Planning Obligations	Welsh Language and Culture	Coordinator	IACC 0057	Welsh Language Impact Assessment (APP 432 and 433) Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406) Development Consent Order Section 106 Agreement Status Note (REP1-010)	Funding of a Welsh Language and Culture Coordinator	The draft s.106 secures a Horizon employed Welsh Language and Culture Coordinator. This person has now been appointed by Horizon and started in post on 5 th November 2018. In addition, Horizon is funding a Welsh language officer at IACC, through the draft s.106 agreement.	Agreed	No further action
		Linguistic Planner	IACC 0058	Welsh Language Impact Assessment (Examination Document Reference: APP-432)	Appointment and funding of specialist Linguistic Planner (Arad)	Arad was employed by Horizon to develop the Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMES).	Agreed	No further action

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		Community Bilingual Activities	IACC 0059	<p>Welsh Language Impact Assessment (APP 432 and 433)</p> <p>Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406)</p> <p>Development Consent Order Section 106 Agreement Status Note (REP1-010)</p>	<p>Funding for a Community Bilingual Activities Officer in each secondary school catchment area (5 in total). The programme should thereafter progress to the rest of the Island.</p> <p>Horizon's proposals are noted but do not meet IACC's required position</p>	<p>The WLCMES notes that 'Horizon will fund provision of community language services (including the development of appropriate training materials) to support the integration of incomers and develop capacity in the local community. This would be linked to the role of the Community Involvement Officers.' This will also require close coordination with the now appointed Welsh Language and Culture Coordinator.</p> <p>It also includes a commitment for 'Horizon to help fund a community translation service (where relevant to Horizon Wylfa Newydd) to enable local organisations to provide simultaneous translation facilities for community groups. This will assist local community groups to effectively engage and discuss issues relating to the Wylfa Newydd Project. The details will be established preconstruction. This is secured through the s.106.</p> <p>Further detail on the role of the Community Involvement Officers (CiOs) is being developed by Horizon. All CiOs will be Welsh speakers and will work closely with the Horizon Welsh Language and Culture Coordinator as well as reporting to the external monitoring group. The job profiles of CiOs are currently being developed but will include promoting community cohesion</p>	Ongoing	Further discussion required between Horizon and IACC

TOPIC NO.5**IACC SoCG –Planning Obligations**

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						<p>and supporting the integration of incomers into host communities as well as the implementation of WLIA measures.</p> <p>The draft s.106 proposed two CiOs, one to be directly employed by Horizon and one to be funded</p> <p>The draft s.106 also includes funding for a Welsh Language Officer and an annual Welsh language education contribution and a separate education contribution as well as an education contingency fund. Horizon's view is that these provisions are sufficient.</p>		
		Immersion teachers	IACC 0060	<p>Welsh Language Impact Assessment (APP 432 and 433)</p> <p>Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406)</p> <p>Development Consent Order Section 106 Agreement Status Note (REP1-010)</p>	<p>Horizon and IACC agree that the s.106 agreement should secure Welsh language immersion teachers.</p> <p>The redacted draft s.106 shared with IACC includes a specific contribution towards the appointment of peripatetic teachers which would be payable on implementation and then annually throughout the construction of the Wylfa Newydd Project.</p> <p>Horizon notes IACC's concerns about the number of teachers and the indication that more than two would be required. Horizon would welcome a conversation on this with IACC, with further clarity on the number of teachers that IACC is proposing would be required.</p> <p>Horizon welcomes working with IACC and the Welsh Language and Culture Sub-Group to consider detailed timing of the appointment of immersion teachers.</p> <p>Although the principle for this fund is agreed, the amount and therefore the level of mitigation available is not yet agreed.</p>		Principle agreed	Further discussion required on amount of fund

TOPIC NO.5

IACC SoCG –Planning Obligations

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		Community translation service	IACC 0061	<p>Welsh Language Impact Assessment (APP 432 and 433)</p> <p>Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406)</p> <p>Development Consent Order Section 106 Agreement Status Note (REP1-010)</p> <p>SPC planning permission and s.106 Status Note (REP1-008)</p>	<p>It is agreed that the s.106 agreement should include a contribution towards a Community Translation Service which would be payable on implementation.</p> <p>The draft SPC s.106 also includes a fund for translation equipment, although this was agreed.</p>		Agreed	
	Tourism	Tourism Fund	IACC 0062	<p>Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406)</p> <p>Development Consent Order Section 106 Agreement Status Note (REP1-010)</p>	<p>Horizon and IACC agree that there should be a Tourism Fund both to address impacts of the Wylfa Newydd Project and to be used to proactively promote tourism (through marketing campaigns), to invest in tourism infrastructure and to improve the tourism offer (particularly in North Anglesey).</p> <p>Part of this fund would be payable on implementation which would allow for early measures to be put in place to protect the brand of the island and mitigate against future impact.</p> <p>It is agreed that the Tourism Fund could be used towards a series of measures, including potential impact on the quality of tourist accommodation.</p>		Principle agreed	Further discussion required on amount of fund

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IACC SoCG –Planning Obligations

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					Although the principle for this fund is agreed, the amount and therefore the level of mitigation available is not yet agreed.			
		Capital funding for Wales Coast Path	IACC 0063	Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406) Development Consent Order Section 106 Agreement Status Note (REP1-010)	Horizon and IACC agree that there should be a capital contribution towards the Wales Coast Path and improving PROW within the vicinity of the Wylfa Newydd Development Area, as well as a maintenance contribution. Horizon is proposing that these payments are made on implementation. Although the principle for this fund is agreed, the amount and therefore the level of mitigation available is not yet agreed.		Principle agreed	Further discussion required on amount of fund
	Transport	Transport Fund	IACC 0064	Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406) Development Consent Order Section 106 Agreement Status Note (REP1-010)	Horizon and IACC agree that there should be an annual transport contribution which would be available to address identified impacts on the transport network, including highway improvements within the carriageway, road signage and traffic enforcement. Horizon and IACC agree that there should be a Transport Contingency Fund which would be available in the event that traffic monitoring data indicates a significant adverse effect on the operation of the transport network and infrastructure within the Daily Construction Commuting Zone (DCCZ). Although the principle for this fund is agreed, the amount and therefore the level of mitigation available is not yet agreed.		Principle agreed	Further discussion required on amount of fund

TOPIC NO.5

IACC SoCG –Planning Obligations

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	Education, Skills and Labour	Capital Investments in Schools	IACC 0065	<p>Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406)</p> <p>Development Consent Order Section 106 Agreement Status Note (REP1-010)</p>	Capital Investments in Schools – the IACC consider that funding for a capital investment programme for schools is required now. IACC have suggested that Horizon must review its programme for investment in education and training facilities to ensure local employment targets are met now	<p>Horizon agree that there should be a planning obligation towards capital investment in schools.</p> <p>The draft s.106 includes a specific Education Fund which includes both an early upfront payment and a contingency element.</p> <p>This is separate to the Skills Fund which provides for training to meet the skills required to deliver the Wylfa Newydd Project. This fund will be made available on implementation.</p> <p>Quantum and timing of the Education Fund and Skills Fund is still to be agreed with IACC.</p>	Ongoing	Further discussion required between Horizon and IACC
		Funding of additional places in education	IACC 0066	<p>Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406)</p> <p>Development Consent Order Section 106 Agreement Status Note (REP1-010)</p>	<p>It is agreed that part of the purpose of the Education Fund would be to, amongst other things, generate additional places for STEM subjects. This fund would be payable on implementation and could be used to fund early places in education. The draft Jobs and Skills Implementation Plan which has now been shared with IACC, starts to develop what work may be carried out in Years 1 to 3 to achieve this.</p> <p>Although the principle for this fund is agreed, the amount and timing of the delivery of benefits and therefore the level of mitigation available is not yet agreed.</p>		Ongoing	Further discussion required between Horizon and IACC

TOPIC NO.5

IACC SoCG –Planning Obligations

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		Skills Fund	IACC 0067	Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406) Development Consent Order Section 106 Agreement Status Note (REP1-010)	Given the uncertainty referenced in the Jobs and Skills Strategy, financial resource is required to ensure that positive opportunities to upskill and increase the proportion of local labour are maximised	In order to enhance local employment opportunities, Horizon will establish a fund to support a range of education, training and employment initiatives relating to both the construction and operational phases of the project. This will be a flexible Skills Fund and will be secured via the s.106. The quantum and timing of the Skills Fund is still to be discussed with IACC.	Ongoing	Further discussion required between Horizon and IACC
		Funding of a Supply Chain Officer	IACC 0068	Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406) Development Consent Order Section 106 Agreement Status Note (REP1-010)	IACC agree with the statement in the Horizon column, but would like to work with Horizon to discuss the potential for further mitigation in relation to this subject area.	Horizon and IACC agree that the s.106 should provide for a Supply Chain Officer. The redacted draft s.106 which has now been shared with IACC secures funding for two Economic Development Officers whose role would be to: <ul style="list-style-type: none"> represent the Council and local businesses in engaging with Developer's supply chain in respect of the Development; work with the Developer in engaging the STEM Pathfinder Project with the Development; engage with the WNESS and the Supply Chain Service Working Group on behalf of the Council; liaise with potential inward investors and supply chain related businesses to identify barriers and 	Ongoing	Further discussion required between Horizon and IACC

TOPIC NO.5

IACC SoCG –Planning Obligations

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						<p>opportunities to realising economic growth and/or benefits within the Council areas; and</p> <ul style="list-style-type: none"> monitor the operation and effectiveness of the Supply Chain Portal. 		
		Supply Chain Fund	IACC 0069	<p>Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406)</p> <p>Development Consent Order Section 106 Agreement Status Note (REP1-010)</p>	IACC considers that a Supply Chain Fund should be provided to maximise opportunities for the local supply chain.	<p>Horizon is not proposing a separate Supply Chain Fund. The Skills Fund would be available to spend on initiatives for upskilling of existing construction workers in the local area to enable them to access the employment opportunities for the Project.</p> <p>The Supply Chain Action Plan will also include measures for ensuring that local firms can compete for the opportunities created by the Project. It is not considered appropriate to then go further and also provide funds for them to develop premises. Horizon's strategy is to enable local firms to proactively compete, supporting them to help themselves, rather than direct commercial support.</p> <p>In addition Welsh Government will be supporting some Supply Chain activity facilitation/enabling e.g. Busnes Cymru – this is a 'team public and private sector' approach to Supply Chain.</p>	Not Agreed	

TOPIC NO.5**IACC SoCG –Planning Obligations**

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Topic	Sub topic	Issue	SoCG ID	Document Reference /Signpost/ Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	Housing and Accommodation Strategy	Housing Fund	IACC 0070	Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406) Development Consent Order Section 106 Agreement Status Note (REP1-010)	Horizon and IACC agree that there should be a flexible Housing Fund that can be used to mitigate a range of effects and to boost the supply of housing, including increasing availability of existing stock and funding council officers' time relating to additional housing matters (such as enforcement or dealing with residents' housing needs). The Housing Fund would be able to prioritise spending on measures that can boost supply quickly such as expanding existing empty homes programmes to boost supply or putting more resources into measures that make better use of existing stock or that help local residents retain or secure appropriate housing and so avoid wider housing impacts. It is also agreed that Horizon will fund up to three Accommodation Officers during the construction period, although please see note below on number required. Although the principle for this fund is agreed, the amount and timing of delivery and therefore the level of mitigation available, including the number of Accommodation Officers is not yet agreed.		Principle agreed	Further discussion required on amount of fund
	Community Impact	Unforeseen Circumstances Fund	IACC 0071	Draft Heads of Terms for Planning Obligations in Planning Statement (APP-406) Development Consent Order Section 106 Agreement Status Note (REP1-010)	Horizon and IACC agree that there should be a Community Impact Fund secured via the s.106. The purpose of the fund will be to mitigate any intangible and residual impacts on the Wylfa Newydd Project on the communities in the (KSA) through schemes, measures and projects which promote the economic, social or environment well-being of those communities and enhances their quality of life. This is in addition to other funds, such as the Tourism Fund and Housing Fund, which have a contingency element to deal with significant adverse impacts arising from monitoring. Although the principle for this fund is agreed, the amount and therefore the level of mitigation available is not yet agreed.		Principle agreed	Further discussion required on amount of fund

TOPIC NO.6**IACC SoCG – Welsh Language and Culture**

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
WELSH LANGUAGE & CULTURE								
Welsh Language and Culture	Overall Project Impact	Overall Project Impact	IACC 0072	Welsh Language Impact Assessment (WLIA) Non-Technical Summary (NTS) (APP-430) WLIA (APP-432)	<p>IACC's has concerns that the WLIA focuses on likely project impacts in relation to the overall KSA Table B.7 and B.8). Whilst some geographic analysis of the baseline KSA is provided (sections A.6.60 to A.6.105), no scoring assessment is provided for likely impacts of the overall project at community, area, or island level. The adverse impacts on the Isle of Anglesey and at community level are assessed by IACC as likely to be greater than that identified by the WLIA and need to be better reflected in the steps proposed in the WLCMES strategy to avoid, reduce, mitigate or compensate for these likely impacts.</p> <p>IACC does not agree that the beneficial effects outweigh the adverse for all areas on Anglesey and the KSA.</p>	<p>Horizon undertook a WLIA to assess the likely effects of the construction, operation and decommissioning stages of the Wylfa Newydd DCO Project against five key aspects of community life being:</p> <ul style="list-style-type: none"> • Population characteristics; • Quality of life; • Economic factors; • Infrastructure supply and education; and • Social and cultural aspects. <p>The key findings of the WLIA including the positive and adverse effects of the project are detailed in the WLIA (APP-423) and as summarised in section 4 of the WLIA Non-Technical Summary (WLIA NTS) (APP - 430). Horizon's view is that with mitigation – detailed throughout the WLIA and summarised in section 5 of the WLIA NTS (APP-430) – that the beneficial effects outweigh the adverse.</p>	Ongoing	Further discussions required between Horizon and IACC

TOPIC NO.6

IACC SoCG – Welsh Language and Culture

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	Overarching Strategy	Welsh Language and Culture Golden Thread	IACC 0073	<p>WLIA Non-Technical Summary (NTS) (APP-430)</p> <p>WLIA (APP-432)</p> <p>Workforce Accommodation Strategy (APP-412)</p> <p>Workforce Management Strategy (APP-413)</p> <p>DCO s106 Status Note (REP1-010)</p>	<p>IACC has welcomed and commented on the Horizon Golden Thread Note.</p> <p>IACC recognises Horizon's current engagement and commitment in advocating the Welsh language as a 'Golden Thread' throughout all aspects of its project. The Development Consent Order (DCO) application, however, has not caught up with this and the documentation does not sufficiently reflect this commitment. In particular, the Workforce Accommodation Strategy and Workforce Management Strategy do not have robust thresholds for reporting and monitoring the spatial distribution of workers in order to minimise the potential effects of a large temporary workforce on the use of the Welsh language within local communities.</p>	<p>Horizon is committed to protecting and promoting the Welsh language and culture as part of the Wylfa Newydd Project, ensuring compliance with relevant legislation, national and local policy and guidance.</p> <p>Horizon has prepared a note 'Welsh language and culture golden thread note' to provide an overview of Horizon's approach to treating Welsh language and culture as an all-encompassing theme and golden thread across all relevant aspects of the Wylfa Newydd Project throughout its duration.</p> <p>Horizon fully embraces the importance of Welsh language and culture to the communities of Anglesey and North Wales. Horizon is committed to supporting and enhancing Welsh language and culture across all aspects of the Wylfa Newydd Project throughout its duration, including through the development of measures to mitigate adverse effects and enhance beneficial ones. Schedule 1 of the draft s.106 agreement secures mitigation with regard to the Welsh</p>	Ongoing	Further discussions required between Horizon and IACC

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IACC SoCG – Welsh Language and Culture

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
						language and culture. It is acknowledged that IACC have yet to provide detailed comments on these terms. Horizon's overall position is set out in the WLIA NTS and the WLIA.		
		Welsh Language and Cultural Mitigation and Enhancement Strategy (WLCMES)	IACC 0074	WLCMES – Appendix I1 of WLIA (APP-432]) WLIA NTS (APP-430) WLIA (APP-432) Mitigation Route Map (APP-422) DCO s106 Status Note (REP1-010) Draft DCO (APP-029)	The IACC welcomes the overall mitigation measures proposed, but further information is required on Horizon's commitment to these and timing and resourcing of measures.	Further detail in respect of the mitigation proposed in relation to the impact on Welsh Language and Culture can be found in the WLCMES and WLIA. Schedule 1 of the draft s.106 agreement secures mitigation with regard to the Welsh language and culture. It is acknowledged that IACC have yet to provide detailed comments on these terms.	Ongoing	Further discussions required between Horizon and IACC
		IACC Welsh Language Strategy	IACC 0075	Section A.2, Volume A of the WLIA (APP-432)	Horizon acknowledges the national and local language strategies and where possible, seeks to support the IACC in achieving those strategies. The focus of mitigation and enhancement measures workshops reflected the key themes of IACC's Welsh Language Strategy (which in turn reflects Welsh Government strategy, i.e. a million Welsh speakers by 2050) and the IACC detailed Welsh Language Plan (which is updated on an annual basis). It is agreed that the WLIA gives the appropriate consideration to adopted national and local language strategies as set out in Section A.2, Volume A of the WLIA [APP-432].		Agreed	No further action

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IACC SoCG – Welsh Language and Culture

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	Method	WLIA Methodology	IACC 0076	<p>Section A.5, volume A of the WLIA (APP-432)</p> <p>Chapter C1 of the Environmental Statement) (Examination Document Reference APP-088).</p>	<p>IACC agrees with the methodology used in the WLIA, except in relation to dependents associated with migrant workers.</p> <p>Horizon currently calculates that 220 school aged children will be relocating to the Key Socio-economic Study Areas (KSA) during the construction phase of the Wylfa Newydd DCO project. IACC has serious reservations about the methodology Horizon used to calculate the number of dependents that the migrant workers will bring to Anglesey which equates to only 3% bringing their families with them. IACC does not accept the figures used are a reasonable case and requests sight of the details of this methodology in order to understand how these assumptions were derived and reserves the right to submit its own figures for dependents.</p> <p>The IACC appreciates that the precise numbers, timing and location of dependant arrivals are not currently known. However, the IACC will require data concerning the number, age, language backgrounds, place of residence and intended education setting of choice of the dependants that will be relocating to Anglesey with</p>	<p>Horizon considers that the methodology set out in the WLIA (APP-432) is appropriately robust.</p> <p>The assumptions relating to the number of school aged children expected to move into the KSA during construction is based on assumptions derived from the socio-economic assessment (Chapter C1 of the Environmental Statement – Examination Document Reference APP-088).</p> <p>Horizon (and other organisations as appropriate) will collect socio-demographic information from workers as part of the induction process which will include their permanent and temporary address, linguistic capabilities, number and age of dependants moving to the KSA with them, which will indicate the likely impact on local school places. Horizon has accepted the validity of such an exercise but draw attention to data protection issues that prevent the sharing of such data. Each worker would be given a unique ID so that anonymised data could be transferred to local authorities without breaching data</p>	Ongoing	Further discussions required between Horizon and IACC

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					Horizon employees in order to ensure that the education authority and the schools can make adequate plans for the additional school intakes. IACC expects this data to be collected prior to the final signing of employment contracts. Horizon must identify strategies to anonymise data and identify ways of overcoming any data protection issues so that the IACC can be provided with the relevant information prior to the commencement of employee employment (and hence the arrival of dependants in Anglesey schools).	protection laws. The WLIA (APP-432) assesses the worst case scenario in terms of the projected number of dependents. Measure 13 of Appendix I1 of the WLIA (APP-432), the WLCMES), notes that Horizon will collect aggregate and anonymised data on partners and children moving to the KSA with construction and operational workers and share this data with local authorities. This will take account of data protection considerations but, where possible, include numbers of children, ages and Welsh language skill levels to provide information for education and early years planners.		
		WLIA Study Area	IACC 0077	Section A.5, Volume A of the WLIA (APP-432)	The study areas assessed in the WLIA are the KSA and five specific sites including the Wylfa Newydd Development Area. The analysis of likely effects of the WNP for the KSA gives values for the overall KSA. No assessment is provided for likely impacts at community, area, or island level. This means that the full impact of Wylfa Newydd on the Welsh language and culture on specific communities is not adequately measured. The WLCMES	WLIA methodology and study are set out in the WLIA (APP-432). Horizon considers that the methodology and study area adopted are appropriate.	Ongoing	Further discussions required between Horizon and IACC

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IACC SoCG – Welsh Language and Culture

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
					mitigation and enhancement strategies need to reflect this as detailed in the WLC chapter of IACC's LIR.			
		Distribution of construction workers (outside of the Site Campus)	IACC 0078	WLIA (APP-432)	The WLC chapter of IACC's LIR includes a discussion on the limitations of the Gravity Model and highlights concerns about the Gravity Model and asks Horizon to provide "clearer and more robust assumptions". The methodology is considered by IACC to be insufficiently fine grained as to enable an accurate indication of where Horizon will reside on Anglesey.	<p>The assumptions, methodology and purpose of the Gravity Model regarding distribution of construction workers outside of the site campus has been discussed between both parties and there is general agreement that the Gravity Model presents a best fit approach to inform assessments of distribution of construction workers.</p> <p>The use of the Gravity Model as a best fit approach for the DCO was agreed in meetings with Welsh Government and IACC, including those on 13 July 2016 and 8 June 2017.</p>	Ongoing	Further discussions required between Horizon and IACC
		Range of Scenarios assessed as part of the WLIA	IACC 0079	Section A.5, Volume A of the WLIA (APP-432)	IACC acknowledge that Horizon have used the WLIA methodology that is widely used in planning applications. However, there are limitations to this methodology as described in the WLC chapter of IACC's LIR. The methodology is not designed to test or assess a range of scenarios. IACC has requested that Horizon model different possible scenarios with relation to the possible residence of Horizon workers with school aged dependants in order	WLIA methodology and study areas have been submitted and Horizon's position is in the WLIA (APP-432). Horizon considers that the methodology and study area adopted are appropriate.	Ongoing	Further discussions required between Horizon and IACC

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					to model impact scenarios in Anglesey schools.			
	Baseline and Data Collection	WLIA Baseline	IACC 0080	Section A.6, Volume A of the WLIA and Appendix A7-1 (APP-432)	The baseline data presented in the WLIA does not provide a detailed, community level profile of the range of the current use of Welsh within key community social networks, community activities and voluntary / community groups. While the IACC has conducted an initial profile of community language use, a robust linguistic profile of all communities within Anglesey as well as the KSA is required which notes in some detail the range and nature of community based ventures that work through the medium of Welsh or bilingually in order to have clear view of the situation as it is at present. This would assist with forming a more fine-grained analysis of the current baseline data and assist in the task of assessing what linguistic changes will or may take place over time and whether further remedial steps will need to be taken to mitigate and enhance community level use of Welsh.	The WLIA Baseline has been submitted and Horizon's position is in the WLIA (APP-432). The baseline has been reviewed by the Welsh Language Impact Assessment Steering Group and Horizon's considers it is robust.	Ongoing	Further discussions required between Horizon and IACC

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		National and Local Language Policies	IACC 0081	Section A.2, Volume A of the WLIA (APP-432)	IACC is not convinced that the mitigation and monitoring strategies from a Welsh language and culture perspective fully meet with National and Local Language Policies. Without being strengthened as set out in the Welsh Language and Culture Chapter of IACC's LIR, the Council remains concerned that Policy tests in the Anglesey and Gwynedd Joint Local development Plan (July 2017) will not be met. These requirements are detailed in the Welsh Language and Culture Chapter of the IACC LIR.	Horizon acknowledges the national and local language strategies and where possible, seeks to support the IACC. Focus of mitigation and enhancement measures workshops reflected the key themes of IACC's Welsh Language Strategy (which in turn reflects Welsh Government strategy i.e. a million Welsh speakers by 2050) and the IACC detailed Welsh Language Plan (which is updated on an annual basis). Horizon's view is that the WLIA gives the appropriate consideration to adopted national and local language strategies as set out in Section A.2, volume A of the WLIA [APP-432].	Ongoing	Further discussions required between Horizon and IACC
	Modelling and Assumptions	Modelling and Assumptions	IACC 0082	Volumes A-G of WLIA and WLCMES - Appendix B4-1 (APP-432) C1 of the Environmental Statement ((APP-088)	IACC is still unclear on the level of dependants anticipated to be associated with the Project. The IACC are still unclear on how many workers will bring their families and how many school aged children will be attending local schools.	In relation to modelling and assumptions, Chapter A5 of the WLIA (Examination Reference Number APP-432) presents Horizon's position on methodology. The socio-economic assessment presented in chapter C1 of the Environmental Statement (APP-088) considers the demand for school places as a result of families moving into the KSA with non-home-based workers.	Ongoing	Further discussions required between Horizon and IACC

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
	Assessment	Consideration of Welsh culture alongside Welsh language	IACC 0083	WLIA (APP-432)	<p>IACC has welcomed and commented on the Horizon Golden Thread Note.</p> <p>IACC recognises Horizon's current engagement and commitment in advocating the Welsh language as a 'Golden Thread' throughout all aspects of its project. The Development Consent Order (DCO) application, however, has not caught up with this and the documentation does not sufficiently reflect this commitment. In particular, the Workforce Accommodation Strategy) and Workforce Management Strategy do not have robust thresholds for reporting and monitoring the spatial distribution of workers in order to minimise the potential effects of a large temporary workforce on the use of the Welsh language within local communities.</p>	Horizon's provision is that the assessment within the WLIA has taken into consideration social and cultural aspects. Horizon is committed to supporting and enhancing Welsh language and culture as well as mitigating adverse effects which are likely to arise. Horizon has developed a Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMES) (see WLIA appendix B4-1) working alongside language planning specialists. The methodology for developing mitigation and enhancement measures is presented in greater detail in WLIA appendix B4-1. Schedule 1 of the draft s.106 agreement secures mitigation with regard to the Welsh language and culture. It is acknowledged that IACC have yet to provide detailed comments on these terms.	Ongoing	Further discussions required between Horizon and IACC
		Effect of incoming workers and their dependents on school/language	IACC 0084	Volumes B of WLIA and WLCMES - Appendix B4-1 (APP-432)	IACC welcomes Horizon's commitment in Measure 13 to collect aggregate and anonymise data on partners and children moving in to the KSA. The commitment is also in line with IACCs insistence that the early sharing of the data is essential to put the necessary mitigation plans in place. In the	Horizon is committed to monitoring the impacts of the Project on the Welsh Language and Culture and is developing mitigation as appropriate to address these impacts. This would include monitoring dependents of workers and the schools that they choose to attend.	Ongoing	Further discussions required between Horizon and IACC

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Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	IACC Position	Horizon Position	RAG	Action required to inform further discussion on the issue
		immersion centres' capacity and use of Welsh language within schools			<p>absence of data, mitigation measures will have to be developed and funded on a worst case scenario.</p> <p>IACC's position is that an influx of children (the majority who are likely to be non-Welsh speaking) will have a significant effect on the use of the Welsh language and therefore Horizon needs to be pro-active in terms of forward-planning for those effects via mitigation measures.</p> <p>Based on current capacity and anticipated growth in need for additional support, the Authority has identified the need for Horizon to fund the employment of:</p> <ul style="list-style-type: none"> • an additional 5 Welsh immersion teachers to meet anticipated primary school pupil needs (2.5 equivalent in each of 2 additional language centres) • 5 specialist Welsh immersion teachers and 5 Welsh immersion (Level 3) classroom assistants (i.e. 1 teacher and 1 classroom assistant in each of Anglesey's 5 secondary schools) to meet 	<p>A measure relating to continuous monitoring has been added to the WLIA (WL&CMES - Appendix B4-1) (APP-432): 'Horizon will implement the Welsh Language and Culture Mitigation and Enhancement Strategy prior to and throughout the construction period of the Project. Horizon will monitor and report on compliance with the Welsh Language and Culture Mitigation and Enhancement Strategy to the Welsh Language and Culture Sub-Group and Horizon's Welsh Language policy will be reviewed on an annual basis. This will be secured through the draft s.106.</p>		

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					<p>anticipated KS3 pupil needs</p> <ul style="list-style-type: none"> An additional 2 English and as Additional Language (EAL) teachers to support children aged 7 and over for whom English is an additional language on arrival in Anglesey schools. <p>This provision will need to be funded and established well in advance of the <u>arrival of the first Horizon worker children</u> to ensure that the provision is in place and well-embedded in time for the first arrivals. This support will need to be ongoing through the construction, operation and decommissioning phases. In the absence of precise figures agreed by both parties, planning on the basis of reasonable worst case scenario will be necessary.</p>			
		Increased demand for accommodation affecting affordability of housing for local people	IACC 0085	Volumes B of WLIA and WLCMES - Appendix I1 (APP-432)	<p>IACC's position is that further detail on the approach to the Workforce Accommodation Strategy and how it could be used to direct construction workers to areas where effects on the Welsh Language and Culture could be reduced, or benefits enhanced.</p> <p>Whilst IACC welcomes Measure 24 Horizon has developed its WLCMES for the run up and construction phases</p>	<p>Horizon is committed through the s.106 to monitoring the impacts of the Project on the Welsh Language and Culture and is developing mitigation as appropriate to address these impacts.</p> <p>A measure relating to continuous monitoring has been added to the WLIA (WL&CMES - Appendix B4-1) (APP-432): 'Horizon will implement</p>	Ongoing	Further discussions required between Horizon and IACC

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					of the Project only. IACC requires Horizon to agree: 1. to implement the WLCMES and its annual action plans annually throughout the construction, operation and decommissioning periods; and to establish procedures to monitor and evaluate annually throughout all three phases of the project.	the Welsh Language and Culture Mitigation and Enhancement Strategy prior to and throughout the construction period of the Project. Horizon will monitor and report on compliance with the Welsh Language and Culture Mitigation and Enhancement Strategy to the the Welsh Language and Culture Sub-Group and Horizon's Welsh Language policy will be reviewed on an annual basis. This will be secured through the draft s.106.		
	Mitigation	Lack of detail with regards to proposed timescales for delivery of mitigation and enhancement measures	IACC 0086	WLCMES - Appendix I1 of WLIA (APP-432)	IACC's position is that there is insufficient detail in the WLCMES on the monitoring of each individual measure, and in particular, in relation to costs, delivery mechanism and timescale.	Horizon's position on mitigation and enhancement measures is highlighted in the WLIA (APP-432). This will be secured through the draft s.106.	Ongoing	Further discussions required between Horizon and IACC
		Welsh Language and Culture (WLC) Coordinator	IACC 0087	WLCMES - Appendix I1 of WLIA [APP-432]	The IACC welcome the commitment to appoint a WLC Coordinator to assist in the further development, implementation and monitoring of an agreed programme of actions. IACC is very disappointed that the recruitment process, in which Horizon gave an undertaking to involve the IACC, has not commenced. However, there is	The draft s.106 secures a Horizon employed Welsh Language and Culture Coordinator. This person has now been appointed by Horizon and started in post on 5 th November 2018. In addition, Horizon is funding a Welsh language officer at IACC,	Ongoing	Further discussions required between Horizon and IACC

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					concern about the lack of details regarding specialist capacity required to carry out the role effectively. The post will require bilingual human resource capacity (applying the formula of 1 HR officer per 110 staff) and Welsh Language tutors. In addition, the IACC considers that for the necessary influence to be brought to bear within Horizon the post holder's position needs to be at a senior level.	through the draft s.106 agreement.		
		WLCMES Terms of Reference	IACC 0088	WLCMES - Appendix I1 of WLIA (APP-432) Mitigation Route Map (APP-422) DCO s.106 Status Note (REP1-010)	The IACC welcomes the overall mitigation measures proposed but requires some further amendments before IACC is in full agreement with the WLCMES as detailed in the Welsh Language and Culture section of IACC's LIR.	The measures set out in the WLCMES are secured in Schedule 1 of the draft s.106 agreement.	Ongoing	Further discussions required between Horizon and IACC
		Appointment of specialist Linguistic Planner	IACC 0089	N/A	Arad Research have been appointed by Horizon as specialist linguistic planners, and their role includes facilitating the workshops with key stakeholders and community groups, the feedback from which formed the basis for the WLCMES. Arad also acted as reviewers for the WLIA, including specific review of methodology and study areas.		Agreed	

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		Community Impact Fund	IACC 0090	Mitigation Route Map (APP-422) DCO s.106 Status Note (REP1-010)	The nature and complexity of the project highlights the need for a specific fund to cover unforeseen circumstances. The extent of the Community Fund and its parameters for use and hence the effectiveness of the mitigation it can supply are not agreed.	The Community Fund, the purpose of which is to mitigate intangible or residual impacts on communities, is secured through the draft s.106 agreement.	Ongoing	Further discussions required between Horizon and IACC
		Lack of focus on northern part of Anglesey	IACC 0091	Volume B and C of WLIA (APP-432)	There has been project intensification in north of the island. Site campus will now accommodate up to 4000 workers. There are no specific mitigations to address this geographical intensification in the Wylfa Newydd Development Area. There seems to be an acceptance that 4,000 workers will locate to the Site Campus, and therefore there does not seem to be any clarity regarding the potential failure of this approach and should this be the case the effects on communities in the north of the island or elsewhere should workers decide to move to other locations.	The Site Campus is embedded mitigation to address the impact of the Wylfa Newydd workforce. Schedule 1 of the draft s.106 agreement includes extensive mitigation, including induction packs for the workforce and provision of Welsh language and culture awareness training. The assessment presented in the WLIA (APP-432) considers effects on Welsh language and culture at different geographical scales, including at KSA, sub-divisions of the KSA and at ward level. The assessment is based on the predicted distribution of construction workers and their families from the results of the gravity model.	Ongoing	Further discussions required between Horizon and IACC

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						It is considered by Horizon that the assessment is robust.		
		Upfront investment prior to FID	IACC 0092	WLIA and WLCMES - Appendix I1 (APP-432)	<p>Due to huge scale of the Project there is a need for early mitigation/intervention.</p> <p>The WLCMES currently lacks commitment to commence some mitigations early to allow for adequate lead in time.</p> <p>Immediate investment and intervention is required in order to plan mitigations effectively with particular focus on the North of the island in the initial stages. Where there is a lack of data, reasonable worst-case scenarios must be assumed.</p> <p>Based on current capacity and anticipated growth in need for additional support (see LIR Chapter on Welsh Language and Culture for further details), the Authority has identified the need for Horizon to fund the employment of: an additional 5 Welsh immersion teachers to meet anticipated primary school pupil needs (2.5 equivalent in each of 2 additional language centres);</p> <p>5 specialist Welsh immersion teachers and 5 Welsh immersion (Level 3)</p>	<p>Horizon acknowledges that the timing of mitigation measures varies, depending on the perceived effect and the lead-in time required for certain measures to become operational.</p> <p>Schedule 1 of the draft s.106 agreement contains extensive mitigation measures for the Welsh language and culture. Funds for the peripatetic teacher service is payable annually from implementation. In addition, the draft SPC s.106 agreement provides for a Welsh language and culture contribution of £66,000.</p> <p>A Welsh Language Officer contribution and Community Translation Service contribution is also payable on implementation.</p> <p>Horizon's response to detailed points raised by IACC in their LIR will be provided at Deadline 3. At the time of writing, Horizon has not had sight of IACC's LIR.</p>	Ongoing	Further discussions required between Horizon and IACC

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					<p>classroom assistants (i.e. 1 teacher and 1 classroom assistant in each of Anglesey's 5 secondary schools) to meet anticipated KS3 pupil needs.</p> <p>An additional 2 English and as Additional Language (EAL) teachers to support children aged 7 and over for whom English is an additional language on arrival in Anglesey schools.</p> <p>More detailed, community level language profiling (extending the initial work IACC has conducted, see Welsh Language and Culture chapter of LIR) will be required to provide an adequate baseline in advance of the commencement of the project. Funding for procuring the expertise in developing such a baseline and monitoring methodology will be required.</p> <p>Funding of Community Involvement Officers to start the work of strengthening the language community well before the in-migration starts to take place. Funding is required from Horizon to enable the IACC to undertake this process in the near future as these services would need to</p>			

TOPIC NO.6

IACC SoCG – Welsh Language and Culture

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					be well established prior to any construction work in order to overcome any initial teething difficulties.			
		Upgrade science, technology, engineering and maths (STEM) Facilities	IACC 0093	WLCMES - Appendix I1 of WLIA (APP-432)	<p>IACC agrees with the scope of Mitigation Measure 14.</p> <p>Mitigation Measure 15: As well as its current investment in the STEM facilities of Anglesey Schools and the Coleg Llandrillo Menai site in Llangefni, it is important for this investment to also include an emphasis on the value in pursuing careers in STEM subjects either wholly or in art through the medium of Welsh. This issue does not feature in the Welsh Language Impact Assessment or the WLCMES at present. Including such an emphasis in any publicity material and associated documentation will allow a more meaningful progression from schools to further and higher education (where the Coleg Cymraeg Cenedlaethol plays an important role in promoting the study of STEM subjects through the medium of Welsh) and on to employment with Horizon (where, again, an emphasis will be placed on the value of being a bilingual employee).</p>	<p>In terms of promoting the value of STEM subjects, Appendix I1 of the WLIA (APP-432), the WLCMES, notes the following:</p> <ul style="list-style-type: none"> Measure 14: 'Horizon will continue to develop and provide bilingual educational support (e.g. classroom materials) for primary and secondary pupils as well as further education students. Horizon currently employs an Education Programme Co-ordinator who co-ordinates the development of bilingual educational activities which are published on their website (See https://www.horizonnuclearpower.com/education)'. Measure 15: 'Horizon will maintain the Wylfa Newydd apprenticeship scheme and continue to provide the 'Work Insight Week', or an equivalent scheme, to young people'. 	Ongoing	Further discussions required between Horizon and IACC

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IACC SoCG – Welsh Language and Culture

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					<p>IACC also requires that a more robust scheme than that which is currently proposed be developed to encourage and facilitate the post appropriate up-skilling of local residents. Horizon notes how it will seek to encourage Welsh speakers to progress into various employment roles with them or with their contractors (WLCMES Mitigation Measure 4). At present, no explicit emphasis is placed on the value of the Welsh language in these roles and in STEM subjects more broadly. This omission must be rectified. If the Wylfa Newydd DCO Project is to have a positive impact on the ability of young Welsh speakers to gain employment with Horizon (either directly or as a contractor), considerable emphasis will need to be placed on the various plans mentioned in the WLCMES (Mitigation Measure 4), including the production of Career Route Maps and Job Profiles, and the contribution of staff and contractors to various role model activities. Again, there is a need to ensure that these are effective role models, i.e. Welsh speakers working in a variety of roles and, ideally, ones who use the Welsh language in their roles.</p>	<ul style="list-style-type: none"> Measure 4: 'Horizon will distribute, on a regular basis, information on career opportunities at Wylfa Newydd to local communities and young people including the bilingual Wylfa Newydd 'Career Route Maps' and Job Profiles. Horizon will develop role model activities and resources to encourage awareness of career opportunities within the community Welsh-speaking Horizon staff (including Welsh-learners) and local suppliers will be involved and front these 'role model' activities and resources such as case study video clips, written materials, presentations in schools'. <p>These measures are secured via Schedule 1 of the Section 106 agreement.</p> <p>The Mitigation Route Map (APP-422) also notes that:</p> <ul style="list-style-type: none"> Through the Jobs and Skills 		

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						<p>Strategy (8.3), and the work of the CIO, Horizon will encourage education in, and recruitment into, professions that are relevant to the Project through the promotion of STEM subjects and related improvements to secondary school infrastructure. This will have indirect benefits to public sector professions that will regulate the Project.</p> <p>These will all be secured through the draft s.106 (as set out in the Mitigation Route Map (APP-422)).</p>		
		Mitigation securing mechanisms	IACC 0094	<p>WLIA and WL&CMES - Appendix I1 [APP-432]</p> <p>Mitigation Route Map [APP-422]</p> <p>DCO s.106 Status Note (REP1-010)</p>	The mitigation measures in the WLCMES need to be enhanced for Horizon to demonstrate its full commitment to treating the Welsh language and culture as a 'Golden treads'. These amendments are detailed in the Welsh Language and Culture section of IACC's LIR.	The draft s.106 secures the mitigation related to Welsh Language and Culture. Horizon will continue to discuss the detailed provisions in the draft s.106 with IACC.	Ongoing	Further discussions required between Horizon and IACC

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		Approach to monitoring	IACC 0095	<p>WL&CMES - Appendix I1 of WLIA (APP-432)</p> <p>Mitigation Route Map (APP-422)</p> <p>DCO s.106 Status Note (REP1-010)</p>	<p>The senior management group accountable for the delivery of WLCMES and Corporate Language Policy should include representatives from across the various operational areas of Wylfa Newydd and report on progress in implementing WLCMES to the Welsh Language Commissioner and External Steering Group on an annual basis.</p> <p>The External Steering group should be convened by IACC and chaired independently. Costs associated with ESG to be covered by Horizon.</p> <p>An independent evaluation of the impact of the progress of the WLCMES will be conducted annually by IACC with suitable compensation provided by Horizon to offset the cost of providing / procuring a robust monitoring and evaluation service.</p> <p>There should be continuous monitoring of workers, the developing patterns of where they choose to live and dependents.</p> <p>IACC also notes that whilst Horizon commits to data collection on families moving into the area, no such commitment is made to collect data on</p>	<p>Horizon's internal management group will continue to operate to:</p> <p>(a) provide internal oversight of the Developer's Welsh language commitments and performance including its Welsh Language Policy; and</p> <p>(b) to assist the Welsh Language and Culture Coordinator in the delivery of the Welsh Language and Culture Mitigation and Enhancement Strategy.</p> <p>Discussions are ongoing with regard to the detailed terms of reference for the Welsh Language and Culture Sub-Group.</p> <p>The draft s.106 includes provisions for the evaluation of the WLCMES. There is not agreement on the frequency of this monitoring and further discussions are required.</p> <p>Schedule 1 of the draft s.106 includes provision for the monitoring of Welsh language skills and this is proposed to be reported quarterly to the Welsh Language and Culture Sub-Group.</p>	Ongoing	Further discussions required between Horizon and IACC

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IACC SoCG – Welsh Language and Culture

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					the language skills of its workforce and to update this data periodically. This baseline information is vital to establish a baseline for language skills progression of its workforce. Horizon adoption of a Welsh Language Skills Strategy as part of its Corporate Language Policy and WLCMES will provide the mechanism for this.			

<p>TOPIC NO. 7</p> <p>IACC SOCG – HOUSING AND ACCOMMODATION STRATEGY</p> <p>Please note that for ongoing positions, these are the respective positions of each party and should not infer agreement of the other party to the accuracy of the statements made.</p>								
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HOUSING AND ACCOMMODATION STRATEGY								
Housing and Accommodation Strategy	Method	Baseline capacity stock	IACC 0096	Workforce Accommodation Strategy (APP-412)	The IACC's position is that agreement has not been reached on the baseline and quantum of PRS capacity; non-caravan tourist capacity or the position on owner-occupied sector and caravans. The IACC has put forward alternative numbers for Horizon's consideration.	<p>At the meeting on 18/10/18 IACC committed to providing a definitive view of the level of capacity that it thinks is available for Horizon to review. At the meeting it indicated that it thought 10% of annual turnover in the PRS and owner-occupied sectors would be a reasonable assumption. This is lower than Horizon has assumed, but not to the extent that the gap could not be closed through mitigation.</p> <p>For tourist accommodation, Horizon believes that IACC’s June 2018 Bed stock Survey demonstrates that there is bot capacity during the summer peak and interest from landlords in letting to workers.</p> <p>Horizon acknowledges that there is some uncertainty and that management and mitigation, which are included within the DCO and draft s.106 agreement, will be required to deal with the risks that arise as a result of that uncertainty.</p>	Ongoing	Further discussion required with IACC and Horizon
	Modelling and Assumptions	Distribution of Workers	IACC 0097	Workforce Accommodation Strategy (APP-412)	IACC's position is that further discussion is required on the distribution of workers. This should be spatial distribution of workers & distribution within each accommodation sector/type/tenure.	<p>Horizon's position is that the Gravity Model presents a best fit approach to inform assessments of the distribution of workers. The assumptions, methodology and purpose of the Gravity Model has been discussed between both parties and there is general agreement on this approach.</p> <p>The distribution in the GM is the basis of the assessment in the ES. The WAMS can be used to achieve different distributions by location and sector as agreed with IACC.</p>	Ongoing	Further discussion required with IACC and Horizon
	Assessment	Assessment of PRS supply	IACC 0098	Workforce Accommodation Strategy (APP-412)	The IACC are concerned that the lack of appropriate evidence base for PRS means that there is a corresponding inaccuracy in the assessment of available capacity.	<p>Horizon has used a number of existing sources to determine supply in the PRS sector. The evidence base for PRS uses best available assumptions which are confirmed in the note "data sources for gravity model" issued to the SoCG Coordination Group. At the 18/10/18 meeting, IACC committed to providing more detail on its own assessment for Horizon to review.</p> <p>Horizon has reviewed IACC’s letter and position paper (October 2018) which sets out how reducing void periods could increase capacity and Horizon broadly agrees with this analysis.</p> <p>Horizon is proposing that actual take-up of PRS accommodation will be monitored and mitigated through the WAMS and Housing Fund to ensure that there is not an unacceptable impact on the PRS sector.</p>	Ongoing	Further discussion required with IACC and Horizon
		Accommodation Supply	IACC 0099	<p>Workforce Accommodation Strategy (APP-412)</p> <p>Draft Heads of Terms for Planning Obligations</p> <p>Mitigation Route Map (APP-422)</p>	The IACC considers that the overall approach to assessing impacts on all types of accommodation is based on the availability of bed spaces and does not take into account the way in which accommodation would be let. The use of bedspaces underestimates the demand and therefore the pinch points identified in the PRS, latent and owned accommodation may be worse than identified. The impacts on accommodation should be reassessed by considering the availability of whole properties.	Some PRS will be let by room and some as whole properties, taken by individuals or by groups of workers or contractors. Most workers are unlikely to take properties with spare rooms as they will seek to keep their costs to a minimum so take-up of bedspaces will broadly match availability. Horizon has taken a conservative approach to assessing the availability of accommodation and in most cases is anticipating that its workforce will only be using a small percentage of available supply. Horizon acknowledges this need to be monitored and proposes that issues are addressed through the Housing Fund and monitoring to address actual impact of workers. Horizon has also agreed to carry out sensitivity tests to determine likely effects on PRS should the distribution of workers be different than that set out in the Gravity Model.	Ongoing	Further discussion required with IACC and Horizon

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IACC SOCG – HOUSING AND ACCOMMODATION STRATEGY

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		Increased demand for accommodation affecting affordability of housing for local people	IACC 0100	Welsh Language Impact Assessment Overarching Code of Construction Practice (CoCP) (APP-414) Draft Heads of Terms for Planning Obligations Development Consent Order Section 106 Agreement Status Note (REP1-010)	IACC's position is that further detail on the approach to the WAMS and how it could be used to direct construction workers to areas where effects on the Welsh Language and Culture could be reduced, or benefits enhanced.	<p>The WAMS as referred to in the draft s.106 agreement, commits Horizon to monitor a number of aspects.</p> <p>The WAMS will:</p> <ul style="list-style-type: none">• Maintain a database of suitable properties offered by landlords and providers, including Horizon's own TWA.• Provide a means for workers to search for housing that meets their needs and be put in contact with the property owners or their agents.• Capture and record data about the choices of workers, and provide reports on this data to be used for management purposes. <p>It will also mean collecting monitoring data and reporting on it to stakeholders and using that data to help guide workers' choices and achieve better outcomes for local communities. Monitoring will also help inform and target mitigation measures, for example those aimed at the Welsh language and culture.</p> <p>In addition to this monitoring, the draft s.106 agreement secures a Housing Fund.</p>	Ongoing	Further discussion required with IACC and Horizon
	Mitigation	Construction Workers Accommodation Management Strategy (CWAMS)	IACC 0101	Workforce Accommodation Strategy (APP-412) Draft Heads of Terms for Planning Obligations Development Consent Order Section 106 Agreement Status Note (REP1-010)	The IACC notes that WAS ignores the stated objective of delivering legacy accommodation and skips straight to the provision of an on-site campus to deliver temporary workers accommodation (TWA). The IACC expects the strategy to provide commitment with regards to delivering legacy in order to manage expectations and to provide an indication of the possible legacy.	Legacy will be delivered through the Housing Fund, the purpose of which is to bring forward both new supply and re-use of empty homes.	Ongoing	Further discussion required with IACC and Horizon
		Construction Workers Accommodation Management Strategy (CWAMS)	IACC 0102	Workforce Accommodation Strategy (APP-412) Draft Heads of Terms for Planning Obligations Development Consent Order Section 106 Agreement Status Note (REP1-010)	The IACC has sought further clarity on the nature, extent and timing of the WAMS and how it will influence worker choices and take potential capacity thresholds into account. The success / effectiveness of the WAMS as a tool to manage worker accommodation impacts will be diluted if its use is optional. This should be mandatory. The IACC requires confirmation as to whether the Strategy is applicable to the whole workforce or only to those which Horizon will directly employ. The IACC requires the Strategy to be developed for the whole workforce.	Horizon acknowledges that there is further work to be done on the detailed management of the WAMS, including how thresholds will be implemented. The intention is that workers will be registered by the WAMS by default. Horizon will expect its use by sub-contractors and will enforce it down the supply chain. The WAMS operator will also have performance targets relating to what proportion of workers actually use it. The workforce management principles states that all personnel must register with the Workforce Accommodation Management Service.	Ongoing	Further discussion required with IACC and Horizon

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				Workforce Management Strategy (APP-413)				
		Worker Accommodation Management Service	IACC 0103	Workforce Accommodation Strategy (APP-412) Draft Heads of Terms for Planning Obligations Development Consent Order Section 106 Agreement Status Note (REP1-010)	IACC welcomes the commitment to the WAMS as previously confirmed, however there is insufficient detail on how the WAMS will be managed and how the role of the Oversight Board will be effective in managing demand and mitigation measures. The IACC considers that the Board must have access to data about the whole workforce and have the necessary powers to intervene. The IACC note that this is not currently guaranteed in the strategy of the WAMS.	There is further work to be done on the management structure. The intention is to share data with the Oversight Board. The above is the current position in the submitted version of the WAS. The draft s.106 commits Horizon to establish the WAMS Oversight Board so that it is operational for the period of operation of the WAMS. Additional detail is provided in the draft s.106 agreement.	Ongoing	Further discussion required with IACC and Horizon
		Increasing housing supply	IACC 0104	Draft Heads of Terms for Planning Obligations Development Consent Order Section 106 Agreement Status Note (REP1-010)	The IACC consider that if houses are not built in line with the Joint Local Development Plan's (JLDP) trajectory or the supply is not increased in other ways to meet the increased demand, then there will be a shortfall of available houses which will adversely impact the PRS; local people's ability to afford a house; increased risk of homelessness and displacement etc.	Horizon is proposing a Housing Fund to deliver new homes to address impacts of the workforce, particularly on the PRS sector. Discussions are ongoing with the IACC on how many houses are required to be delivered and how this is best achieved.	Ongoing	Further discussion required with IACC and Horizon
		Commitment to bringing empty homes back into use	IACC 0105	Draft Heads of Terms for Planning Obligations Development Consent Order Section 106 Agreement Status Note (REP1-010)	Bringing empty homes back into use has always been part of Horizon's strategy for addressing the impacts of the Project. Horizon is working with the IACC to determine the number of homes that realistically can be delivered through such a programme and contributions requested from Horizon to deliver this.		Agreed	Further detailed discussion required on application of Housing Fund
		Commitment to support Latent, maintain quality of tourism accommodation, protect the tourism market, improve the quality of private rented accommodation, including landlord accreditation	IACC 0106	Workforce Accommodation Strategy (APP-412) Draft Heads of Terms for Planning Obligations Development Consent Order Section 106	The IACC's position is that Horizon should make a commitment to encourage Latent accommodation, to fund measures designed to ensure that the quality of tourism accommodation is not undermined following use by workers, support the Council, financially to monitor and enforce occupancy controls in existing caravan/tourer sites and of HMO's Private rented sector, support landlord accreditation. Horizon considers that this can be achieved through the Housing Fund, which is secured via the s.106, but this is not yet agreed by IACC.		Agreed	Further discussion required on scope of Housing Fund

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				Agreement Status Note (REP1-010)				
		Construction Worker Campus	IACC 0107	Workforce Accommodation Strategy (APP-412)	Campus has the potential to mitigate some effects upon the local housing market provided it is of sufficient size, attractive to workers and is phased appropriately (PAC3 suggests Phase 1 2021, 12mnths after construction works commence). IACC also needs certainty that the campus will be built and that it will be built and decommissioned in a phased manner. ES needs to include information on decommissioning and restoration and of the alternatives considered, including their environmental impacts. Issue to be revisited following receipt of Draft DCO and detail of on-site Campus.	The Phasing Strategy states that the Site Campus will be delivered in time for peak construction.	Ongoing	Further discussion required with IACC and Horizon
				Draft Heads of Terms for Planning Obligations				
				Development Consent Order Section 106 Agreement Status Note (REP1-010)				
				Phasing Strategy (APP-447)				
		Housing Fund	IACC 0108	Workforce Accommodation Strategy (APP-412)	The IACC welcomes the commitment to provide a Housing Fund. However, the strategy lacks detail in relation to the role, purpose and size of the Housing Fund in order to ensure the timely delivery of bed space provision (in the right locations) that the Worker Accommodation Strategy (WAS) relies upon to accommodate the workforce. There is also limited reference to funding officer time to deal with increase homelessness only. The IACC considers that the Housing Fund needs to be in place in advance of construction to support the provision of new accommodation including affordable and social homes for rent, prior to the arrival of construction workers on the Island. Timescales should be agreed with the IACC which should include a phased delivery of new accommodation ahead of and throughout the construction period.	The WAS relies substantially on existing accommodation and the Site Campus. The Housing Fund is there to address identified potential impacts in North Anglesey and to provide additional capacity elsewhere to insure against the risks of the impacts that IACC has identified. It can also be used, amongst other things, for a range of officer time (including enforcement and homelessness).	Ongoing	Further discussion required with IACC and Horizon
				Draft Heads of Terms for Planning Obligations				
		Accommodation Displacement	IACC 0109	Development Consent Order Section 106 Agreement Status Note (REP1-010)	IACC is concerned that demand from construction workers will make it more difficult for those currently on the housing waiting list to find accommodation whilst the most vulnerable are at risk of having rental contracts terminated by landlords, or simply out-competed in the market. There is also a risk of displacement of local people being able to afford properties in their communities, displacement of tourism accommodation etc.	The timing of release of the Fund is subject to further discussion.	Ongoing	Further discussion required with IACC and Horizon
				Workforce Accommodation Strategy (APP-412)				
		Accommodation Displacement	IACC 0109	Draft Heads of Terms for Planning Obligations	IACC is concerned that demand from construction workers will make it more difficult for those currently on the housing waiting list to find accommodation whilst the most vulnerable are at risk of having rental contracts terminated by landlords, or simply out-competed in the market. There is also a risk of displacement of local people being able to afford properties in their communities, displacement of tourism accommodation etc.	Horizon acknowledges these risks. It's planned monitor and manage approach is intended to avoid them, and where impacts do arise, to be able to use the Housing Fund to provide additional mitigation.	Ongoing	Further discussion required with IACC and Horizon
				Development Consent Order Section 106 Agreement Status Note (REP1-010)				

TOPIC NO.8

IACC SoCG - Transport and Infrastructure

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TRANSPORT AND INFRASTRUCTURE								
Transport	Overarching Strategy	Integrated Traffic and Transport Strategy (ITTS)	IACC 0110	<p>Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-107)</p> <p>Overarching Code of Construction Practice (CoCP) (APP-414)</p>	<p>The IACC support the ITTS in principle, in particular the aim of reducing vehicle trips as far as possible and aiming to limit the impact on transport infrastructure. However, the IACC has concerns about the detailed implementation of the ITTS, in particular the reliance on car sharing. Further details are provided to each issue below. Provided the improvements to the A5025 are implemented, monitoring and enforcement will be required to ensure that workers, delivery drivers etc. use this designated route (i.e. no use of 'rat runs' and unsuitable routes).</p> <p>IACC notes Horizon's proposals but does not agree that they will be effective.</p>	<p>Horizon is confident that the proposed controls within the WN CoCP and the sub-CoCPs (APP-414 – 420) will keep traffic impacts to a minimum and to an acceptable level as required by the NPS's. The CoCP contains measures to manage traffic impacts during construction, including how car sharing will work, the bus strategy, commitment to monitoring issues report by the public and stakeholders, (such as 'rat-running'). Further details, including recent changes to the CoCP, are provided below.</p> <p>Regarding rat-running concerns, a change is to be made to the Workforce Management Strategy at Deadline 4 stating that the Code of Conduct will include a clause requiring construction workers to stick to 'A' class roads and avoid 'B' class roads wherever practicable to avoid causing unnecessary nuisance and disturbance to local communities.</p> <p>Locals residents and stakeholders will be able to report issues associated with the use of unsuitable roads to the Transport Sub-Group which is proposed to manage and monitor traffic and transport issues for the Wylfa Newydd Project. IACC is proposed to be a member of this Transport Sub-Group which will have access to funds to undertake surveys and potentially implement management measures. The</p>	Ongoing	Further discussion required between Horizon and IACC

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						remit of this Transport Sub-Group is currently being negotiated with IACC. Car Sharing is covered later in this table.		
		Monitoring	IACC 0111	Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-107) Overarching Code of Construction Practice (CoCP) (APP-414)	To enable effective monitoring of the potential rise in traffic on Class II, III and Unclassified roads, the IACC are currently in the process of gathering baseline traffic data of roads that could be potentially used as 'rat-runs' to the Wylfa Newydd Development Area (WNDA), as identified within the IACC's previous letter dated 25th May 2018. The IACC are keen to agree upon the scope of the roads where Horizon is to monitor usage and condition during the construction stage in order to be able to assess whether there has been increased rise in use as a result of the construction of Wylfa Newydd.	Monitoring the usage and condition of Class II, III and Unclassified roads is not something Horizon is proposing to implement. If local communities suspect Horizon construction worker related traffic is using unsuitable routes to/from the WNDA, they can report the car registration plates to the hotline and/or e-mail address which will be set up and advertised to the public. If the car is registered to a Wylfa Newydd construction worker then appropriate action will be taken with that worker as it would be a breach in the code of Code of Conduct if they have used an inappropriate route to/from the WNDA. Local residents and stakeholders will also be able to report issues associated with the use of unsuitable roads to the Transport Sub-Group which is proposed to manage and monitor traffic and transport issues for the Wylfa Newydd Project. IACC will be a member of this Transport Sub-Group which will have access to funds to undertake road surface surveys and potentially implement management measures. The remit of this Transport Sub-Group is currently being negotiated with IACC.	Ongoing	Further discussion required between Horizon and IACC

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						Note however if any workers live in rural locations and drive to the WNDA, it may be unavoidable to use a Class II, III or other unclassified road for part of their journey to/from the WNDA. In such circumstances, this would not be classed as a breach of the Code of Conduct.		

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		Construction Worker Strategy (Car Sharing for construction workers)	IACC 0112	<p>Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-107)</p> <p>Overarching Code of Construction Practice (CoCP) (APP-414)</p> <p>Workforce Management Strategy (APP-413)</p>	<p>IACC's position is that the principle of car sharing and providing a Park and Ride facility on the island is welcomed. However, it is still of the opinion that Horizon should provide Park and Share (P&S) facilities at strategic locations which would assist in promoting more sustainable travel patterns to the Wylfa Newydd site and Park & Ride facility, as well as provide resilience, flexibility and a contingency provision to Horizon's Strategy.</p> <p>IACC believes Horizon's assumption of workers driving or walking to another workers' place of residence to car share is unrealistic, with workers likely to make informal arrangements (or formally via the database) to meet each near the A55/A5025/A487 corridor to car share the onwards journey. The geographic distribution of the workforce estimated by Horizon's gravity model, the proposed shift patterns and the churn of workers over the construction period of Wylfa Newydd continues to support the justification for Park and Share facilities.</p>	<p>Horizon's position is that evidence contained within the Transport Assessment demonstrates that the provision of a Park & Ride facility for 1,900 cars, and on-site parking for 1,900 cars (including 311 as contingency), and other travel management measures, provides an appropriate strategy to meet the requirements of the Project and mitigate impacts. The evidence provided in the Transport Assessment does not identify the need for additional Park and Share facilities.</p> <p>Horizon's DCO application contains all of the necessary parking (onsite and at Dalar Hir) to meet the requirements of the Wylfa Newydd Project and minimise the traffic and transport impacts of the Wylfa Newydd Project. Nevertheless, IACC's proposed Park and Share facility at Four Crosses could provide extra flexibility, for example as park and share facilities which could be available for workers car sharing</p> <p>Horizon considers its assumptions in relation to car sharing are entirely appropriate. See response in relation to car sharing later in the table.</p> <p>The principles within the Workforce Management Strategy (APP-413) also states that all personnel must use the transportation services and facilities provided as part of the Project (i.e. the Park</p>	Ongoing	Further discussion required between Horizon and IACC

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IACC SoCG - Transport and Infrastructure

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						and Ride Facility, shuttle bus services, and car sharing initiatives) to travel to the Wylfa Newydd Development Area.		

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		Early Years Strategy	IACC 0113	<p>Volume C Chapter C2.04 of the Environmental Statement (APP-101)</p> <p>Phasing Strategy (Examination Reference Number: APP-447)</p> <p>Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-107)</p>	<p>The IACC has consistently and repeatedly emphasised the need for an Early Years Strategy (the construction period for the Associated Developments, MOLF, A5025 improvements, Site Campus Phase 1, Site Grading, Earthworks and Excavations) which sets out the management and planning of construction traffic movements. Consideration shall also be required for scenarios whereby there is a delay to the construction/completion of such components as, but not limited to:-</p> <ul style="list-style-type: none"> • The A5025 On-line Highway improvements; • The A5025 Off-line Highway improvements; • The Marine Off-Loading Facility (MOLF); • Dalar Hir Park & Ride; and • Parc Cybi Logistics Centre. <p>To avoid this potential impact, Horizon should undertake Sensitivity Analysis to identify traffic volumes and impacts during different stages of the Wylfa Newydd early years construction period (i.e. pre-MOLF). From this analysis, the IACC seeks to agree upon acceptable volumetric thresholds/caps for maximum traffic levels along the A5025 for the early stages of the project. Such thresholds/caps would ensure that</p>	<p>As the Park and Ride, MOLF, Logistics Centre and Site Campus are key mitigation, the Phasing Strategy (including amendments to be submitted to the ExA at Deadline 4) provides time-bound commitments as to when Horizon will deliver each item.</p> <p>The Transport Assessment (APP-101) considers a robust and conservative scenario assessing when road traffic movements are at their highest, including providing assessment of the early years (2020) both with and without the A5025 Off-Line Highway Improvements. The Park and Ride Facility could open in stages to enable it to be used as soon as possible in the construction programme.</p> <p>It is important to note that by assessing 60% of all freight deliveries via the Marine Off-Loading Facility (MOLF) and therefore 40% by road, Horizon has assessed double the number of HGVs that is expected given the target is 80% via the MOLF and 20% via road.</p> <p>It should be noted that it is assumed that delays to the delivery of the MOLF do not mean that more material would be delivered by road. This is because Horizon is committed (via the CoCP) to constructing the Wylfa Newydd Project within the traffic levels and the split of material to be</p>	Ongoing	Further discussion required between Horizon and IACC

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					Heavy Duty Vehicle (HGV and Shuttle Bus) traffic would not introduce unacceptable levels of congestion, delay and undue environmental impact on sensitive receptors.	<p>delivered by MOLF and by road as assessed in the DCO application with traffic limits specified in paragraph 5.4.13 of the Wylfa Newydd CoCP.</p> <p>The Logistics Centre sub-CoCP is to be amended to state the following:</p> <p><i>“If the delivery of the Logistics Centre is delayed beyond the date specified in the Phasing Strategy, Horizon would work with the Isle of Anglesey County Council to identify suitable alternative traffic management arrangements which would provide similar beneficial facilities to the proposed Logistics Centre until the Logistics Centre opens.”</i></p>		
			IACC 0114	<p>Volume C Chapter C2.04 of the Environmental Statement (APP-101)</p> <p>Phasing Strategy (APP-447)</p>	<p>To-date, Horizon have not demonstrated with clarity how the:</p> <ul style="list-style-type: none"> • The A5025 On-line Highway improvements; • The A5025 Off-line Highway improvements; • The Marine Off-Loading Facility (MOLF); • Dalar Hir Park & Ride; and • Parc Cybi Logistics Centre <p>will be programmed/constructed in order to ensure the Project:-</p> <p>a) Does not have a negative impact on the existing condition of the A5025 (or any other road) prior to the A5025 online and offline improvements</p>	<p>a) The A5025 On-Line Highway Improvements have been approved under separate consent and do not form part of the DCO application. However within this application it is committed to resurface Sections 1,3,5,and 7, and provide completely new highway for sections 2,4,6 and 8 of the A5025. There are no proposals to improve the surface of the A5025 between the proposed Power Station Access Road Junction and the existing Power Station entrance. It is Horizons intention to conduct surveys of this section of the A5025, in liaison with IACC, in order to evaluate the condition of the road surface and potential risks of failure during the early construction stages of the Wylfa Newydd</p>	Ongoing	Further discussion required between Horizon and IACC

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					<p>b) Avoid the potential significant disruption to local residents and its construction programme.</p> <p>c) Does not impact upon the highway network during any overlap with other NSIP (i.e. North Wales Connection Project).</p>	<p>project. This will determine whether improvements are necessary, including appropriate timing of the works.</p> <p>b) Some disruption to the A5025 is inevitable during the construction of the A5025 Off-Line Highway Works. All efforts will be made to minimise impacts during construction of these important mitigation measures. The magnitude of these impacts in terms of noise, air quality impacts etc are described in the Environmental Statement for the Wylfa Newydd Project.</p> <p>c) The potential for overlap with works associated with the North Wales Connection has been considered as part of the transport analysis of the Wylfa Newydd Project (see paragraphs 5.3.2 to 5.3.4 and Appendix L of the Transport Assessment). Horizon is in regular discussions with the National Grid concerning the Projects and this is expected to continue to manage the delivery of the two projects where they overlap.</p>		
			IACC 0115	<p>Volume C Chapter C2.04 of the Environmental Statement (APP-101)</p> <p>Phasing Strategy (APP-447)</p>	<p>The IACC has further concerns that Horizon might increase the number of HGV movements (daily or monthly) on the road network in an attempt to recover any programme delay. Such a scenario is currently evident at HPC, whereby the developer recently applied to uplift the quarterly maximum 500no HGV movements by 50% as a result of a</p>	<p>This is not proposed and does not form part of the DCO application. Horizon has committed via the CoCP to capping HGV movements to the levels assessed in the DCO Transport Assessment (40 per hour and 160 per day, per direction, along the A5025). These caps could not be breached without further assessment being undertaken and agreement with IACC in</p>	Ongoing	Further discussion required between Horizon and IACC

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					delay to the delivery of the jetty, with the local community raising significant concerns. To avoid this potential impact, Horizon should undertake Sensitivity Analysis to identify traffic volumes and impacts during different stages of the Wylfa Newydd early years construction period (i.e. pre-MOLF). From this analysis, the IACC seeks to agree upon acceptable volumetric thresholds/caps for maximum traffic levels along the A5025 for the early stages of the project. Such thresholds/caps would ensure that Heavy Duty Vehicle (HGV and Shuttle Bus) traffic would not introduce unacceptable levels of congestion, delay and undue environmental impact on sensitive receptors.	advance. Note that the application at HPC for a temporary increase in the maximum HGV cap was consented successfully with the Local Authorities. The early years have been assessed under two different 2020 scenarios, with and without the A5025 Off-Line Highway Improvements. The results of this assessment are provided in Chapter 11 of the DCO Transport Assessment submitted as part of the application (see Table 11-1 and Table 11-4) Volumetric caps on HGV movements are provided in paragraph 5.4.13 of the CoCP. Discussions are currently ongoing within Horizon regarding changes to the CoCP in relation to the Early Years. The outcomes of the discussions will be shared in due course with IACC.		
		Park and Ride/Car Share Strategy	IACC 0116	Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-107) Overarching Code of Construction Practice (CoCP) (APP-414) Design an Access Statement Volume 1-3 (Examination	IACC's position is that further evidence is required to justify the strategy and car share factors along with enforcement and promotion measures that will lead to such factors being achieved. There remains a lack of detail around the car sharing ratio and the monitoring and enforcing of 3 workers per car travelling to site. Horizon states that this is implemented during peak year of construction only, IACC's stance is that this should be enforced throughout the whole construction phase of the project. Reduction of parking spaces from 5,800	The Overarching WN CoCP (APP-414) sets out in 5.4.9 and 5.4.10 how Horizon will promote car sharing using appropriate methods. The car sharing strategy will be promoted, monitored and managed and enforced by Horizon through its supply chain. The WN CoCP is to be updated with the following revised text at Deadline 2 regarding car sharing: <i>"During the majority of the construction programme, most of the construction workers wishing to drive to the WNDA Site</i>	Ongoing	Further discussion required between Horizon and IACC

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				Document Reference APP-407- APP-410)	(PAC2) to 3,800 (PAC3) does not provide sufficient parking spaces. The proposed increase from 1,000 to 1,900 parking spaces on-site required further detail as to who is allowed to park on site, where will the workers living in the site campus park, will workers living in North Anglesey be expected to travel to Dalar Hir etc.	<p><i>or Park and Ride Site will be required to car share Horizon will target an average car share ratio of 2.0 people per car in the peak construction year.”</i></p> <p><i>Horizon will therefore implement a car-sharing database which will likely utilise internet and mobile phone based applications to match workers who wish to drive to the WNDA or Park and Ride sites. The Construction Workers Accommodation Management Portal will be used as a basis to form the database.</i></p> <p><i>The level of car sharing required will vary depending on the number of construction workers, the availability of parking spaces, and the number of construction workers travelling to site by non-car modes such as shuttle buses, amongst other factors. Vehicle occupancy requirements, and changes to them, will be advertised clearly to all construction workers well in advance.</i></p> <p><i>The existence of such a database and matching system will be communicated to all employees, including that non-adherence to the car-share policy could result in refusal of entry to the WNDA or Park and Ride car parks.”</i></p> <p>Horizon firmly believes that its car share strategy and target of an average of 2.0 workers per vehicle in the peak year is</p>		

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						<p>appropriate and achievable. Paragraph 6.3.13 of the Transport Assessment identifies potential challenges with delivering car sharing at an organisation (e.g. spread of home locations, need for flexibility). Paragraphs APP-101 and 6.3.15 then identify why these constraints are less relevant for the Wylfa Newydd Project and why car sharing is more feasible than for a typical development e.g. an office.</p> <p>The Transport Assessment sets out the parking provision. 1,900 spaces are proposed at Dalar Hir and 1,900 spaces proposed at the WND A). The CoCP contains commitments to how the transport strategy will be implemented and monitored. Parking at the WND A will be prioritised for those that car share to the highest ratios, disabled workers, and those that cannot use any alternative mode other than car to access the site. It is not expected that workers who live in north Anglesey would travel to Dalar Hir, they will be encouraged to car share or use a bus service. The time saved by using such options would sufficiently disincentivise travel to Dalar Hir.</p> <p>The principles in the DAS for the Site Campus also states that we will provide appropriate levels of disabled and light goods vehicle parking spaces on site.</p>		

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			IACC 0117	<p>Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-107)</p> <p>Overarching Code of Construction Practice (CoCP) (APP-414)</p>	<p>To-date, Horizon have relied on the assumption that workers will be willing to walk or drive to another workers place of residence to car share, based on living close to each other or directly en-route. The IACC disagrees with this assumption due to it being unrealistic and overambitious; whereas the Authority believes the combination of the estimated geographic distribution of the workforce, the churn of workers over the construction period and the emphasis on car sharing imposed by Horizon will inevitably lead to workers making informal arrangements (or formally via the proposed database) to meet each other near the strategic road network. It is currently envisaged workers will meet near such locations as junctions 6, 7 and 8 of the A55, including other areas on the mainland, to car share the onward journey either to Dalar Hir Park & Ride or directly to the Wylfa Newydd Development Area (WMDA). This reflects current practice by workers car sharing on the island.</p> <p>Within the DCO documentation, Horizon have stated that any worker failing to adhere to their agreed and chosen route to work (e.g. car share arrangement or bus route) will be refused entry through appropriate enforcement measures and potentially be given a formal warning.</p>	<p>Horizon has committed through the Workforce Management Strategy (WMS) to discipline any worker caught fly-parking. Paragraph 2.2.1 of the WMS states that <i>“Any personnel found to be parking outside designated areas (or ‘fly parking’) will be disciplined”</i>.</p> <p>Issues of fly parking could be reported by local residents or stakeholders via the enquiries and complaints procedures (as secured in the WN CoCP, APP-414) to the Transport Sub-Group which is proposed to manage and monitor traffic and transport issues for the Wylfa Newydd Project. IACC will be a member of this Transport Sub-Group which will have access to funds to undertake surveys and potentially implement management measures. The remit of this Transport Sub-Group is currently being negotiated with IACC.</p> <p>Regarding HPC - The Local Authorities in Somerset have publicly praised EDF in recent Transport Forum meetings on their swift and effective action in resolving fly-parking issues successfully in the local community. It is clear that so far EDF are successfully managing fly parking and Horizon plans to do the same for Wylfa Newydd to minimise any inconvenience to the local community.</p> <p>Horizon’s DCO application contains all of</p>	Ongoing	Further discussion required between Horizon and IACC

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					<p>The IACC is particularly concerned with the lack of detail provided in relation to the proposed monitoring and enforcement for indiscriminate parking, which will result in local communities suffering undue inconvenience resulting from un-sociable and inconsiderate fly-parking by construction workers. This sensitive issue has been highlighted in previous press releases in relation to the HPC project.</p> <p>Further to this, the IACC are concerned with the lack of contingency planning should the incentives prove insufficient to encourage car sharing, with the proposed disciplinary action for breach of car sharing being unrealistic as the construction programme will inevitably be argued by HNP to take priority over the car-sharing strategy. This is particularly the case with workers who may indiscriminately park within walking distance of the site (i.e. Tregelle), or in the vicinity of the nearest shuttle bus stop to the site.</p> <p>The IACC believe that the provision of additional Park & Share (P&S) facilities (on a smaller scale to Dalar Hir) at strategic locations would mitigate this impact and enable more sustainable travel patterns to the Wylfa Newydd site and Park & Ride facility, as well as</p>	<p>the necessary parking (onsite and at Dalar Hir) to meet the requirements of the Wylfa Newydd Project and minimise the traffic and transport impacts of the Wylfa Newydd Project. Nevertheless, IACC's proposed Park and Share facility at Four Crosses could provide extra flexibility, for example as park and share facilities which could be available for workers car sharing</p>		

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					<p>provide resilience, flexibility and a contingency provision to Horizon's Strategy.</p> <p>Recognising the risk to local communities and the highway network, the IACC are currently working in collaboration with the Welsh Government and Gwynedd Council in developing suitable P&S sites to provide this resilience and contingency to the Wylfa Newydd workers during the construction phase. The IACC would welcome further discussion with Horizon on the implementation and delivery of these sites.</p>			
		Bus Operations	IACC 0118	<p>Appendix F of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (APP-107)</p> <p>Overarching Code of Construction Practice (CoCP) (APP-414)</p>	<p>Some of Horizon's shuttle bus services may be express routes, such as the Holyhead, Caernarfon and Bangor services, while services around the north and east of Anglesey, such as Cemaes, Amlwch and Benllech, are likely to be 'multi-stop' services. The IACC opposes to a 'hail and ride' service on any Class I and II road on the basis of road safety and the potential for fly-parking.</p> <p>Horizon have failed to adequately consider and address the difficulty in procurement and day to day operation of the number of buses and drivers needed to operate the shuttle buses, whilst also take into consideration the varying demand; and a lack of detail of</p>	<p>Noted. A 'hail and ride' service is not proposed. Only workers living within 600m of a bus stop would be able to access bus services, thus they will be instructed to walk to the bus stop and fly-parking is not envisaged as an issue for workers travelling by bus. Only those workers living within 600m will be allocated bus as form of transport. It is deemed likely and appropriate that construction workers can walk 600 metres to a bus stop. It should be noted that IACC's recent Planning Application for a Park and Ride Site at Four Crosses assumed that workers would walk up to one mile (1,600m) to reach the proposed Park and Ride facility (see paragraph 4.3 of "Traffic Impact Assessment, Proposed Park and Share,</p>	Ongoing	Further discussion required between Horizon and IACC

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					<p>appropriate and safe bus stops to serve the shuttle services. Additionally, Horizon's assumption that routeing will be determined by the operator to maximise the service to workers compounds the issue as there is no indication as to how this will be agreed with and monitored by IACC.</p> <p>Evidence from the HPC project highlights that there is an issue with pre/post weekend fly parking near to bus stops. Travel-mode statistics indicate 90% of non-home based travel is by shuttle bus, which is considerably higher than what was anticipated in the EDF Transport Assessment. This is due to a higher proportion than estimated of workers locating in Bridgewater, nearer to the site, and a lower proportion living further afield. This corroborates the IACC's view that North Anglesey will be impacted the greatest.</p>	<p>Four Crosses, Anglesey). IACC approved this analysis and has provided planning consent for the scheme.</p> <p>Horizon is confident in sourcing adequate suppliers to implement the bus strategy as this will be a large, long-term contract. To our knowledge, the HPC Project has not encountered issues in bus procurement to service their bus strategy.</p> <p>The routing of bus services will be flexible to respond to demand, i.e. worker accommodation locations. Routes are not to be determined by the bus operator, rather they will be defined by Horizon Issues associated with the delivery of the shuttle bus service can be considered by the Transport Sub-Group of which IACC is a member. This group has access to monitoring funds to undertake surveys and / or deliver mitigation measures if considered appropriate.</p> <p>In terms of worker accommodation locations, the Gravity Model in the DCO application was used to determine a best estimate of worker home locations. It is acknowledged that worker locations may change as the Project develops and other external factors will affect where originate and where they are likely to live during their tenure on the Project. It is for this reason that the bus strategy is flexible in order to</p>		

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						<p>respond to changing worker locations and ensure the strategy is successful. This is described in paragraphs 5.1.15 to 5.1.19 of the Transport Assessment.</p> <p>Note that the likely reason for more HPC construction workers living in Bridgwater than expected is that it is a major town with plenty of local services and entertainment options. This is why it is expected that most Wylfa Newydd construction workers will live in towns such as Holyhead and Bangor. The number of workers living in north Anglesey and their associated traffic impact has been assessed by the Transport Assessment and no operational impacts are expected.</p> <p>Bus stop locations are to be agreed in advance with IACC.</p>		
	Method	VISSIM Model Scope	IACC 0119	Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (APP-101)	It is agreed between both parties that the scope of the VISSIM model is appropriate in its scale, study area, parameters and flexibility to assess the traffic effects of the Wylfa Newydd project, and provided by Welsh Government on behalf of all stakeholders.		Agreed	No further action
		Transport Assessment Scope	IACC 0120	Appendix B of the Transport Assessment (provided at Appendix C2.04 of the Environmental Statement) (Examination Document Reference	The TA scope has been updated to incorporate comments from the IACC.		Agreed	No further action

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				APP-103)				
		WelTAG	IACC 0121	The Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (APP-101)	It is agreed that the transport assessment has been carried out using industry-standard tools, techniques and software in accordance with DfT standards and the principles of WelTAG		Agreed	No further action
		A-road Assessment	IACC 0122	Not included in a DCO document, side study for the benefit of IACC.	The scope/ methodology for the A-Road assessments in its scale, study area, parameters and flexibility to assess the traffic effects are agreed.		Agreed	No further action
	Baseline and Data Collection	Traffic Data Report	IACC 0123	Appendix D of the Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (Examination Document Reference APP-105)	IACC confirmed in meeting of December 2017 that baselines information was acceptable and agreed.		Agreed	No further action
		Traffic Surveys	IACC 0124	Appendix D of the Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (Examination Document Reference APP-105)	IACC confirmed in meeting of December 2017 that baselines information was acceptable and agreed.		Agreed	No further action

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		Accident data	IACC 0125	Appendix E of the Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (Examination Document Reference APP-106)	IACC confirmed in meeting in December 2017 that the principle of using Personal Injury Accident (PIA) data was acceptable for use as part of the Accident Analysis		Agreed	No further action
		Junctions Assessment(s)	IACC 0126	Appendix H of the Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (Examination Document Reference APP-109)	IACC have concerns regarding the capacities of Junction 2 of the A55 (for the Logistic Centre) and Junction 4 and the associated roundabout (for Dalar Hir).	Horizon's position is that traffic related to the Wylfa Newydd Project does not cause J2 of the A55 to have any capacity issues. The only issue occurs in 2033 which is caused by background traffic only given the Logistics Centre will be closed and would have ceased operations several years earlier.	Ongoing	Further discussion required between IACC and Horizon
		Strategic Traffic Model	IACC 0127	Appendix G of the Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (Examination Document Reference APP-108)	It is not presently agreed between both parties that the strategic traffic model is appropriate in its scale, study area, parameters and flexibility to assess the traffic effects of the Wylfa Newydd project.		Ongoing	Further discussion required between IACC and Horizon
		Ports Requirements and Considerations	IACC 0128	Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (APP-101)	IACC has sought assurance that the assumptions around sea-borne transportation of materials is adequately robust and that the resulting road transportation represents a realistic worst case.	Horizon's position is that the number of construction vehicles required to access the Wylfa Newydd Development each day has been calculated assuming that the MOLF receives at least 60% of construction materials, once its operational, although Horizon would seek to increase this amount	Agreed	No further action

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						to 80% where possible..		
	Modelling and Assumptions	Reasonably Foreseeable Future Projects	IACC 0129	Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (APP-101)	It is agreed that the list of Reasonable Foreseeable Future Projects for the purposes of the Transport Assessment is appropriate		Agreed	No further action
		Impact of the Logistics Centre on Junction 2 of the A55	IACC 0130	Appendix H of the Transport Assessment (contained at Appendix C2.04 of the Environmental Statement) (APP-109)	IACC does not agree with this position.	Horizon's position is that the Transport Assessment demonstrates that the implementation of Parc Cybi distribution centre increases traffic flows above capacity of the junction, but this change is not related to the Wylfa Newydd Project, on the basis that there is already consent for substantial development at Parc Cybi, including on the Associated Development site.	Not agreed	

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	Mitigation	Britannia Bridge	IACC 0131	Code of Construction Practice and Code of Operational Practice (TIMS; CTMS; OTS; DSS)	<p>The IACC re-iterates its position with regards to the resilience of Britannia Bridge. Local experience and traffic data already suggests that the Bridge is a pinch point on the A55 and at peak periods (eastbound AM and westbound PM), during summer months, or when the ferry has disembarked at Holyhead; this has considerable traffic implications on the Britannia Bridge. This may be further compounded with the larger ferries due to be commissioned by Irish Ferries in early mid 2020's. This is the only section of the E22 Euro Route that is single carriage so there is already concern that this will be further compounded by traffic generated by Wylfa Newydd. Additionally, adverse weather conditions have a significant impact on both the Britannia Bridge and Menai Bridge (diversion route) where the bridge may be closed to high-sided vehicles, as well as closure during an incident i.e. road traffic collision. This was recently exemplified, whereby North Wales Police prohibited vehicular traffic on Britannia Bridge for over eight hours due to a road traffic collision. Disruption to the road network was still evident many hours after re-opening of the</p>	<p>A robust assessment of the impacts of Wylfa Newydd traffic on Britannia Bridge has been undertaken for the peak hour of the peak construction year, including conservative factors applied to background traffic growth and the assumption that at least 60% of freight is delivered via the MOLF vs the aspiration to deliver up to 80% where possible. Therefore a robust assessment has already been included in the DCO Transport Assessment regarding the impacts of Wylfa Newydd Project traffic on Britannia Bridge.</p> <p>In the event of an incident or closure, Horizon has been requested by North Wales police to simply adhere to diversion routes. In the event of a major incident Horizon would hold Project traffic at source, at the Logistics Centre, or en-route at laybys or service stations.</p> <p>The DCO application includes provision for stockpiling of materials on-site for 2-3 weeks ensuring construction activity is not affected by temporary closures of roads or weather events (see paragraph 5.4.29 of the Integrated Traffic and Transport Strategy, Appendix F of the Transport Assessment).</p> <p>Horizon has responded to the request of</p>	Ongoing	Further discussion required between IACC and Horizon

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				Code of Construction Practice and Code of Operational Practice (TIMS; CTMS; OTS; DSS)	<p>bridge.</p> <p>IACC notes Horizon's proposals but does not agree that they will be effective.</p> <p>This raises significant concerns with regards to resilience which Horizon has failed to adequately consider for both the movement of goods and workers. The IACC seeks further discussion with Horizon, along with other stakeholders i.e. Welsh Government and Gwynedd Council, to discuss and agree the management of Wylfa Newydd construction traffic during the closure of Britannia Bridge, and any other incident on the road network via a Traffic Incident Management Plan (TIMP).</p> <p>IACC notes Horizon's proposals but does not agree that they will be effective.</p>	the North Wales Police to not formally submit a TIMP and to agree that Horizon will adhere to any diversions put in place by the Police or any other statutory authority in the event of an incident. Horizon will assist with incident management of Wylfa Newydd Project construction traffic including providing key points of contact in the instance of an incident, relaying incident-related information to construction traffic operators. This is described in the WN CoCP (APP-414) at Section 5.5 and will be updated at Deadline 2		

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		Traffic Incidents	IACC 0132	<p>Code of Construction Practice (APP-414)• Main Power Station Site sub-CoCP (APP-415);</p> <ul style="list-style-type: none"> • Marine Works sub-CoCP (APP-416); • Off-Site Power Station Facilities sub-CoCP (APP-417); • Park and Ride sub-CoCP (APP-418) • Logistics Centre sub-CoCP (APP-419); and • A5025 Off-line Highway Improvements sub-CoCP (APP-APP-420). <p>Code of Operational Practice (APP-APP-421)</p> <p>Mitigation Route Map [APP-APP-422]</p> <p>Phasing Strategy (APP-406)</p>	<p>The scope/methodologies for the Traffic Incident Management Strategy (TIMS); Construction Traffic Management Strategy (CTMS); Operational Travel Strategy (OTP) and Operational Delivery Servicing Strategy (ODSS) have been tabled and presented to IACC at Level 4 meetings where comments were provided verbally. The proposed approach to these issues is captured in the CoCP and CoOP which form part of the DCO application.</p> <p>Horizon's submitted position in relation Transport mitigation is presented in the MRM, which directs readers to the key pieces of mitigation. Key documents include the CoCP, sub-CoCP and the key mitigation included A5025 improvements, that is sequenced through the Phasing Strategy.</p> <p>Note that the following additional text will be provided in the CoCP:</p> <p><i>"Horizon and its supply chain have no statutory authority in the event of a traffic incident on the road network. However, Horizon and its supply chain will assist with incident management planning through the following measures.</i></p> <ul style="list-style-type: none"> • <i>Maintaining a site-based delivery management team as a contact point for contractors, emergency services and the highway authorities. This team will help manage and coordinate Horizon and its supply chain's response to an incident.</i> • <i>Controlling the number and frequency of Heavy Goods Vehicles (HGVs) on the designated HGV routes.</i> • <i>Establishing an appropriate communications protocol for workers bus drivers transporting construction workers and HGV drivers.</i> • <i>Communicating incident management information to all workers, contractors making a delivery, and bus operators transporting workers.</i> • <i>Holding HGVs and buses at appropriate locations, including the Logistics Centre, during an incident."</i> <p>IACC notes Horizon's proposals but does not agree that they will be effective.</p>		Ongoing	Further discussion required between IACC and Horizon

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			IACC 0133	Code of Construction Practice	<p>The existing condition of the A55 J2, 3 and 4 roundabouts are in a deteriorating condition, however they do not currently present a hazard to road users. However, with the expected increase in HGV traffic as a result of the project, this may have a detrimental impact on the condition of the highway network. Evidence from the HPC project confirms that:</p> <ul style="list-style-type: none"> i. roads were improved in advance of construction; ii. road condition and deflectograph surveys were undertaken prior to commencement and undertaken on a regular basis during the construction programme with maintenance carried out where required; and iii. a final deflectograph survey will be undertaken at the end of the construction roads. <p>The IACC will seek a DCO requirement to undertake surveys of the existing road condition on the following sections of road at agreed intervals of the construction phase:-</p> <p>Such surveys will assist in the identification of:-</p> <ul style="list-style-type: none"> a) Improvements to be undertaken by Horizon prior to the commencement of construction in order to ensure resilience and 	<p>The A5025 On-Line Highway Improvements have been approved under separate consent and within this application Horizon is committed to resurface Sections 1,3,5, and 7, and provide completely new highway for sections 2,4,6 and 8 of the A5025. There are no proposals to improve the surface of the A5025 between the proposed Power Station Access Road Junction and the existing Power Station entrance. It is Horizons intention to conduct road surface surveys of this section of the A5025, in liaison with IACC, in order to evaluate the condition of the road surface and potential risks of failure during the early construction stages of the Wylfa Newydd project. This will determine whether improvements are necessary, including appropriate timing of the works.</p> <p>Discussions are ongoing with IACC regarding the road surface conditions at the A55 J2, 3 and 4 roundabouts.</p>	Ongoing	Further discussion required between IACC and Horizon

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					<p>minimise maintenance requirements during the course of construction;</p> <p>b) Remedial works to be undertaken by Horizon prior during the power station construction phase; and/or c) Remedial works to be undertaken by Horizon prior following the power station construction phase.</p>			
		Discharging of vehicles from WNDA	IACC 0134	Main Power Station Site sub-CoCP (APP-415)	IACC seeks further information on how Horizon will control the discharge of vehicles from the WNDA following each shift period. IACC believes a lack of discharge control may lead to workers using rat-runs, overtaking of HGVs/shuttle buses, etc.	<p>The release of HGVs from the WNDA will be managed and controlled. This is described in the submitted Transport Assessment (APP-101).</p> <p>Horizon is proposing a change to the Main Power Station Site sub-CoCP (APP-415) which states that construction vehicles will be held and released at regular intervals to avoid convoying, as far as practicable, from the WNDA Site.</p>	On-going	
		Monitoring and reviewing vehicle speeds on the A5025 following the opening of the highway improvement	IACC 0135	Wylfa Newydd CoCP (APP-414)	IACC seeks a commitment from Horizon to fund future monitoring and review of speeds along the A5025 following the opening of the highway improvements, with a commitment to fund any associated costs in implementing changes to speed limits.	The draft s.106 provides for transport monitoring from implementation for the duration of the Construction Period. The results of transport monitoring undertaken pursuant to paragraph 5.6 (Monitoring) of the Wylfa Newydd CoCP (APP-414) will be provided to the Transport Sub-Group on a quarterly basis (or other such period as agreed with the Transport Sub-Group).	On-going	Further discussion required between IACC and Horizon

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		ments						
		Section 38 agreement (A5025 Offline improvements)	IACC 0136	N/A	<p>IACC as Highway Authority are willing and able to enter into agreements to facilitate the necessary works to the public highway in a manner which respects the Highway Authority's need to maintain control of the public highway network and to manage occupation of the carriageway it in the interests of public safety and effective traffic management. A S278 agreement has been successfully concluded between Horizon and IACC for the A5025 online works and IACC would be willing to progress such agreements (i.e. S278 and/or S38) to facilitate these works.</p> <p>Such an agreement should also allow the IACC and Horizon to agree upon a Commuted Sum for the future maintenance of the new public highway.</p>	IACC's comments are noted. Further discussion required between Horizon and IACC.	On-going	Further discussion required between IACC and Horizon
		A5025 Offline improvements Detailed Design	IACC 0137	<p>Draft DCO (REP1-005)</p> <p>Design and Access Statement volume 3 (APP-409-410)</p>	The IACC seeks a requirement to ensure the detailed design of the road improvements are fully agreed with the Highways Authority prior to commencement of road construction.	<p>Horizon has submitted detailed designs for the offline highway works for approval as part of the DCO.</p> <p>Draft requirement OH3 however states that in the event that the undertaker elects not to construct Work No.s 8, 9, 10 and 11 (excluding any viaduct, overbridge or underpass comprised in those Works) in</p>	On-going	Further discussion required between IACC and Horizon

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						<p>accordance with the Detailed Design Drawings, construction of that work may not commence until plans and written details of the design (including size, external appearance, and siting) have been submitted to and approved by IACC.</p> <p>Draft requirement OH5 requires IACC approval for the detailed designs for viaducts, overbridges and underpasses, subject to the design principles (in volume 3 of the Design and Access Statement) and limits of deviation specified in the draft DCO.</p>		
		A5025 Offline Boundary requirements	IACC 0138	Draft DCO (REP1-005)	The IACC assumes that boundary features will not be maintained by the Highway Authority. However, should this prove to be different, the IACC requests a schedule of boundary features that the Highway Authority will be required to maintain following the implementation of the improvements. The schedule should be developed and finalised in agreement with the IACC as part of the Highways Collaboration Agreement.	These additional points were raised by IACC on the 30 th November 2018. Horizon will work with IACC to seek a resolution and respond to any detailed points in the response to the LIR, or through this SoCG, as appropriate.	On-going	Further discussion required between IACC and Horizon
		A5025 Offline Access rights	IACC 0139	Draft DCO (REP1-005)	The IACC seeks to agree upon the access rights that will be granted to the Highway Authority to enable full access to all highway structures from all directions (including overbridges, underpasses and culverts) and surface water attenuation ponds and ancillary assets for maintenance purposes.	Article 19(3) of the draft DCO provides that any land which was not previously part of the public highway but becomes public highway by virtue of construction under this Order will be deemed to have been dedicated as public highway immediately upon completion, unless otherwise agreed with the local highway authority. This would include any associated highway works or	On-going	Further discussion required between IACC and Horizon

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						structures (such as surface water attenuation ponds or culvert). Therefore, under the draft DCO, as the highway authority, IACC would have full access following completion of the Off-Line Highway Improvements.		
		Valley crossroads	IACC 0140	Draft DCO (REP1-005)	IACC seeks to agree on the level and detail of amendments required to the Valley crossroads following the opening of the Valley Off-line bypass. This includes amendments/reconfiguration of the junction, pedestrian and cycle crossing point, fly- parking prevention measures, etc.	The Valley cross-roads are not within the Order Limits and are therefore works in respect of this junction is not included within the DCO application. As the highways authority, IACC is responsible for any works relating to this cross-road following the opening of the A5025 Off-Line Highways Improvements (in particular, Section 1 - Valley). Horizon would support IACC in their proposals during any public consultation.	On-going	Further discussion required between IACC and Horizon
		Construction Traffic Management Plan	IACC 0141	Wylfa Newydd CoCP (APP-414) Logistics Centre Sub-CoCP (APP-419)	The IACC seeks to agree upon a Construction Traffic Management Plan for every A5025 Offline bypass.	Horizon's proposals for management of construction traffic is included Wylfa Newydd CoCP and Logistics Centre CoCP. Further amendments to the CoCPs will be submitted at Deadline 2 and throughout the examination.	On-going	Further discussion required between IACC and Horizon

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		Dalar Hir Proposed Roundabout	IACC 0142	Draft DCO (REP1-005)	The Highway Authority seeks to agree on the proposed roundabout/road layout at the proposed Dalar Hir Park and Ride entrance.	<p>Horizon has submitted detailed designs for the Dalar Hir roundabout for approval as part of the DCO.</p> <p>Draft requirements PR2 and PR3 require Dalar Hir (including the roundabout) to be constructed in accordance with the Detailed Design Drawings, or alternative detailed designs provided that plans and written details of the design (including size, external appearance, and siting) have been submitted to and approved by IACC.</p>	On-going	Further discussion required between IACC and Horizon