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Subject: Wylfa Newydd DCO Examination Horizon - Deadline 2 Submissions
Date: 04 December 2018 21:56:17
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 Gwynedd County Council

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') has been developed as an iterative draft by Horizon Nuclear Power (hereafter referred to as 'Horizon') to reflect its understanding of Gwynedd Council's (hereafter referred to as 'Gwynedd') position expressed verbally at meetings or through correspondence and is to its knowledge an accurate reflection of agreed, disagreed and ongoing matters. At this stage however, it is not being submitted as an endorsed agreed draft with Gwynedd.
- 1.1.2 Horizon is continuing to work with Gwynedd to develop the draft to a status where it can be signed and submitted as a jointly agreed statement.
- 1.1.3 It will be amended as the examination progresses in order to enable a final, agreed 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 Gwynedd. 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 Gwynedd on matters relating to the Wylfa Newydd Project as at 4th December 2018.
- 1.2.4 DCLG Guidance recognises and expects that SoCGs 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 Gwynedd will therefore continue to seek to extend the areas of common ground.

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 The preparation of this SoCG is being informed by a programme of discussions and focus groups between Horizon and Gwynedd since September 2017 onwards, along with joint meetings with Gwynedd Council Officers and other parties including the Isle of Anglesey County Council, Welsh Government and Natural Resources Wales prior to September 2017. Gwynedd Council are also a member of the North Wales Economic Ambition Board (NWEAB) and are party to the SoCG between Horizon and NWEAB.
- 1.2.6 Horizon met with Gwynedd to discuss and document common ground on the following dates:

Table 1-1 SoCG meetings

Meeting Date	Attendees	Purpose of Meeting
31 st August 2017	Horizon Gwynedd	Initial meeting to discuss approach to SoCG / Planning workshop #1
16 th October 2017		Housing workshop #1
23 rd January 2018		Housing workshop #2
23 rd January 2018		Transport workshop #1
16 th March 2018		Planning workshop #2
20 th March 2018		Jobs and skills, economic development and tourism workshop #1
5 th September 2018		Planning workshop #3
5 th September 2018		Housing workshop #3
6 th September 2018		Jobs and skills, economic development and tourism workshop #2
9 th November 2018		Welsh Language and Culture workshop #1

The first draft of the SoCG was provided by Horizon on 27th October 2017 for input and comment by Gwynedd. 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'). In addition to agreed factual information the SoCG records agreements and areas of difference in respect of relevant policy, environmental baselines, methodologies, assessment conclusions, mitigation and compensation.

Table 1-2 Date draft SoCGs shared between parties

Submitted to Gwynedd	Feedback received
27 th October 2017	22 nd December 2017
29 th March 2018	31 st August 2018
5 th October 2018	9 th November 2018
15 th November 2018	Comments provided on parts of this SoCG between 15 th – 30 th November 2018

- 1.2.7 Horizon has engaged proactively with Gwynedd to develop this draft SoCG. Details of this engagement are set out in Table 1.1. This SoCG has been developed as an iterative draft by Horizon as set out in Table 1.2. This draft reflects our understanding of Gwynedd's position expressed verbally at meetings, or through correspondence, and is to our knowledge an accurate reflection of agreed, disagreed and on-going matters. At this stage however, the draft which is being submitted for Deadline 2 has not been formally endorsed by Gwynedd as a jointly agreed draft. Horizon is continuing to work with Gwynedd to develop the draft to a status where it can be signed and submitted as a jointly agreed statement.
- 1.2.8 The document will be updated as more information becomes available and as a result of on-going discussions between Horizon and Gwynedd.

1.3 Description of Development

The Wylfa Newydd Project

- 1.3.2 The Wylfa Newydd Project includes:

The Enabling Works

- 1.3.3 The Enabling Works comprise the Site Preparation and Clearance Proposals (SPC Proposals) and the A5025 On-line Highway Improvements.
- 1.3.4 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 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.
- 1.3.5 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

- 1.3.6 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 at Wylfa, 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 works and activities including 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).

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.

- 1.3.7 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

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

2 Consultation with Gwynedd

- 2.1.1 Horizon has undertaken engagement with Gwynedd throughout the pre-application period.
- 2.1.2 Full details are provided in the Consultation Report (APP-037).
- 2.1.3 Following Horizon's Stage Two Pre-Application Consultation, Horizon set up a series of topic based Focus Groups (see Table 2-1 below). These were supplemented by more detailed technical meetings on specific issues.
- 2.1.4 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 that Gwynedd was invited to are listed in Table 2-1.

Table 2-1 Focus Group Themes

Focus Group Theme	Attendance	Frequency
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

- 2.1.5 The Focus Group meetings informed the preparation of a SoCG tracker which recorded priority issues raised by Gwynedd and other Focus Group attendees in response to Horizon's Stage Two Pre-Application Consultation although it should be noted that Gwynedd raised other issues that fell outside the remit of the two focus groups to which it was invited. The Focus Group meetings included for example, detailed discussions on transport matters, which were intended principally to confirm outstanding priority issues particularly focussed on baseline and methodology, as the outcome of the assessments was not yet available.
- 2.1.6 Horizon shared with Gwynedd, amongst other statutory consultees, the draft application documents to support the DCO application that they requested, in September and October 2017. Specifically, Gwynedd were provided with copies of the following documents:
 - Jobs and Skills Strategy;
 - Workforce Accommodation Strategy;
 - Welsh Language Impact Assessment and Non-Technical Summary;
 - Site Selection Reports for:
 - Logistics Centre
 - Park and Ride
 - Site Campus
 - Planning Statement;

- Park and Ride Site Selection Report; and
- Excerpts of the Environmental Statement:
 - Introduction and project overview;
 - Project-wide socio-economic assessment;
 - Transport assessment;
 - Intra-project and inter-project cumulative effects; and
 - Summary of residual effects.

2.1.7 Gwynedd provided comments on these documents on 20 December 2017 with Horizon responding on 01 February 2018. 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.

3 Project Vision and Objectives

3.1 Project Vision

3.1.1 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."

3.1.2 Gwynedd Council's vision from a land-use planning perspective is stated in the Gwynedd and Anglesey Joint Local Development Plan as:

"By 2026, Anglesey and Gwynedd will be recognised for their vibrant and lively communities that celebrate their unique cultures, heritage and environment and for being places where people choose to live, work and visit."

In the context of the Wylfa Newydd Project paragraph 4.5 of the Joint Local Development Plan states:

"The Councils consider that the Wylfa Newydd Project provides a unique and unprecedented opportunity for Anglesey and project promoters to work together to contribute to the socioeconomic transformation of Anglesey and the wider North Wales region, providing sustainable employment opportunities, improving quality of life for existing and future generations and enhancing local identity and distinctiveness."

3.2 Project Objectives

3.2.1 Realising both parties' vision will be achieved through the following objectives:

- 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.

4 Current Position

4.1 Position of Horizon Nuclear Power and Gwynedd Council

- 4.1.1 The following schedule sets out the position of Gwynedd alongside Horizon's position at 4th December 2018. It sets out matters by topic area and an indication of whether the issue is agreed (green), not agreed (red) or ongoing (amber).
- 4.1.2 For ongoing issues, the intention is to provide a final position in the subsequent version of this SoCG.
- 4.1.3 Gwynedd do not wish to raise objections in relation to any other areas of the Project.

Table 4-1 Statement of Common Ground between Gwynedd Council and Horizon

Planning policy

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Planning Policy	N/A	National Policy Statement, including need for the development and suitability of the Wylfa Newydd Site.	GC01	National Policy Statement for Energy (EN-1) National Policy Statement for Nuclear Generation (EN-6) Chapter 5 of the Planning Statement (APP-406) Written Ministerial Statement, December 2017	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 as set out in the accompanying Planning Statement. 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 NPS EN-6. Revisions to the construction programme show the deployment of Wylfa Newydd in 2027. 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 NPS and that both NPSs are documents to which the Secretary of State should have regard. 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.		Agreed	No further action
	N/A	Relationship between National Policy Statement and Development Plan	GC02	Chapter 6 of the Planning Statement (APP-406)	The relationship between the National Policy Statements and the Development Plan as set out in the accompanying Planning Statement is agreed. It is agreed that NPS EN-1 and NPS 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 NPS prevails for the purposes of decision making (paragraph 4.5.1 of the NPS EN-1) insofar 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
	N/A	National, Regional and Local Planning Policy	GC03	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 are as set out and identified in chapter 5 of the Planning Statement.		Agreed	No further action
	N/A	Well-being of Future Generations (Wales) Act 2015	GC04	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088) Welsh Language Impact Assessment (APP-432). Equality Impact Assessment (APP-434) Health Impact Assessment Report	The Well-being of Future Generations (Wales) Act 2015 places duties on public bodies and these duties do not automatically extend to developers such as Horizon. Horizon maintains that the approach taken across the Wylfa Newydd Project is in accordance with the Act. Horizon wishes to support public bodies in discharging their duties in respect to the Act. To this end, the links to the Well-being Goals are identified in ES Volume C - Project-wide effects C1 - Socio-economics, Welsh Language Impact Assessment, Equality Impact Assessment and the Health Impact Assessment.		Agreed	No further action

				(APP-429)			
	N/A	Weight to be given to planning policy	GC05	Chapter 6 of the Planning Statement (APP-406)	Reference is made to Planning Policy Wales at Paragraph 5.10.18 of NPS EN-1. It is therefore considered that the NPS does take into account Planning Policy Wales (PPW), although it is recognised that this is not stated at Paragraph 4.1.5 of NPS EN-1. The Planning Statement assesses the scheme against the current version of PPW where it differs from the pre-NPS version.	Agreed	No further action
	N/A	Local Planning Guidance	GC06	Chapter 5 and Appendices 11-2 and 11-3 of the Planning Statement (APP-406)	The key local planning guidance relevant to the Wylfa Newydd DCO Project as set out, and identified, in chapter 5 and Appendices 11-2 and 11-3 of the Planning Statement are agreed. It is agreed that the Secretary of State is likely to consider the following document is both an important and relevant matter, to the extent to which it is consistent with the Anglesey and Gwynedd Joint Local Development Plan: Nuclear Build at Wylfa: Supplementary Planning Guidance (May 2018).	Agreed	No further action
Planning Policy (assessment)	N/A	Policy assessment	GC07	Chapter 5 of the Planning Statement (APP-406)	Gwynedd is not currently able to confirm its position on the policy assessment made within the Planning Statement.	On-going	Discussions to commence once position confirmed by Gwynedd.
Planning Policy (sites)	N/A	Policy position	GC08	This SOCG	Gwynedd Council is satisfied that its interests will not be affected by the following matters and therefore has no comments to make with regard to the planning policy position: Power Station and other on-site development; Marine Works; Off-site Power Station Facilities; A5025 Off-line Highway improvements; wetland habitat creation and enhancement works; and, Licensable Marine Works. Definitions of these elements of the Wylfa Newydd DCO Project are set out at Paragraph 1.2.6.	Agreed	No further action

Environmental Statement

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Environmental Statement Topics	N/A	Environmental statements Vol A-I	GC09	This SoCG	Gwynedd Council is satisfied that its interests are unlikely to be affected by the following matters and therefore has no comments to make with regard to the following ES topics on any of the elements forming the Description of Development: Public Access and Recreation; Air Quality; Noise and Vibration; Soils and Geology; Surface Water and Groundwater, Terrestrial and Freshwater Ecology; Ornithology; Landscape and Visual; Cultural Heritage; Marine Environment; Radiological Effects; and, Shipping and Navigation.		Agreed	No further action

DCO Requirements

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
DCO Requirements	Mitigation	PW7 and level of detail in CoCPs	GC10	Wylfa Newydd Code of Construction Practice (APP-414)	Gwynedd consider that the Wylfa Newydd CoCP provides insufficient information and controlling mechanisms to provide it with the confidence that construction effects can be controlled adequately. The Council's concern focusses upon the lack of specific detail and commitment provided for the management of construction traffic. Gwynedd would ask that DCO Requirement PW7 and the Wylfa Newydd CoCP is amended such that a final, detailed version of the Wylfa Newydd CoCP is submitted to and agreed by IACC in consultation with Welsh Government and Gwynedd, prior to commencement of development.	The CoCPs are being updated and submitted to the Examining Authority. Horizon see no need to update the DCO requirement.	On-going	Further discussion required.

DCO Requirements	Mitigation	PW7 and level of detail in CoCPs	GC11	Main Power Station Site sub-CoCP (APP-415) Park and Ride sub-CoCP (APP-418) Logistics Centre sub-CoCP (APP-419)	Gwynedd also consider that the sub-CoCPs lack sufficient detail. Considering the matter of construction traffic, the Main Power Station Site sub-CoCP addresses issues of management in a single page whilst the Logistics Centre sub-CoCP contains no information on how HGVs leaving the WNDA will be managed, or the measures to be put in place at times when the Britannia Bridge is closed for example. Similarly, the Park and Ride sub-CoCP provides very little information on the use of shuttle buses or on how parking will be controlled at the facility should demand exceed supply. The DCO requirements pertaining to each sub-CoCP therefore require amending consistent with the recommendation in GC10.	The CoCPs are being updated and submitted to the Examining Authority. Horizon see no need to update the DCO requirement.	On-going	Further discussion required.
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Housing and accommodation strategy

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Housing and Accommodation Strategy	Baseline and data collection	Housing capacity	GC12	Workforce Accommodation Strategy (APP-412)	Gwynedd is concerned that the Gwynedd latent and Private Rented Sector (PRS) spare capacities based upon its knowledge of the local housing market are lower than assumed by Horizon. It is agreed that the central case (reliance on use of 3,000 bed spaces in existing accommodation across Anglesey and parts of the mainland) is reasonable. It is recognised that different patterns of demand could arise and lead to other adverse impacts, however the proposed plan, monitor and manage approach is an appropriate response, providing that Gwynedd is included in the relevant sub-group which will be responsible for establishing what is to be monitored. The sub-group should also be able to consider the results of monitoring and identify the mitigations (if required) particularly if effects within Gwynedd are identified.		Agreed	No further action
	Modelling and assumptions	Effect of Horizon allowance on the local housing market	GC13	Workforce Accommodation Strategy (APP-412)	Gwynedd is concerned that the Horizon housing allowance is significantly greater than the local housing allowance, which could distort the market by increasing rent levels. Gwynedd wish to see ring-fenced funds provided by Horizon to ensure sufficient supply levels to mitigate this risk.	Whilst recognising that all housing markets are different, evidence from Hinkley Point C is that most demand from workers is not competing with entry level points for single households. Demand from workers has been at higher price points for smaller units or for larger units that workers share. The WAMS, which would be secured through the s.106 Agreement, will monitor the rents that are offered to workers and it is in workers' interests, as well as Horizon's, to keep rent increases to a minimum. Horizon do not consider that increases to rent levels are likely, but accepts they are possible and therefore propose a plan, monitor and manage approach.	On-Going	Horizon has now shared publicly-available data from Hinkley Point C. Gwynedd requested to provide further detail on their response in relation to Horizon's position on this matter, to maximise the possibility of reaching common ground.

		Housing suitability	GC14	Workforce Accommodation Strategy (APP-412)	Where PRS take-up from workers is having a significant adverse impact on the availability of Rent Smart Wales compliant homes to existing Gwynedd residents, it is agreed in principle that the Housing Fund, which would be secured through the s.106 Agreement, is an appropriate tool to provide mitigation. The Housing Fund is also an appropriate mechanism in principle to conduct early research and market testing on the quality of latent capacity to provide further evidence at an early stage of the probability of the impact occurring. A redacted draft s.106 Agreement was issued to Isle of Anglesey County Council and Welsh Government on 25th October 2018 and provides for a specific Housing Fund, which includes an up-front payment to Gwynedd Council on commencement, phased payments following commencement and a contingency element. At the time of writing this draft SoCG, Gwynedd have not received the draft s.106.	Agreed	No further action
		Sensitivity of local housing market to changes in demand	GC15	Workforce Accommodation Strategy (APP-412)	Whilst Gwynedd Council remains concerned that increased demand may lead to displaced tenants or increased rents for vulnerable people, it is recognised that some landlords will want to house construction workers rather than housing benefit tenants and neither the Council nor Horizon can influence this. It is agreed that the plan, monitor and manage approach is reasonable and where significant adverse impacts arise then mitigation will be provided, on the basis that Gwynedd is involved in the appropriate sub-group secured in the Wylfa Newydd Code of Construction Practice and this would include monitoring framework, methods of reporting and mitigation measures.	Agreed	No further action
		Labour churn	GC16	Workforce Accommodation Strategy (APP-412)	Whilst it is acknowledged that high levels of labour churn could result in housing impacts not currently assessed, it is agreed that the plan, monitor and manage approach, including the proposed Wylfa Newydd Employment and Skills Service (WNESS), which would be secured through the s.106 Agreement, provides an appropriate framework in principle to help to keep labour churn to a minimum and provide mitigation where impacts occur. Details of the service will be agreed through the appropriate sub-group including: methodology; timing; and, mitigation measures.	Agreed	No further action
	Mitigation	Principle of mitigation	GC17	Workforce Accommodation Strategy (APP-412)	Mitigation will be provided through the Housing Fund, as set out in GC14 and secured through the s.106 Agreement, where significant adverse housing impacts in Gwynedd are unavoidable. Mitigation would be provided throughout the construction period and would not focus solely on the period with the maximum workforce. At the time of writing this draft SoCG, Gwynedd have not received the draft s.106.	Agreed	No further action
		Monitoring framework	GC18	Code of Construction Practice (APP-414)	The monitoring framework and release of contingency funds pursuant to the s.106 Agreement would facilitate the delivery of the Housing Fund. At the time of writing this draft SoCG, Gwynedd have not received the draft s.106.	On-going	Further discussion to follow once draft s.106 received.
		Lack of detail regarding the Housing Fund	GC19	Workforce Accommodation Strategy (APP-412)	Whilst it is agreed that the Housing Fund, which would be secured through the s.106 Agreement, is an appropriate mechanism in principle to manage the impacts of workers on the housing market, common ground cannot reasonably be reached on the details of the Housing Fund until further details on the scale of the fund and how it will be used are provided.	On-going	Further discussion to follow once draft s.106 received.

		Indirect effects on housing market	GC20	Workforce Accommodation Strategy (APP-412)	Horizon should mitigate or compensate for any significant adverse housing impacts arising due to induced migration from wider economic growth that may in part be triggered by the Project.	Horizon does not consider this is necessary to make the development acceptable in planning terms, nor is it directly related to the development. Notwithstanding this, Horizon considers that as these workers would not be directly related to construction activities and would not benefit from a subsistence allowance, they are therefore likely to mainly comprise third-party service industry workers that are home-based.	Not Agreed	No action identified
		Mitigation lag-time	GC21	Workforce Accommodation Strategy (APP-412)	It is agreed that part payment of the Housing Fund, which would be secured through the s.106 Agreement, on commencement may allow mitigation to be provided by the point of exceedance as far as reasonably practicable. At the time of writing this draft SoCG, Gwynedd have not received the draft s.106.		Agreed	No further action
		Campus delivery	GC22	Workforce Accommodation Strategy (APP-412)	The Phasing Strategy states that the Site Campus will be delivered in time for peak construction. Horizon is currently reviewing the delivery schedule to determine whether phases can be delivered earlier. Any such review is being undertaken taking into account the assessed environmental and construction constraints. Horizon is investigating whether a DCO Requirement based on high levels of occupancy is feasible.		On-going	Further discussion required to confirm Gwynedd's position.

Transport and infrastructure

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Transport and infrastructure	Baseline data and collection	Traffic flow surveys	GC23	Transport Assessment (APP-101) ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix I - VISSIM Model Results (APP-110)	The findings regarding the mainland network and bridge crossings may not be robust as the Automatic Traffic Count (ATC) surveys do not cover all shift start and end times. Whilst it is accepted that the worst case peak hour has been modelled, the traffic flows either side of these are fairly close in terms of volumes, therefore any spreading of traffic could result in peak periods (not just peak hours), particularly in traffic sensitive areas such as Britannia Bridge.	Modelled and assessed hours in the Transport Assessment are concentrated on the AM and PM peak periods, which ATC surveys confirm are the highest flows per 24 hour period. ATCs were undertaken over a 9 day period, see Chapter 2 of APP-101 for further details on baseline data collection. This query relates to baseline traffic flows and whether these covered the start and end of shifts; they do, as confirmed above.	On-going	Further discussion required.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
	Modelling and assumptions	Peak traffic period	GC24	Transport Assessment (APP-101) ES Volume C - Road traffic-related effects (project-wide App C2-4 - DCO TA Appendix I - VISSIM Model Results (APP-110)	Under the scenario presented and assessed, it could be concluded that the project does not cause a secondary peak period of traffic flow and therefore the transport assessment does assess the worst-case scenario. However, if any assumption does not happen as forecast, due to the traffic volumes either side of the peak hour being similar, then it is considered peak spreading could occur. Horizon to provide evidence of no peak spreading.	Project traffic is accounted for in all hours of the day as shown in Figures 11-3 and 11-4 of the Transport Assessment. The VISSIM model of Britannia Bridge models 3 hours in the AM peak (06:00-09:00) and 3 hours in the PM peak (15:00-18:00) as shown in Table 11-9 of the Transport Assessment. Therefore the Transport Assessment assesses periods either side of the AM and PM peak hour. The majority of Project traffic over the Britannia Bridge is comprised of construction worker traffic as shown in Figures 11-3 and 11-4 of the Transport Assessment. These movements are directly related to the start and end timings of shift patterns, which are controlled by the DCO, therefore it is not envisaged that any substantial changes in the timings of Project traffic will occur compared to that already assessed in the Transport Assessment. Furthermore Gwynedd have been provided with sensitivity test results of the impact of changes to the proportion of workers that live on the mainland, which demonstrated very little impact to the published modelling results in the Transport Assessment.	On-going	Further discussion required.
		Methodology and guidance	GC25	Transport Assessment (APP-101)	The methodologies and guidance referred to, and the modelling methods utilised in the Transport Assessment, are sound.		Agreed	No further action

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Sensitivity test	GC26	Transport Assessment (APP-101) Wylfa Newydd Code of Construction Practice (APP-414)	Horizon provided a sensitivity test on 10th October 2018, which doubles the number of expected construction workers living on the mainland is sufficient to assess the transport effects of a different mode share or a greater proportion of workers living on the mainland. Gwynedd consider that the sensitivity test adequately addresses changes to the previously assumed mode share and a change in the previously assumed proportion of workers from the mainland and shows negligible additional impact on the traffic flows on the Britannia Bridge. Therefore Gwynedd agree that for these scenarios, negligible additional impacts are reported. However, agreed limits of traffic flows and mitigation measures if breached should be set out in the Wylfa Newydd Code of Construction Practice, as is the case for the HGV movements.	Limits to HGV movements are secured in the Wylfa Newydd Code of Construction Practice. It is not deemed necessary to have similar caps placed on construction worker traffic. As has been demonstrated via the sensitivity tests provided to date, significant changes in assumptions do not correlate to substantial changes to traffic modelling results.	On-Going	Further discussion required.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Proportion of workers travelling home during leave period	GC27	Transport Assessment (APP-101) Wylfa Newydd Code of Construction Practice (APP-414)	The assumption that 2,375 of the 7,000 non-home based workers will travel home during the 3-day leave period, with the remainder staying in Wales, is not clearly evidence-based and professional judgement is not considered to be acceptable. Gwynedd acknowledge that the levels of traffic flow associated with this weekend travel, as predicted, should not cause in itself any additional impacts on the highway network over and above those assessed for the weekday peak hours. However, agreed limits of traffic flows and mitigation measures if these limits are breached should be set out in the Wylfa Newydd Code of Construction Practice.	The mode share and propensity of non-home based workers to travel back to their permanent home is based on where Horizon expect this proportion of the construction workforce to live and reasonable assumptions on how often they may travel back to their permanent home. Notwithstanding this, it is expected that all weekend related travel will be undertaken off peak as those wishing to travel to/from home are most likely to do so immediately before/after (or within a few hours before/after) the start/end of a shift, all of which occurs during off peak hours. Therefore Horizon do not envisage any material impacts to occur if the proportion of those travelling home each weekend differs from that already assessed in the DCO. The assumptions behind where the permanent residences of the 7,000 non-home based workers will be during the peak year (thus the geographical split of weekend travel) are based mainly on professional judgement, Horizon believes that it has provided a robust assessment that assumes the majority (more than two thirds) of the non-home based workers travel at the start/end of every 11 day shift cycle. Limits to HGV movements are secured in the Wylfa Newydd Code of Construction Practice. It is not deemed necessary to have similar caps placed on construction worker traffic. As has been demonstrated via the sensitivity tests provided to date, significant changes in assumptions to do not correlate to substantial changes to traffic modelling results.	On-going	Further discussion required.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Construction worker weekend traffic	GC28	Transport Assessment (APP-101) Wylfa Newydd Code of Construction Practice (APP-414)	Gwynedd consider that traffic movements outside peak hours should be a parameter set out in the Wylfa Newydd Code of Construction Practice to ensure it is adhered to, and does not result in additional traffic to that assessed in the peak hours.	Off peak traffic is substantially lower than the peak hours assessed in the Transport Assessment as shown in Figures 11-3 and 11-4 of the Transport Assessment. Limits to HGV movements apply to all hours of the day as secured in the Wylfa Newydd Code of Construction Practice. It is not deemed necessary to have similar caps placed on construction worker traffic. As has been demonstrated via the sensitivity tests provided to date, significant changes in assumptions to do not correlate to substantial changes to traffic modelling results.	On-going	Further discussion required.
		Early years modelling	GC29	Transport Assessment (APP-101)	Horizon has reiterated that construction vehicles for the early years developments have been included in the Transport Assessment however no further evidence has been provided.	Figure 7-6 of the Transport Assessment sets out all the construction vehicle movements included in the assessment, broken down by project element.	On-going	Further discussion required.
		Early years modelling	GC30	Transport Assessment (APP-101) Wylfa Newydd Code of Construction Practice (APP-414)	A delay in the MOLF evidences that if the MOLF construction was delayed (by 6 months) the resultant increase in HGV traffic would be similar to the number of HGVs outlined in the Transport Assessment. This is of concern as it will result in construction period lengthening. Therefore, at the very least, the HGV limits should be as the limits set out in the Wylfa Newydd Code of Construction Practice, with additional mitigation identified if not.	A delay in the MOLF would not change the requirement to adhere to the HGV limits secured in the Wylfa Newydd Code of Construction Practice.	On-going	Further discussion required.
		Care share target	GC31	Transport Assessment (APP-101) Wylfa Newydd Code of Construction Practice (APP-414) ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)	The car share target of two workers per car during the peak year of construction is not sufficiently evidence based. Further, Gwynedd consider that limits of traffic volumes (in line with agreed assessment), and hours of travel should be set in the Wylfa Newydd Code of Construction Practice and these should be monitored and mitigation measures imposed if agreed volumes are breached. A car share target should also be cited within the appropriate control document such that it can be monitored against and Horizon held to undertake any additional measures should any under-performance occur.	The target is based on professional judgement and proposed by Horizon to mitigate the impacts of daily travel during the peak construction year. The measures put in place to achieve this car share ratio are provided in the: Integrated Traffic and Transport Strategy and secured in the Wylfa Newydd Code of Construction Practice. In relation to HGV traffic volumes, limits to the number of HGVs and the timings of deliveries are also secured in the Wylfa Newydd Code of Construction Practice.	On-going	Further discussion required.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Fly-parking of cars as part of car-share meet-ups	GC32	Wylfa Newydd Code of Construction Practice (APP-414) Workforce Management Strategy (APP-413)	It is unreasonable to make no account for the parking of “unused cars” that would be necessary to facilitate an average car share of at least three workers per car at the WNDA. Whilst Gwynedd commend the approach that fly-parking will be disciplined, mitigation measures should be set out in the Wylfa Newydd Code of Construction Practice to address the issue should it arise, if measures cannot be introduced to prevent fly-parking at source before it happens. Horizon indicate that they do not believe any park and rides are required on the mainland, which Gwynedd consider would help at source with the fly-parking issue.	No provision has been made for unused cars to be parked anywhere other than at other workers' residences. Any incidences of fly-parking will be investigated and enforcement action taken. The Workforce Management Strategy secures the following, which is considered to be a sufficient disincentive: “Any personnel found to be parking outside designated areas (or 'fly parking') will be disciplined”.	On-going	Further discussion required.
		Effects of poorly controlled parking	GC33	Workforce Management Strategy (APP-413)	If parking levels are not correct and controlled and managed stringently, there may be effects on surrounding areas with overspill and fly-parking.	The Workforce Management Strategy secures the following, which is considered to be a sufficient disincentive: “Any personnel found to be parking outside designated areas (or 'fly parking') will be disciplined”.	On-going	Further discussion required.
		Traffic impacts of abnormal circumstances lasting up to two weeks	GC34	Wylfa Newydd Code of Construction Practice (APP-414)	It is agreed that for the construction period, under normal circumstances, and for the two-week stockpile period the Logistics Centre provides sufficient contingency space to prevent overspill of HGV traffic onto the mainland.		Agreed	No further action
		Traffic impacts of abnormal circumstances lasting over two weeks	GC35	Transport Assessment (APP-101)	Gwynedd do not agree that the Logistics Centre provides sufficient contingency space for excessive conditions lasting longer than a 2-week period. The Wylfa Newydd Code of Construction Practice needs to limit the amount of HGVs on all of the road network, not just the part adjacent to the Wylfa Newydd site.	Gwynedd's statement requires evidence to support their position. It is Horizon's view that any bad weather or traffic incident event which disrupts deliveries is sufficiently catered for by the two week stockpiling of materials on site. As secured in the Wylfa Newydd Code of Construction Practice, 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. Note that the Transport Assessment assesses 60% of all construction materials arriving at the MOLF and 40% by road, whereas in reality the MOLF is designed to take up to 80% of construction materials leaving 20% to be transported by road. This therefore represents a robust assessment of HGVs on the highway network.	On-going	Further discussion required.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Temporary bridge closures	GC36	Wylfa Newydd Code of Construction Practice (APP-414)	Further detail required as to how the management procedures would be implemented to communicate serious incidents down the supply chain so HGVs can be held at source, en-route at suitable service stations, or at the Logistics Centre.	Section 5.5 of the Wylfa Newydd Code of Construction Practice is to be updated to secure the following: “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. • 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. • Controlling the number and frequency of Heavy Goods Vehicles (HGVs) on the designated HGV routes. • Establishing an appropriate communications protocol for workers, bus drivers transporting construction workers and HGV drivers. • Communicating incident management information to all workers, contractors making a delivery and bus operators transporting workers. • Holding HGVs and buses at appropriate locations, including the Logistics Centre, during an incident.”	On-going	Further discussion required.
		Assumptions for the operational workforce	GC37	Wylfa Newydd Code of Operational Practice (APP-421)	The car sharing ratio for workers coming to site during the operational period is not evidence-based. Professional judgement is considered to be an unacceptable approach. The Code of Operational Practice (APP-421), needs to set the car sharing ratio as minimum limits that have to be adhered to and mitigation put in place if vehicle numbers vary from those modelled and tested. Whilst the measures are appreciated, limits and mitigation need to be in place alongside these.	The car sharing target referred to by Gwynedd is an average of 1.5 workers per car. This is a target only, and the Code of Operational Practice, Section 5.3, secures the measures that will be secured in place to encourage car sharing during the operational period. This is considered to be an acceptable approach.	On-going	Further discussion required.
		Methodology and results	GC38	Transport Assessment (APP-101)	The assessment methodology, approach to modelling and the results in the Transport Assessment are reasonable.		Agreed	No further action

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		VISSIM model	GC39	Transport Assessment (APP-101) ES Volume C - Road traffic-related effects (project-wide App C2-4 - DCO TA Appendix I - VISSIM Model Results (APP-110)	Insufficient details of the VISSIM model results have been provided.	Chapter 11 of the Transport Assessment outlines the headline results of the VISSIM model, with full details provided in APP-110.	On-going	Further discussion required.
		Sea-borne assumptions	GC40	Transport Assessment (APP-101)	It is agreed that the assumptions around sea-borne transportation of materials is adequately robust and that the resulting road transportation represents a realistic worst case.		Agreed	No further action
	Mitigation	Integrated Traffic and Transport Strategy	GC41	Wylfa Newydd Code of Construction Practice (APP-414)	Section 5.6 of the Wylfa Newydd Code of Construction Practice commits Horizon to undertake monitoring of transport impacts throughout the Project. If unforeseen impacts occur, then this can be raised through the Transport sub-group of the Community Liaison Group, and if appropriate, funds can be made available for additional mitigation subject to approval by the Programme Board.		Agreed	No further action
		Integrated Traffic and Transport Strategy	GC42	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107) Wylfa Newydd Code of Construction Practice (APP-414)	The constraints that have influenced the development of the Integrated Traffic and Transport Strategy are not clearly set out.	NPS EN-1 states that water-borne or rail transport is preferred over road transport, where cost effective. Horizon have chosen to use sea over road for the majority (up to 80%) of the required freight movements to build the power station, as secured in the Wylfa Newydd Code of Construction Practice. This removes many thousands of HGV movements off the road per month of the project. Section 10 of the Integrated Traffic and Transport Strategy sets out the various freight movement options and explains why the current sea based strategy was chosen.	On-going	Further discussion required.

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		Rail travel	GC43	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)	It is considered that rail travel could limit some of the longer journeys that utilise the mainland highway network.	In line with NPS EN-1, the majority of freight required to deliver the construction of the Wylfa Newydd DCO Project is being delivered via water utilising the MOLF, therefore removing up to 80% of freight from the highway network. The rationale behind the decision to use water-borne transport compared to rail is set out in detail in the Integrated Traffic and Transport Strategy.	On-going	Further discussion required.
		Shuttle buses, car share, park and share, and park and ride on the mainland	GC44	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)	More thought is required to the provision of shuttle buses, car share, park and share, and park and ride on the mainland.	The current strategy does not indicate any requirement for mainland based parking facilities. Mainland highway movements are generally confined to the Strategic Highway Network (A55 and Motorways in England) except for traffic originating in Bangor and Caernarfon, where shuttle buses will be provided for workers. The rationale for the Transport Strategy is included in the Integrated Traffic and Transport Strategy.	Not agreed	No action identified

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Shuttle buses, car share, park and share, and park and ride on the mainland	GC45	Wylfa Newydd Code of Construction Practice (APP-414) Wylfa Newydd Code of Operational Practice (APP-421)	Gwynedd recognise that the introduction of shuttle buses, if implemented correctly, should reduce the need for journeys by car from the mainland. However, there is no information provided with regard to the number of buses, the times (year) of operation, hours of operation, pick-up points etc. Gwynedd require clarification of monitoring tests or contingency measures if strategy is flawed, and other measures such as P&R are needed on the mainland. This needs to be set out in the Wylfa Newydd Code of Construction Practice and Wylfa Newydd Code of Operational Practice.	There is no evidence to suggest the need for a park and ride/share site on the mainland to support the Project. Notwithstanding Horizon's view that sufficient parking is provided as part of its DCO application, Horizon is aware that the Welsh Government is promoting two sites for park and share facilities in Gwynedd. Whilst the need for these is not accepted, if they were to be delivered by others, Horizon would be willing to consider their use as supplementary sites to the strategy in the DCO. Buses would be demand dependant to ensure that they go where demand exists in order to maximise take-up and to ensure as far as possible that buses are not on the highway network without passengers causing unnecessary additional traffic.	Not agreed	No action identified

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Parking for cars and lorries on the mainland	GC46	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)	More thought is required to the provision of general parking spaces on the mainland for workers and freight lorries in properly managed waiting areas.	The current strategy does not indicate any requirement for mainland based parking facilities. Mainland highway movements are generally confined to the Strategic Highway Network (A55 and Motorways in England) except for traffic originating in Bangor and Caernarfon, where shuttle buses will be provided for workers. Furthermore the Freight Management Centre has an adequate capacity for HGV parking. The rationale for the Transport Strategy is included in the Integrated Traffic and Transport Strategy and its associated appendices. Notwithstanding Horizon's view that sufficient parking is provided as part of its DCO application, Horizon is aware that the Welsh Government is promoting two sites for park and share facilities in Gwynedd. Whilst the need for these is not accepted, if they were to be delivered by others, Horizon would be willing to consider their use as supplementary sites to the strategy in the DCO.	Not agreed	No action identified
		Shuttle buses	GC47	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107) Wylfa Newydd Code of Construction Practice (APP-414)	Notwithstanding Gwynedd Council's views above, it is agreed that it is appropriate for shuttle buses to be operational from the start of the construction programme, before any established travel patterns are adopted by workers. Workers should have to use these as a first option. Furthermore, the buses should not be demand dependant. This should be set out within the Wylfa Newydd Code of Construction Practice because at present the DCO documentation currently lacks information on the number of buses, times of operation, routes, pick-up points etc.	Buses would be demand dependent to ensure that they go where demand exists to maximise take-up and to ensure as far as possible that buses aren't on the highway network without passengers causing unnecessary additional traffic.	On-going	Further discussion required.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Shuttle buses	GC48	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107) Wylfa Newydd Code of Construction Practice (APP-414)	Gwynedd consider that there should be some certainty and fixity over the routes and frequency of the shuttle buses, so that workers adopt the services and find accommodation within the 600 metres stipulated by Horizon to qualify them for the service. Whilst there should be some direct services, if demand dictates, there should also be a mix of services including express which may be limited stop to maximise opportunities for workers to use them. There should be regular reviews, but not changes constantly. Routes, times, numbers etc need to be set out and agreed with Gwynedd. They should be set out in the Wylfa Newydd Code of Construction Practice (or subject to an appropriately worded DCO requirement	Buses would be demand dependent to ensure that they go where demand exists to maximise take-up and to ensure as far as possible that buses aren't on the highway network without passengers causing unnecessary additional traffic.	On-going	Further discussion required.
		Lack of parking adjacent to bus stops	GC49	Transport Assessment (APP-101)	A lack of dedicated parking close to bus stops may result in increased levels of uncontrolled parking. Gwynedd require the bus strategy to be refined and set out in the DCO requirements, with mechanisms to review all elements of the services, including any parking requirements there may be for users of the service. Until workers places of residence etc are known, there needs to be methods to ensure the best service possible and mitigation measures to refine as required. The bus strategy needs to set out the number of buses, initial routes to be taken, hours of operation etc.	Only workers living within walking distance (600 metres) of a bus route will be allowed to use the shuttle bus service. This will be controlled by verifying worker identities when boarding buses. Therefore parking is not required at bus stops. Buses will be demand dependant to ensure that buses go where demand exists to maximise take-up and to ensure as far as possible that buses aren't on the highway network without passengers causing unnecessary additional traffic.	On-going	Further discussion required.
		Enforcement action for fly parking	GC50	Workforce Management Strategy (APP-413)	The use of monitoring and investigation of items such as "fly parking" for the shuttle bus services is appropriate and Gwynedd agree that disciplinary action is appropriate in these circumstances. 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 "Any personnel found to be parking outside designated areas (or 'fly parking') will be disciplined".		Agreed	No further action

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Phasing of Park and Ride facility	GC51	Phasing Strategy (APP-447)	The park and ride facility is committed to be delivered as per the Phasing Strategy submitted as part of the DCO application.		Agreed	No further action
		Number of Park and Ride facilities	GC52	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)	There should be multiple Park and Ride facilities, including a Park and Ride facility on the mainland to capture workers trips earlier on the highway network.	Given there is only one main access route to/from the WNDA, there is no need to provide more than one park and ride facility to effectively intercept construction worker traffic. The transport analysis undertaken does not indicate that a park and ride facility on the mainland is required from a highway capacity perspective.	Not agreed	No action identified
		Number of Park and Ride facilities	GC53	Transport Assessment (APP-101)	Gwynedd require a DCO requirement for Horizon to monitor the need for other P&R/Park & Share facilities on the mainland as the project progresses and mitigation measures instigated should there be a requirement for additional facilities. The scope of the monitoring needs to be agreed with Gwynedd with results also supplied to Gwynedd along with the mechanism to identify and deliver additional mitigation if required	Given there is only one main access route to/from the WNDA, there is no need to provide more than one park and ride facility to effectively intercept construction worker traffic. The transport analysis undertaken does not indicate that a park and ride facility on the mainland is required from a highway capacity perspective.	Not agreed	No action identified
		Amount of embedded mitigation to minimise vehicle trips	GC54	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)	The extent of measures to reduce the need for HGV movements through the construction programme, including provision of the MOLF is appropriate and welcomed.		Agreed	No further action

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Welsh language and culture	Baseline and data collection	Schools data	GC55	Welsh Language Impact Assessment (APP-432)	Gwynedd note that the evidence base used to assess the effect on schools is based on current figures for the number of pupils in the schools of both counties, but does not take into consideration the projections for population growth and schools reorganisation plans. Gwynedd does not have a problem with the gravity model and the assessment of the number of workers and dependents, but rather on the way that their possible effect has been assessed. Of particular concern is school capacity numbers for Bangor primary schools, and future reorganisation plans, and how those have been considered by Horizon.	The Welsh Language Impact Assessment has been developed based on the projected numbers of workers and dependents forecast from the gravity model. Horizon believe this is the most appropriate approach for assessing the number of workers and dependents moving to the KSA.	On-going	Meeting required between Horizon and Gwynedd Council education department to confirm assumptions relating to projected pupil numbers and school capacity.
	Modelling and assumptions	Assessment of effects on the northerly parts of the County	GC56	Welsh Language Impact Assessment (APP-432)	Gwynedd is concerned that insufficient consideration has been given to the possible Welsh language and culture effects of the Project on Gwynedd, and specifically the northerly parts of the County. Gwynedd propose an amendment to Measure 16 of Appendix I1 of the Welsh Language Impact Assessment, the Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMES).	Horizon has included the Menai Mainland, which is a subdivision of Gwynedd, within its assessment of Welsh language and culture, as set out in the Welsh Language Impact Assessment. The Menai Mainland includes the most northerly parts of the County (north-east of Bangor). This subdivision has been used to assess effects that may be felt at this level, comprising: population characteristics; quality of life; cost of housing, infrastructure supply and education; and social and cultural aspects.	On-going	Further discussion required.
	Mitigation	Insufficiently flexible mitigation	GC57	Welsh Language Impact Assessment (APP-432)	Gwynedd are concerned that findings from Hinkley Point C indicate that workers did not follow projected patterns of movement and did not all settle and live in the areas predicted. The concern therefore is that there is not sufficient flexibility in the measures to respond to any effects that could be greater than predicted on certain geographical areas.	Horizon believe that the mitigation, which would be secured through the s.106 Agreement, offers sufficient flexibility, with many of the measures referring to ongoing discussions (e.g. mitigating effects on early years provision, peripatetic teacher service) or ongoing monitoring (e.g. monitoring workers who bring children with them).	On-going	Further discussion required.

		Insufficient focus outside of the KSA	GC58	Welsh Language Impact Assessment (APP-432)	Gwynedd are concerned that mitigation will focus on the KSA, potentially leaving adverse direct or indirect effects on the wider area of Gwynedd unaddressed.	Several measures are designed to be sufficiently flexible to respond to demands in different geographic areas as they become clearer. For example, Measure 16 of the Welsh Language Impact Assessment refers to the service being potentially delivered in Gwynedd if required and also provides flexibility for the number of teachers to increase/decrease from an initial starting point of two, in response to demand.	On-going	Further discussion required.
		Timeliness of evaluation process	GC59	Welsh Language Impact Assessment (APP-432)	Gwynedd and Horizon agreed that all Measures contained in the Welsh Language Impact Assessment and WLCMES are appropriate and fit for purpose except where stated in this SOCG. Mitigation would be secured through the s.106 Agreement.		Agreed	No further action
		Commitment to recording and encouraging skills	GC60	Welsh Language Impact Assessment (APP-432)	Horizon and Gwynedd support Horizon's commitment to record linguistic skills and encourage skills development, which would be secured through the s.106 Agreement.		Agreed	No further action
		Welsh Language and Culture Co-ordinator - timing of recruitment	GC61	Welsh Language Impact Assessment (APP-432)	Gwynedd are content that the Welsh Language and Culture Co-ordinator has now started in post and is working under the Head of Strategic Development Wales. Gwynedd seek clarity on whether job descriptions and application forms, for jobs where the Welsh language was a requirement, would be available in Welsh.	Horizon is now able to confirm that job descriptions and job application material (i.e. CV and cover letter, as Horizon does not use application forms) for jobs, where the Welsh language is a requirement, will be available in Welsh. This process has been already used to recruit the recently appointed Welsh Language and Culture Co-ordinator.	On-going	Further discussion required. Gwynedd to agree that this item can be moved to 'agreed' position.
		Commitment to Welsh language data collection of employee partners and children	GC62	Welsh Language Impact Assessment (APP-432)	Gwynedd does not accept that steps are reasonable and that Horizon has no control over whether workers submit accurate data in their responses. Further discussion will be needed to ascertain how and when data would be collected and shared to secure proper and timely mitigation.	Horizon consider that the WAMS Oversight Board, which would be secured through the s.106 Agreement, provides an appropriate framework for monitoring and managing effects. Horizon consider that the steps Horizon would take via the WAMS portal registration form, to ascertain whether workers have brought dependents with them to the local area are reasonable. It is accepted that Horizon has no control over whether workers submit accurate data in their response.	On-going	Further discussion required.
		Peripatetic teacher service	GC63	Welsh Language Impact Assessment (APP-432)	Gwynedd agree with the principle of Measure 16 of Appendix I1 of the Welsh Language Impact Assessment and the WLCMES, however they remain concerned about the capacity of the service (i.e. number of teachers) and time lags between dependents arriving and being able to receive immersion support.		On-going	Further discussion required. Gwynedd to provide data on the pupil/ teacher ratio in the Welsh language immersion service.

		Community Involvement Officer	GC64	Welsh Language Impact Assessment (APP-432)	Concern that insufficient detail has been provided about the Community Involvement Officer (CIO) role and therefore whether or not it will be able to mitigate the effect of the inflow of non-home based workers and their families from outside the KSA on the Welsh language.	The CIO role is contained within the draft s.106 Agreement and is proposed to be performed by one Horizon staff member and one IACC staff member.	On-going	Further discussion required.
		Welsh language effects in early years education	GC65	Welsh Language Impact Assessment (APP-432)	Gwynedd are content with the principle of Measure 19 of Appendix I1 of the Welsh Language Impact Assessment. However, they remain of the view that resource associated with this measure should follow the effect rather than be based on the number of employees who bring families with them. The mitigation does not currently appear to take account of any children which could be born while employees are living in the area.	This measure recognises the need for ongoing dialogue to ensure that the effects are mitigated and would be secured through the s.106 Agreement. There are no projections of pre-school age children moving with workers as part of the socio-economic assessment. Children of workers that are born in the KSA could be considered as part of the ongoing dialogue.	On-going	Further discussion required.
		Management Group	GC66	Welsh Language Impact Assessment (APP-432)	Gwynedd requested ongoing discussion around the implementation of proposed monitoring (e.g. group membership, frequency of meetings, level of Horizon attendance, role and influence).	The key link between the groups would be the Welsh Language and Culture Co-ordinator, who would report to both the internal and external groups. A Community Involvement Officer would also attend the external group and other Horizon staff could attend the external group. Details on Terms of Reference, membership and frequency of meetings would need discussion but Horizon envisage similar membership to the current WLIA steering group. Mitigation would be secured through the s.106 Agreement.	On-going	Further discussion required.

Tourism and economic development

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Tourism and economic development	Baseline data and collection	Bed stock data	GC67	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	Gwynedd intend to complete a bed-stock survey prior to the end of the examination period. Horizon welcome the provision of improved baseline data and will consider the implications once received.		Agreed	No further action
		Student accommodation	GC68	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	It is agreed that student accommodation is not incorrectly classified in the baseline data as the data is based on the Census. Horizon have only included what is defined as Private Rented Sector (PRS) in the Census. Shared accommodation (including student halls) are not counted as PRS.		Agreed	No further action
		Labour churn	GC69	Jobs and Skills Strategy (APP-411)	Whilst Gwynedd remain concerned that there is no clear evidence on the robustness of the labour market to deal with labour churn, it is agreed that the assumptions taken are reasonable (subject to Gwynedd's further review of work undertaken by Welsh Government), and the proposed plan, monitor and manage approach is an appropriate response. Further information on the operation of the Wylfa Newydd Employment and Skills Service, which would be secured through the s.106 Agreement, will be provided to Gwynedd including the scope of the backfilling service to be provided prior to the close of examination.		Agreed	No further action
	Modelling and assumptions	Secondary, indirect and cumulative effects	GC70	Jobs and Skills Strategy (APP-411)	Gwynedd remain concerned that the secondary, indirect and cumulative effects of the Project could have a significant adverse impact on certain employment sectors within Gwynedd, such as social care and tourism. Notwithstanding this, it is agreed that the Wylfa Newydd Employment and Skills Service, including the backfilling service, is an appropriate measure to manage this unavoidable risk providing that it can backfill jobs sufficiently quickly to be of use to local businesses. The backfilling service will help mitigate any effects that may arise on businesses whose workers have moved on to the Wylfa Newydd DCO Project. Further information on the operation of the Wylfa Newydd Employment and Skills Service, which would be secured through the s.106 Agreement, will be provided to Gwynedd including the scope of the backfilling service to be provided prior to the close of examination. There is an agreed need for the ongoing monitoring of the local labour market. This will be done to an approach agreed by the Jobs and Skills sub group, as secured by the Wylfa Newydd Code of Construction Practice.		Agreed	No further action
		Sub-groups	GC71	Wylfa Newydd Code of Construction Practice (APP-414).	It is agreed between both parties that Gwynedd will be invited to attend the appropriate sub groups that cover the themes of tourism, accommodation, jobs, skills and supply chain. The sub groups are secured by the Wylfa Newydd Code of Construction Practice.		Agreed	No further action

		Proportion of spend within the region	GC72	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	A regional spend of 2%-4% is agreed to represent the "worst case" scenario for assessment purposes only. This range is based on benchmarking of available information on similar projects. Horizon aims to significantly exceed this range and it is agreed that the Supply Chain Action Plan, which would be secured through the s.106 Agreement, is in principle an appropriate mechanism to achieve a higher target. Further information on the Supply Chain Action Plan and operation of Supply Chain will be provided to Gwynedd prior to the close of examination. The parties agree to maximise regional spend in line with principles set out in the emerging Supply Chain Action Plan. This is being development with members of the Supply Chain Service, which includes the North Wales Economic Ambition Board, of which Gwynedd is a member.	Agreed	No further action
		Proportion of construction workforce within the region.	GC73	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	22% of the construction workforce to be from the local or regional area is agreed to represent the "worst case" scenario for assessment purposes only. The Jobs and Skills Strategy would seek to maximise the potential for local employment on the Project, and increase the current estimation of home-based workers. It also includes the setting up of the Wylfa Newydd Employment and Skills Service, which will aid the recruitment and training of workers to support the construction programme, including upskilling existing workers. The Supply Chain Action Plan is in principle an appropriate mechanism to also help achieve a higher target. Mitigation would be secured through the s.106 Agreement.	Agreed	No further action
		Proportion of operational workforce within the region.	GC74	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	The target for 85% of the operational workforce to be employed from the local or regional area is welcomed.	Agreed	No further action
		High-skilled job opportunities	GC75	Jobs and Skills Strategy (APP-411)	The significant opportunities for higher skilled jobs in the construction and operation phases of the Project are strongly supported by Gwynedd.	Agreed	No further action
	Mitigation	Long-term use of tourism stock	GC76	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088) Workforce Accommodation Strategy (APP-412)	Gwynedd remain concerned that there is the potential for long-term use of tourism stock to disincentive owners to invest in their properties, meaning the tourism sector may struggle to attract tourists post-construction. The risk is mutually recognised and monitoring will be put in place to identify any trends in this regard. The Workforce Accommodation Strategy and the WAMS will seek to reduce the potential for long-term effects on the quality of the tourism stock manifesting, via support being given to accommodation providers to allow them to share their stock amongst a number of accommodation provider sites, and to ensure they have sufficient time to maintain their properties. Mitigation would be secured through the s.106 Agreement.	Agreed	No further action
		Principle of mitigation	GC77	Jobs and Skills Strategy (APP-411)	Monitoring indicators and measures to assess the impacts upon tourism and economic development need to be identified in advance of construction. Gwynedd will be involved in the identification of measures to be monitored, in its reporting, through their attendance at the Tourism and Accommodation and Jobs and Skills sub-groups, and in the identification and delivery of mitigation, subject to meeting the reporting requirements in the s.106 Agreement.	Agreed	No further action

		Tourism Fund	GC78	Section 106 Agreement	It is agreed that if significant adverse impacts on the tourism sector have not been successfully mitigated by the end of the construction period then the Tourism Fund may need to be extended as appropriate. Horizon is proposing that an oversight panel (the Wylfa Newydd Major Permissions Oversight Panel - WNMPOP) would be responsible for agreeing the release of the Tourism Contingency Fund, in accordance with requirements set out in the s.106 agreement. It would be for the WNMPOP to ensure that the Tourism Contingency Fund is spent proportionally throughout the construction period. At the time of writing this draft SoCG, Gwynedd have not received the draft s.106.		Agreed	No further action
		Tourism Fund	GC79	Section 106 Agreement	There is a potential requirement to identify and provide proactive investment into the local tourism sector to prevent impacts occurring. Such measures should be discussed and agreed between the relevant parties which should include Gwynedd.	It is agreed that an element of the Tourism Fund would be available on implementation to allow for proactive investment in the local tourism sector to present impacts occurring. However, on the basis that the impacts on tourism on the mainland are not anticipated to be significant, it is considered that a proactive contribution for Gwynedd would not be justified. Horizon has provided in the draft s.106 for a Tourism Contingency Fund, which Gwynedd would be able to apply for if there was evidence of a significant adverse effect, or which forecasts trends that are likely to lead to significant effects on tourism in Gwynedd.	On-going	Further discussion required.
		Use of existing skills and experience	GC80	Jobs and Skills Strategy (APP-411)	Mitigation should seek to maximise the use of existing skills and experience, which could potentially include the Trawsfynydd Decommissioning Site and in the Meirionnydd area. The Wylfa Newydd Employment and Skills Service, which would be secured through the s.106 Agreement, is an appropriate mechanism in principle to help achieve this and Gwynedd will be involved in the appropriate sub-group as required, through their membership of the NWEAB. Gwynedd will work with Horizon to identify opportunities to engage those with existing skills and experience and will also be involved in the identification of potential impacts to be monitored.		Agreed	No further action

Cumulative effects

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Cumulative effects	Assessment	Inter-project effects	GC81	ES Volume I - Cumulative effects App I5-1 - Inter-project cumulative effects (APP-395)	Horizon must undertake a high level assessment in terms of cumulative impact that includes the construction of the third bridge. Welsh Government has recently announced the preferred route which is a clear statement of intent that it will be built during the construction period for Wylfa Newydd.	The Third Menai Crossing is not considered a Reasonably Foreseeable Future Project as it has no funding, no planning status, and no environmental impact assessment data has been produced to date. Therefore, it is not considered in the Wylfa Newydd Project. If an application came forward for a Third Crossing in the future, it would be the responsibility of the applicant of that project to take in to account Wylfa Newydd Project traffic.	Not Agreed	No action identified
		Inter-project effects	GC82	ES Volume I - Cumulative effects App I5-1 - Inter-project cumulative effects (APP-395)	Gwynedd consider that, given recent announcements of funding for NWEAB growth bid projects, they need to be considered at a high level.	The project has assessed Reasonably Foreseeable Future Projects, which includes such projects where appropriate.	On-going	Further discussion required.
		Inter-project effects	GC83	ES Volume I - Cumulative effects App I5-1 - Inter-project cumulative effects (APP-395)	With the exception of the above, it is agreed that the inter-project cumulative effects of Reasonably Foreseeable Future Projects (RFFPs) has been undertaken based on the correct list of other projects, including the North Wales Connection Project and the decommissioning of the existing power station, in accordance with guidance set by the Planning Inspectorate's Advice Note Seventeen: Cumulative effects assessment.		Agreed	No further action

Site selection

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Site Campus	Assessment	Alternatives	GC84	Site Selection Report - Volume 4 - Temporary Workers' Accommodation (APP-439)	The Council has some residual concerns over the methodology used to consider alternative sites and its implementation. However with respect to Gwynedd it concludes that the direct impacts arising from the site chosen are unlikely to be significant for Gwynedd.	The site selection methodology took into account relevant environmental, planning, engineering ('buildability' and 'operability'), commercial (including cost), social and economic aspects to ensure the most suitable solutions for the Wylfa Newydd DCO Project. The principles that have governed site selection since the very start of the process are as follows: (i) a collaborative, multidisciplinary approach taking into account engineering, planning, environment, community and commercial considerations, regulatory requirements and the exercise of professional judgement; and (ii) an iterative relationship between site selection, consultation, project optimisation and engineering design processes. Consultation in particular has played a significant role in the site selection process. Horizon has provided details in respect of site selection and requested feedback at a number of formal consultations since 2014, along with informal consultation over the same period. Throughout the consultation process a range of diverging views were expressed on site selection, both in respect of the site selection methodology and the selection of specific sites. For example, many local communities favouring those sites which were located further from them. The feedback from consultees has significantly influenced the site selection process, including the adopted methodology and final selection of sites. It follows that Horizon's approach has been transparent, accountable and fair in terms of how sites have been selected.	On-going	Further discussion required.

Park and Ride	Assessment	Alternatives	GC85	Site Selection Report - Volume 5 - Park and Ride (APP-440)	The Council has some residual concerns over the methodology used to consider alternative sites and its implementation. However with respect to Gwynedd (and separate from any comments it may make in its role as the JPPU) it considers that both sites chosen would not give rise to direct effects upon Gwynedd. The Council still wishes to see consideration of alternative provision on the mainland (see comments made in the Transport and Infrastructure section).	The position above in respect of the site selection methodology also applies here. Horizon has given serious consideration to the appropriateness of the Dalar Hir site and has undertaken further modelling as to whether additional park and ride sites, including on the mainland, are required. Horizon's position is that Dalar Hir alone remains the most appropriate site for the Park and Ride facility and that a site(s) on the mainland is not necessary. The reasoned approach to not considering sites on the mainland is set out in Section 3 of Volume 5 of the Site Selection Report. The Transport Assessment Transport Assessment and Integrated Traffic and Transport Strategy also provide more detail.	On-going	Further discussion required.
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Logistics centre	Assessment	Alternatives	GC86	Site Selection Report - Volume 6 - Logistics Centre (APP-441)	The Council has some residual concerns over the methodology used to consider alternative sites and its implementation. However with respect to Gwynedd (and separate from any comments it may make in its role as the JPPU) it considers that both sites chosen would not give rise to direct effects upon Gwynedd. The Council still wishes to see consideration of alternative provision on the mainland (see comments made in the Transport and Infrastructure section).	The position above in respect of the site selection methodology also applies here. The principal requirement of the Logistics Centre is that it is located on the strategic road network and close enough to the Power Station site to allow the accurate timing of deliveries along the A5025. These requirements can only be met by sites that fall within a 30 minutes' drive time of the Power Station site. A contour was therefore been generated for travel time based on a maximum 30 minutes' drive time along the road network to the Power Station site. Horizon has therefore only considered sites on Anglesey for the Logistics Centre. The principle purpose of the Logistics Centre is to ensure that deliveries to the Power Station Site are appropriately managed, to ensure that impacts on the local road network, in particular the A5025, are minimised. A single Logistics Centre on the Isle of Anglesey has been determined as the best way to achieve this. Further information is provided in the Transport Assessment.	On-going	Further discussion required.
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