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Subject: Wylfa Newydd DCO Examination Horizon - Deadline 2 Submissions
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Attachments: [8.25 Statement of Common Ground between Horizon Nuclear Power Wylfa Limited r Gwynedd County Council.pdf](#)
[8.25 Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and Magnox.pdf](#)
[8.25 Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and North Anglesey Councils Partnership.pdf](#)
[8.25 Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and Destination Anglesey Partnership.pdf](#)
[8.25 Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and the Nuclear Decommissioning Authority.pdf](#)
[8.25 Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and North Wales Fire and Rescue Service.pdf](#)

Good Evening

Please find attached Horizon's Deadline 2 submissions relating to :

- Statement of Common Ground Between Horizon Nuclear Power Wylfa Limited and Gwynedd County Council
- Statement of Common Ground Between Horizon Nuclear Power Wylfa Limited and Magnox
- Statement of Common Ground Between Horizon Nuclear Power Wylfa Limited and North Anglesey Councils Partnership
- Statement of Common Ground Between Horizon Nuclear Power Wylfa Limited and Destination Anglesey Partnership
- Statement of Common Ground Between Horizon Nuclear Power Wylfa Limited and Nuclear Decommissioning Authority
- Statement of Common Ground Between Horizon Nuclear Power Wylfa Limited and North Wales Fire and Rescue Service

Kind Regards

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Wylfa Newydd Project

Statement of Common Ground between
Horizon Nuclear Power Wylfa Limited
and North Wales Fire and Rescue Service

PINS Reference Number: EN010007

Application Reference Number: 8.25

4 December 2018

Revision 1.0

Examination Deadline 2

Regulation Number: 5(2)(q)

Planning Act 2008

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

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1 Introduction

1.1 Status of this SoCG

- 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 Horizon Nuclear Power Wylfa Ltd (hereafter referred to as 'Horizon') and North Wales Fire and Rescue Service (NWFRS). 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.

1.2 Purpose of this document

- 1.2.1 This SoCG is a 'live' document that has been prepared by Horizon and reviewed by NWFRS. 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 The purpose of this 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').
- 1.2.3 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"*
- 1.2.4 The aim of this SoCG is to therefore provide a clear position of the state and extent of discussions and agreement between Horizon and NWFRS on matters relating to the Wylfa Newydd Project. This draft reflects the position as at 4th December 2018 in advance of submission to PINS by 'Deadline 2' in accordance with the timetable set out in the Rule 8 letter.

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/>

- 1.2.5 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 NWFRS will therefore continue to seek to extend the areas of common ground.

1.3 Description of development

The Wylfa Newydd Project

- 1.3.1 The Wylfa Newydd Project includes:

The Enabling Works

- 1.3.2 The Enabling Works comprise the Site Preparation and Clearance Proposals (SPC Proposals) and the A5025 On-line Highway Improvements.
- 1.3.3 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) as local planning authority. The On-line Highway Improvements were granted planning permission on 13th July 2018 (ref: 27C106E/FR/ECON). The planning authority resolved to grant the SPC application subject to the signing of a s.106 legal agreement on the 5th September 2018. The position with the SPC application was summarised in the SPC Status Note submitted to the Examining Authority by Horizon at Deadline 1.
- 1.3.4 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

- 1.3.5 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

1.3.6 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

- 1.3.7 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.
- 1.3.8 A more detailed description of development is contained at Chapter 4 of the Planning Statement (APP-406).

2 Consultation with NWFRS

- 2.1.1 The preparation of this draft SoCG has been informed by a programme of discussions between Horizon and NWFRS, including the provision of comments through formal and informal consultation, and feedback provided in meetings.
- 2.1.2 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.
- 2.1.3 Once finalised, the SoCG will be submitted to the Examining Authority (ExA) 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.

Meeting schedule

- 2.1.4 Horizon met with NWFRS to discuss and document common ground on the following dates:

Table 2-1 -NWFRS meeting schedule

Meeting Date	Attendees	Purpose of Meeting
29 th June 2017	Horizon, NWFRS	Project update
13 th July 2017	Horizon, NWFRS	Project update
8 th September 2017	Horizon Quod Atkins NWFRS	Initial meeting to discuss approach to SoCG
21 st September 2017	Quod / Horizon / NWFRS / Atkins	SoCG meeting
23 October 2017	Horizon / Atkins / NWP / WAST / NWFRS	SoCG & EPCC Construction subgroup
13 November 2017	Horizon / Quod / Atkins / Jacobs / NWP / WAST / NWFRS	SoCG - Design meeting
13 November 2017	Horizon / Quod / Atkins / NWP	SoCG update
20 November 2017	Horizon / Quod / SDG / NWP / NWFRS / WAST	Highways meeting
22 February 2018	Atkins / FRS	SoCG Progress Update / Introductions
27 February 2018	Horizon / Atkins / Quod / NWP / PHW / BCUHB /	Safeguarding

Meeting Date	Attendees	Purpose of Meeting
	NWFRS / WAST / WG / IACC / BCA	
1 March 2018	Horizon / Quod / Atkins / BCA / NWP / NWFRS / WAST , BCUHB / PHW	Labour churn meeting
23 March 2018	Quod / Atkins / NWP / NWFRS	DCO application process
9 May 2018	Horizon/ Atkins/ NWFRS / WAST	Site Visit around Wylfa
30 July 2018	Horizon / NWFRS / NWP / WAST / Savills	EPPC Subgroup
6 August 2018	Quod / Atkins / Horizon / NWFRS / Savills	SoCG progress meeting
5 September 2018	Atkins / NWFRS / WAST / Horizon	NWFRS SoCG Fire Strategy and CSMS Update Meeting
5 September 2018	Quod / Atkins / NWFRS / WAST / Horizon / Steer	Transport Model Update Meeting
8 November 2018	Quod / Bechtel / Horizon	SoCG progress meeting

Comments provided by NWFRS

2.1.5 Comments on the Wylfa Newydd DCO Project (prior to and post submission) were provided by NWFRS on the following dates:

Table 2-2 Comments provided by NWFRS

Date	Consultation
December 2014	PAC 1 consultation
25 October 2016	PAC 2 consultation
22 June 2017	PAC 3 consultation
5 December 2017	Comments on draft DCO documents
12 December 2017	Responding to TCPA consultation on Site Preparation and Clearance*
16 January 2018	Responding to TCPA consultation on on-line work A5025*
5 February 2018	Responding to consultation on additional land
30 May 2018	Responding to TCPA consultation on additional information re on-line work A5025*

Date	Consultation
25 June 2018	Responding to TCPA consultation on additional information re Site Preparation and Clearance*
11 August 2018	Relevant Representations
5 September 2018	Comments on draft SoCG
27 September 2018	Responding to consultation regarding Non-material Changes 1 & 2
18 October 2018	Comments on fourth draft SoCG

*Relating to separate TCPA applications for SPC and On-Line Highways Works only.

- 2.1.6 The comments made were taken into account in the development of final documents to support the DCO. These documents also served to develop, and inform on-going discussions associated with, this SoCG. The PAC 2 and PAC3 comments formed the basis for the topics included in the first draft of the SoCG, since when the topics have evolved in response to the progress of discussions.

3 Current Position

3.1 Status of this SoCG

- 3.1.1 This SoCG is being submitted to the Examining Authority as an agreed draft between both parties and incorporates comments provided by NWFRS on 28th November 2018.
- 3.1.2 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.

3.2 Position of Horizon Nuclear Power and NWFRS

- 3.2.1 The following schedule sets out matters by topic area and an indication of whether the issue is agreed (green), not agreed (red) or ongoing (amber).
- 3.2.2 For ongoing issues, the intention is to provide a final position in subsequent versions of this SoCG.
- 3.2.3 NWFRS do not wish to raise objections in relation to any other areas of the Project.

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

Topic	Sub-Issue	SoCG Reference	Document Reference/Signpost/Routemap	NWFRS Position	Horizon Position	RAG	Further actions required to progress discussion on the issue
Workforce accommodation strategy	Peak construction accommodation assumptions	NWFRS 1	Workforce Accommodation Strategy (WAS) (APP-412)	The WAS is based on 9,000 construction workers at peak at Q4 of 2023 (based on a central estimate of the size of the workforce of 8,500). 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: • 4,000 bed spaces on the Site Campus (purpose built Temporary Workers Accommodation on-site); and • The use of 3,000 bed spaces in existing accommodation across Anglesey and parts of the mainland. NWFRS are in agreement that this represents an appropriate basis for service planning. NWFRS agreement is predicated on the assumptions as identified in PAC3 and subsequently identified in the DCO application supporting documentation.		Agreed	No further action
	Distribution of workers by accommodation type and location	NWFRS 2	Workforce Accommodation Strategy (WAS) (APP-412) Appendix C1.2 of the Environmental Statement - Socio economic technical appendix (APP-096) Appendix C1.3 of the Environmental Statement - Community Cohesion Report (APP-097) Health Impact Assessment Report (APP-429) Section A3 ES chapter C1 (APP-088)	NWFRS note in the DCO documentation that it is intended to develop the worker accommodation (up to 4,000 bed spaces) on a demand led basis with an initial 1,000 bedspaces with an incremental increase to provide up to 2,500 and then 4,000 workers. WAS paragraph 9.1.6 indicates that Non Home Based workers occupying PRS, tourist accommodation will not exceed 3,000 with Horizon maintaining high levels of occupancy in Site Campus without the commitment for full occupation. NWFRS recognise that the developer will need a flexible multi-faceted approach to construction worker accommodation to meet demand however there is a concern that the proposed accommodation on the site may not reach its proposed capacity and that the number of workers will seek accommodation in PRS etc. A key concern is that existing vulnerable tenants in the PRS will be displaced and could end up in poor standard accommodation operated by rogue landlords - this would increase the workload on the NWFRS and other agencies. NWFRS acknowledge that Horizon are committed to no more than 3,000 NHB workers will be in the community however we recognize that key stakeholders remain to have concerns regarding this matter which requires resolving.	The WAS has identified that there is spare capacity in the PRS so the likelihood of displacement is low, but Horizon acknowledges there is a risk. The HIA Report discusses the potential for current tenants to leave PRS accommodation due to housing competition during construction. Horizon recognize that if the overall balance of demand and supply for accommodation is not effectively matched this could lead to localised problems in areas where demand for accommodation exceeds supply or where other problems arise. In order to manage the impact of temporary construction workers seeking accommodation during the construction, Horizon has undertaken through the s.106 agreement to establish a Construction Workers' Accommodation Management Portal (which will form part of the wider Workforce Accommodation Management Service (WAMS) and will then work with an agent to ensure its operation. The WAMS will: • Maintain a database of suitable properties offered by landlords and providers, including Horizon's own Temporary Workers' Accommodation* • 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. The outcome of the WAMS is to match workers with accommodation that best meets their needs and avoids impacts on local communities. Horizon will specifically seek to manage the potential for displacement through the properties that are advertised on the WAMS (e.g. by taking vacant properties only). The WAMS will also serve to provide a mechanism to manage and monitor the accommodation provided and ensure compliance with all relevant fire and safety regulations. Horizon is also proposing a Housing Fund as part of its mitigation package, which compliments the WAMS, and does a number of	On-Going	Action: Further discussion to understand the nature of NWFRS outstanding concern.

Topic	Sub-Issue	SoCG Reference	Document Reference/Signpost/Routemap	NWFRS Position	Horizon Position	RAG	Further actions required to progress discussion on the issue
					things to assist mitigate the potential for displacement by increasing the available stock in both PRS and owner-occupied categories thereby reducing the potential for demand exceeding supply in these sectors. Funding is also proposed to IACC, via planning obligations for the provision of Accommodation Officers who will be deliver and manage initiatives to ensure adequate supply of local housing provision. This could include enforcement against rogue landlords. *As a key component of Horizon's Worker Accommodation Strategy (to attract and retain a highly skilled workforce), it is important that the Site Campus is attractive to workers and has a range of facilities that meets worker needs. A key consideration is worker health and well-being. On-site accommodation will reduce workers' commuting time, and enable longer rest periods for workers. It is anticipated that these factors will make the Site Campus attractive to the workforce.		
	Worker accommodation safety / regulation	NWFRS 3	Workforce Accommodation Strategy (WAS) (APP-412) Workforce Management Strategy (APP-413)	NWFRS note that a Programme Board together with Sub groups are proposed some of which have oversight relating to accommodation and at which it is proposed that NWFRS will have representation. Timely monitoring reports would provide NWFRS with assurances although mechanisms would be required to address breaches. NWFRS wish to see the detail within the proposed documentation.	The WAS requires that Horizon works with accommodation providers to ensure that accommodation is of a high enough standard (APP-412, para 3) and meets legal requirements to be allowed to let out their property (including being registered with Rent Smart Wales). Landlords letting spare rooms will also need to demonstrate their properties are fit for renting. Horizon will continue to liaise with NWFRS with regard to the collection of monitoring data (and specifically how the standard of accommodation is checked and monitored) and how this is reported to stakeholders (APP-412, para 3).	Ongoing	
	Advice to workforce regarding risk	NWFRS 4	Workforce Accommodation Strategy (WAS) (APP-412) Chapter 8 Workforce Management Strategy (APP-413)	NWFRS recognise the benefits of ensuring that construction workers are located in safe and suitable accommodation without unnecessarily having a detrimental impact on local communities. Whilst the accommodation may meet safety requirements consideration needs to be given to ensuring that appropriate advice can be provided to the construction workers with regard to personal risk.	The draft Wylfa Newydd Fire and Rescue Scope of Services (Draft 4) discussed with NWFRS during pre-application discussions (on 8.11.18) includes the provision of fire safety education campaigns, including training for new staff but also the provision of periodic fire safety briefings to the population of the Site Campus and to engage in Horizon community education initiatives. Horizon and NWFRS will continue to liaise as part of the emerging Community Safety Management Strategy (CSMS) which could involve NWFRS liaising directly with the workforce for fire safety and road safety briefings. The submission of a detailed CSMS is secured by a DCO requirement.	Ongoing	Action: Horizon and NWFRS to continue to liaise on the CSMS.

Topic	Sub-Issue	SoCG Reference	Document Reference/Signpost/Routemap	NWFRS Position	Horizon Position	RAG	Further actions required to progress discussion on the issue
	Worker shift patterns	NWFRS 5	DCO Transport Assessment (APP-101) CoCP (APP-414)	For the Main Construction works, multiple shift working will be required with 24 hour 7 days per week working in order to deliver a viable construction schedule. Site hours for different stages of construction are set out in the sub CoCPs (APP-415 to APP-420). The assumed shift patterns are in three staggered shifts in both the day and night time periods. The start times set out in the DCO are a typical indication and would still allow for 24 hour working for activities such as tunneling and dredging (these activities are listed in the sub CoCPs). Horizon are (in November 2018) consulting on changes to the assumed shift patterns set out in the DCO application, to build greater efficiency into the construction programme. NWFRS have no observations to make on this change. All workers will be registered on a database for site security purposes and this will provide a source of data to determine where workers will be living as well as their daily shift patterns. This database will be managed by Horizon and its supply chain, and it will be updated as worker numbers and locations change over the course of the construction period. NWFRS agree that the information provided on shift patterns and how this facilitates 24 hour working is satisfactory.		Agreed	No further action
Site Campus design	Aerial Ladder Platform (ALP) attendance	NWFRS 6	Design and Access Statement (Vol3) (APP-412)	All roads and paths on the Site Campus (as indicatively shown in the DAS Vol3 APP-412) have been designed to accommodate fire tender access and to meet the requirements of Approved Document B (Wales). All paths therefore meet the specifications to ensure that they are wide enough and can support the weight of an Aerial Ladder Platform (ALP). This has been achieved through design discussions between Horizon and NWFRS prior to submission (and NWFRS agreement is predicated on the proposals as presented in the DCO submission). Horizon note that the nearest NWFRS ALP is located in Bangor and has a reach of 30m which is sufficient to fight a fire up to the seven story maximum height of the Site Campus. Horizon's appointed contractors are currently undertaking further planning (in consultation with NWFRS) with regard to the provision of equipment to support capabilities on site and compliment off site services (see below re public service funding).		Agreed	No further action
	Design and layout of the Site Campus	NWFRS 7	Design and Access Statement (Vol3) (APP-409)	The layout of the access and service roads as indicatively shown in Volume 1 of the Design and Access Statement (APP-407) have been carefully considered to link each block and all blocks would be accessible for servicing and emergency vehicle access in accordance with fire regulations. This has been achieved through design discussions between Horizon and NWFRS prior to submission (and NWFRS agreement is predicated on the proposals as presented in the DCO submission). The detailed design for the Site Campus (required by Requirement of the DCO) must provide safe facilities that meet all current requirements for fire safety, including fire sprinklers for all living accommodation in accordance with Welsh building standards.		Agreed	No further action
	Night shift workers	NWFRS 8	Design and Access Statement (Vol3) (APP-409)	NWFRS advised that it would be useful to understand where 'day sleepers' are located, and if possible the preference would be that Horizon predetermine set accommodation blocks in the Site Campus that would be used by night shift workers. NWFRS note that Horizon cannot commit to this measure, though both parties satisfied that a system could be explored as part of the sharing of information on shift patterns / WAMS database which monitored day sleeping.		Agreed	No further action

Topic	Sub-Issue	SoCG Reference	Document Reference/Signpost/Routemap	NWFRS Position	Horizon Position	RAG	Further actions required to progress discussion on the issue
Impact on NWFRS resources	On site Fire and Rescue services	NWFRS 9	Wylfa Newydd Fire and Rescue Scope of Services (Draft) – Not a DCO document	The ‘Wylfa Newydd – Fire and Rescue Scope of Services (Draft 4)’ sets out the proposed scope of fire and rescue services at the WNDA. This sets out fire fighting specifications and specialist rescue capabilities, along with details of job descriptions, fire prevention and education measures and emergency planning. NWFRS have reviewed the Draft Wylfa Newydd Fire and rescue Scope of Service document and agree to engage with Horizon on this basis.		Agreed	
	Fire and rescue attendance at Off Site Power Station Facilities and Associated Development Sites	NWFRS 9a		NWFRS note that the Off-site Power Station Facilities are 5.3 miles from the main site with an approximate travel time of 8 minutes (AA route Planner) and given that the proposed Wylfa Newydd Fire and Rescue Service (WNFRS) will be required to respond to and effect rescue for a suspension trauma within 15 minutes providing this cover may not be realistic. Additionally given that the proposed WNFRS would be off-site who would provide the response.	Horizon’s intention is that the on-site fire and rescue services could attend to incidents at the Off-Site Power Station Facilities, but would expect NWFRS to attend to incidents at the Park and Ride or Logistics Centre.	On going	Action: Further dialogue on attending incidents at the Off Site Power Station Facilities site
	Public service funding (s.106 contribution to NWFRS)	NWFRS 10	ES chapter C1 (APP-088) Wylfa Newydd CoCP (APP-414) Design and Access Statement (Vol2) (APP-408) Design and Access Statement (Vol3) (APP-409)	NWFRS will provide Horizon with a starting position for the scale of funding that may be required, based on the draft Scope of Services and discussions on 8.11.18. NWFRS note that further work is required to identify the scale of funding.	The ES (Socio Economic Chapter C1) (APP-088) finds that, assuming the increase in incidents attended by the NWFRS is proportional to the additional population, there are expected to be 53 more incidents attended by the NWFRS as a result of the increase in population during peak construction. This is equivalent to a 1.1% increase in the number of incidents in north Wales. Horizon will have in place appropriate management controls to prevent fires on all its construction sites and associated accommodation and welfare facilities (secured in the Wylfa Newydd CoCP (App-414, section 4.9). Horizon’s response procedures will ensure swift action is taken to protect the public, workers, environment and plant whilst maintaining construction site security. Horizon’s strategy is to be largely self-sufficient for Fire and Rescue to avoid impact on local services and ensure adequate response on site (including the main site and the Site Campus). It is recognised, however, that the Wylfa Newydd Project is likely to create demand on the NWFRS and as above, there would be an expectation that NWFRS would attend to incidents away from the WNDA (other than at the Off Site Power Station Facilities). Horizon is committed to providing appropriate provision funding for the NWFRS to mitigate impacts resulting from the Wylfa Newydd Project which would not be addressed by Horizon’s own Fire and Rescue services. Horizon require NWFRS to provide service planning analysis to identify the scale of funding that would be required to mitigate the impact on the service.	On-Going	Action: NWFRS to provide Horizon with a starting position for the scale of funding that may be required, based on the draft Scope of Services and discussions on 8.11.18.

Topic	Sub-Issue	SoCG Reference	Document Reference/Signpost/Routemap	NWFRS Position	Horizon Position	RAG	Further actions required to progress discussion on the issue
	Potential for staff displacement	NWFRS 11	Jobs and Skill Strategy (APP-411)	NWFRS agree in principle with the NWFRS Scope of Service and understand that potential providers, whilst advertising nationally, will be encouraged not to specifically target North Wales however this does not mean that existing NWFRS staff may be employed, which could have an impact.	The Jobs and Skills Strategy outlines elements on how Horizon will work with a range of stakeholders to fund and facilitate the timely delivery of additional training to meet specific skills needs identified for the Wylfa Newydd Project. The funding to deliver Horizon's commitments within the Jobs and Skills Strategy will be secured through planning obligations. The Wylfa Newydd Employment and Skills Service (WNESS) will assist in the recruitment of new employees to the labour market; train and upskill both new entrants and others; and provide a brokerage service by filling vacant posts to support businesses which encounter difficulty finding appropriate replacements when workers move on to the Wylfa Newydd Project. At this stage it is impossible to know the likely scale of the potential backfilling needs, or in which occupations it might occur. Horizon is therefore proposing that any employer facing this situation should have access to the WNESS and be able to use it to backfill any vacancies. This will be secured through a planning obligation. Given that the WNESS will be trying to recruit into the roles that might be taken up, it should have a supply of job ready people who would be equally skilled to backfill any vacancies as they would to take a job on the Wylfa Newydd Project. Horizon recognises that further detailed discussions are required with NWFRS in relation to workforce planning and potential early funding from the Skills Fund. Horizon have offered NWFRS the opportunity for further specific dialogue in relation to workforce planning.	On-Going	Action: Targeted discussions to be arranged with regard to workforce planning. Also explore potential for staff employed by Horizon to fill gaps in NWFRS retained firefighter requirements.
Traffic and transport during construction	Car parking strategy for the Site Campus – use of personal vehicles	NWFRS 12	DCO Transport Assessment (APP-101) CoCP (APP-414) Workforce Management Strategy (APP-413)	NWFRS seek clarity on the impact of workers who park at the Site Campus using their vehicles during their own time to visit local areas.	Vehicles parked at the Wylfa Newydd Development Area may be used for social / leisure purposes when workers are not on shift. We expect this use to consist mainly of workers travelling on some weekends to/ from their permanent homes. Horizon propose (as above, under the heading 'advice to workforce regarding risk') to work with NWFRS as part of the emerging Community Safety Management Strategy (CSMS) which could involve NWFRS liaising directly with the workforce for road safety briefings.	On-Going	Action: Horizon and NWFRS to continue to liaise on the CSMS.

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	Impact on A5025 between Amlwch and Wylfa	NWFRS 13	DCO Transport Assessment (APP-101)	Horizon has investigated the A5025 highway alignment between Amlwch and Cemaes, to determine any existing deficiencies and identify whether improvements would be required to improve the safety of the A5025 in this area. This has involved modelling the alignment to provide an overview of the existing horizontal and vertical alignment and analyzing existing traffic flows and accident data. The traffic flow analysis indicates that this section of the A5025 is running under capacity and any increase in traffic as a result of the Wylfa Newydd Project will be well within theoretical capacity. While this road will be used by construction workers, it is no longer a main commuting route to the site and as such it is not anticipated that this section of the A5025 will need improvement solely due to the proposed Wylfa Newydd Project. Horizon is, however, working with IACC to achieve agreement on how IACC can be supported to deliver any proposed improvements to the A5025 between Wylfa and Amlwch.		Agreed	No further action
	Assessment methodology (MOLF)	NWFRS 14	DCO Transport Assessment (APP-101) CoCP (APP-414)	In early SoCG discussions, NWFRS sought confirmation that the construction traffic impact assessments consider the worst case scenario of 60% of construction material being delivered via the MOLF. The Marine Off-Loading Facility (MOLF) will take between 60% and 80% of all construction materials required for the Power Station. For assessment purposes, the number of construction vehicles required to access the Wylfa Newydd Development Area each day has been calculated assuming that the MOLF receives 60% of construction materials. This is a conservative estimate and the target is for the MOLF to receive 80% of bulk materials (the ES is therefore based on the worst case scenario). Based on these assumptions, during the peak of construction activity, up to 40 heavy goods vehicles per hour are expected to travel between the Logistics Centre and the Wylfa Newydd Development Area. The effects of any delays to the MOLF will be managed in accordance with the WN CoCP. It is agreed between the parties that no further discussions are required with regard to this matter.		Agreed	No further action
		NWFRS 15	CoCP (APP-414)	What are the contingencies in the event of a delay in the construction and subsequent deployment of the MOLF? Specific concern is contingency if MOLF is out of action for a long duration. NWFRS note that NMC 5 relating to HGV movements makes reference to the fact that the changes are necessary to facilitate the MOLF being unavailable for or in the event of hold ups on the road network. Would the MOLF be out of action for longer than 3 weeks how will this impact the project.	Delays to the delivery of the MOLF do not mean that more material would be delivered by road as Horizon is committed via the CoCP to constructing the Wylfa Newydd Project within the traffic levels and the split of material to be delivered by MOLF and by road as assessed in the DCO application. If the MOLF is, for any reason, out of action for a long duration, the stockpiling of material (up to three weeks' worth) on site will enable construction activities to continue without the need for additional road movements.	Ongoing	Action: Horizon and NWFRS to discuss further following Examination Deadline 2.
	Times of vehicle movements from Park Cybi	NWFRS 16	DCO Transport Assessment (APP-101) CoCP (APP-414)	NWFRS requested clarification regarding the times of vehicle movements from Parc Cybi to the construction site. In order to mitigate the impacts of HGV and bus traffic on existing flows, and recreational cyclists, a delivery window on the A5025 for the construction materials has been identified. The delivery window would run from 07:00 to 19:00, Monday to Friday, with restrictions during school start times (between 08:00 and 09:00) and end times (between 15:00 and 16:00) in advance of the A5025 Off-line Highway Improvements being operational. It is anticipated that deliveries may occasionally be undertaken outside of these times, but they will be limited, whenever practicable. It is agreed between the parties that no further discussions are required with regard to this matter.		Agreed	Action: Note that the timing of HGV movement is subject to a request for non-material change. NWFRS to review the consultation

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							material and confirm whether this would alter the 'agreed' status.
	Potential for convoy formation	NWFRS 17	DCO Transport Assessment (APP-101) CoCP (APP-414)	NWFRS raised an initial concern that the number of construction vehicles on the A5025 from Valley could inadvertently form convoys and could result in in appropriate actions being taken by drivers which could have a detrimental road safety outcomes. Horizon have confirmed that the Logistics Centre will manage deliveries to reduce traffic on and impacts to the local road network. The dispatch of lorries would be controlled to relieve traffic to the Wylfa Newydd Development Area. Robust logistics management will ensure that convoys of delivery vehicles traveling along the A5025 can be avoided and reduce queuing of vehicles entering the Power Station Site. It is agreed between the parties that no further discussions are required with regard to this matter.		Agreed	No further action
	Emergency response times	NWFRS 18	DCO Transport Assessment (APP-101) CoCP (APP-414)	NWFRS does have a concern regarding the potential impact the development may have in terms of delays in response times due to increased traffic. This should be seen in the wider context i.e. to include those communities accessed off the A5025 along which construction workers may be travelling to/from work. The impact may also be seen in the response times for RDS personnel attending their stations in response to an incident.	The Wylfa Newydd Project includes a series of embedded mitigation (set out in the TA, APP-101) measures to address potential congestion. These are set out in the Transport Assessment. The conclusions of the Transport Assessment are that there is no additional mitigation required in addition to the embedded mitigation. This would reduce the potential for road congestion that could affect emergency response times during construction (in addition to the priority given by other traffic to blue-light journeys). The only area of congestion forecasted to occur because of Wylfa Newydd DCO Project traffic is over the Britannia Bridge in the peak hour of the peak year. The increased journey times over the Britannia Bridge in the peak hour of the peak year have been mitigated as far as practicable by the provision of the MOLF to remove up to 80% of construction material deliveries off the road, and by ensuring the worker shift start and end times do not coincide with AM and PM peak hours of traffic over Britannia Bridge as far as practicable. All other areas of the highway network are not substantially impacted by Wylfa Newydd DCO project traffic.	On-Going	Action: Horizon and NWFRS to discuss further following Examination Deadline 2.

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	Refueling	NWFRS 19	Workforce Management Strategy (WMS) (APP-413)	The locations of fuel stations along the A55 and A5025 are shown at Appendix B of Steer's SoCG Transport Further Information note issued on 4th December. It will not, however, be necessary for HGVs to refuel whilst on Anglesey as HGVs will have sufficient fuel capacity to undertake a round trip without refueling.		Agreed	No further action
	Construction worker commuting	NWFRS 20	Workforce Management Strategy (WMS) (APP-413) CoCP (APP-414)	Construction worker commuting is considered as part of the Transport Assessment. It is noted that construction workers will work a 10.5hr shift and that they will be on site for 12 hrs – it is assumed that this allows for 1.5hrs of breaks. Those who make use of Dalar Hir, park & ride, will be a 30minute bus journey from site and possibly a further 30 minute car journey to home address / temporary accommodation. This will inevitably lead to individuals undertaking 14hr days for up to 11 days at a time. This should be a consideration for the CSMS and consider the area as a whole rather than just focused on the WNDA.	All personnel will comply with the Construction Traffic Management Strategy as set out in the Wylfa Newydd Code of Construction Practice (APP-414), including speed limits, the highway-code, identified route restrictions and be respectful of other road users including agricultural vehicles, pedestrians, cyclists and livestock. Horizon propose (as above, under the heading 'advice to workforce regarding risk') to work with NWFRS as part of the emerging Community Safety Management Strategy (CSMS) which could involve NWFRS liaising directly with the workforce for road safety briefings.	On-Going	Action: : Horizon and NWFRS to continue to liaise on the CSMS
	HGV journeys	NWFRS 21	Workforce Management Strategy (WMS) (APP-413) CoCP (APP-414)	NWFRS noted that HGV journeys from Parc Cybi to main site are calculated on a 22 day working month. In order to provide clarity should this be made explicit to readers i.e. how this is achieved? Horizon clarified that the 22 working days is derived from multiplying 5 working days per week by 52 weeks per year divided by 12 months per year = 21.6.		Agreed	No further action
Shipping	Status of the MOLF / Response to fire on board vessels	NWFRS 22	ES Chapter B15 - shipping and navigation (APP-080) ES Chapter D15 - shipping and navigation (APP-134)	NWFRS need to understand the status of the MOLF compared to other harbors and marinas, i.e. would a vessel on fire have to come into the MOLF and therefore be the responsibility of NWFRS? Consider the potential impact of a fire on board vessels especially if the vessel is alongside the MOLF. A potential fire on-board would be onerous for the FRS in dealing with it - location and severity could have a major resource implication. It is noted that sections 15.5.12 and 15.5.13 refer to potential fire on dredge/construction plant during marine works however there is little information in relation to fire on-board a vessel during operation of the MOLF.	Appendix D15-1 of the ES (APP-134) considers scenarios as part of the hazard identification process and subsequent risk assessment. Following the ranking of these risks, only those considered to be most onerous were taken forward to the formal safety assessment and therefore assessed in chapter D15. Sections 15.5.12 and 15.5.13 in chapter D15 (APP-134) consider the scenario of dredge/construction plant on-board fire. Immediate action by the crew in response to a fire is the most effective measure to prevent a larger marine emergency. The on-site fire and rescue service would provide initial response to any vessel on fire alongside the MOLF (including any vessel directed to the MOLF not associated with the project). Marine safety generally including fire-fighting provision offshore will be the responsibility of the Marine contractor initially and then the MOLF operator.	On-Going	Action: Horizon and NWFRS to discuss further following Examination Deadline 2.

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				Given proposed staffing numbers of WNFRS it is the opinion of NWFRS that they will be required to assist / support at any incidents involving a vessel alongside. NWFRS comments indicated that an incident involving a vessel alongside would be resource intensive and could impact on the service.	Horizon will continue to engage with NWFRS further regarding the emerging plans for on-site provision of equipment (including the timing of fire hydrants, though noting that tankers on site will be able to be mobilised to the MOLF if necessary).		

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Emergency preparedness		NWFRS 23	N/a	NWFRS consider that at this stage this should remain ongoing until the CSMS has been shared with stakeholders.	The Emergency Preparedness Consultative Committee (EPCC) construction subgroup represents a key method of engaging with emergency services. The aim of this group is to provide a forum for the integrated and coordinated approach to ensuring robust emergency preparedness arrangements as determined by the risks of the construction phase that have the potential to lead to an event affecting or arising from Wylfa Newydd site. The scope of this group covers emergency preparedness for the following phases: • Pre-construction Works • Marine Works • Site Preparation and Clearance • Construction phases The group will cover both on and off-site emergency response. Areas of agreement to be recorded through progression of this group's discussions. Horizon note NWFRS comment that they will specifically wish to engage relating to potential radiological effects from an incident. NWFRS note that the EPCC Construction sub-group is progressing work relating to emergency preparedness/response during the construction phase and will be the basis for developing Emergency Preparedness arrangements for the operational phase. NWFRS are eager, as well as other emergency responding agencies, to have sight/input on the thoughts of the developer on such arrangements in order to identify any issues etc which may need to be mitigated against and to allow sufficient time for such mitigation to be secured ahead of time. Horizon and NWFRS will be represented on the EPCC subgroup and further detail to be progressed through the EPCC and CSMS. Horizon are preparing a Community Safety Management Strategy (CSMS) and the sub-committee of the EPCC will be used as a forum for discussing/agreeing the content and terms. Horizon intend to work collaboratively with NWFRS and other stakeholders to deliver this. Detailed emergency planning matters will be considered and agreed through the Emergency Services Engagement Sub-Group (ESESG) established (and secured through the Wylfa Newydd CoCP, App-414. Para 3.4.6 – 3.4.7) to work collaboratively on the development of this Community Safety Management Strategy (CSMS). Both Horizon and NWFRS will be represented on the ESESG. The ESESG will co-ordinate the notification and liaison of various bodies in response to incidents at the Wylfa Newydd site and to maintain appropriate community safety during the construction phase of the Project. The group will meet on a quarterly basis, with the frequency of meetings regularly reviewed to reflect the stage of construction and complexity of activities	Ongoing	Action: : Horizon and NWFRS to continue to liaise on the CSMS

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Environmental incidents	Notification of environmental incidents	NWFRS 24	N/a	NWFRS asked in early SoCG discussions what procedures would be in place to notify NWFRS of any incidents on site and where would NWFRS responsibilities sit for any such incidents. Horizon will be well resourced to deal with Environmental incidents e.g. spills and is unlikely to require NWFRS support for on-site incidents.		Agree	No further action
Codes of practice	Code of Construction Practice	NWFRS 25	N/a	NWFRS agreement in principle but subject to parties agreeing the presented final CSMS document.	NWFRS note the content of the WN CoCP (APP-414) and will engage with the developer in the design of and future implementation of areas of common interest e.g. environmental emergency management strategy and relating to response to fires and other emergencies. Horizon are developing a Community Safety Management Strategy (CSMS) within the WN CoCP which will specify and therefore secure the working relationship with NWFRS.	Ongoing	Horizon and NWFRS to continue to liaise on the CSMS
	Code of Operational Practice	NWFRS 26	N/a	NWFRS and Horizon will engage in the design of and future implementation of areas of common interest. This is an agreement in principle and subject to parties agreeing the presented final document.		Agreed	No further action

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