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**Subject:** Interested Party 20011597 (Welsh Government) - Response to Deadline 2 (4th December 2018)  
**Date:** 04 December 2018 20:35:05  
**Attachments:** [18.12.04 Welsh Government - Written Representation Final for Submission.pdf](#)  
[04.12.18 Written Representation - Summary of Written Representation.pdf](#)  
[04.12.18 Final - WG Responses to ExAs FWOs - Final for Submission.pdf](#)

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FAO: Ms Kay Sully

## **Wylfa Newydd Nuclear Power Station DCO**

Good evening,

On behalf of Welsh Government please find attached:

Written Representations

Responses to ExA written questions

Comments on updated application documents

The Welsh Government note that Horizon has submitted an amended DCO document at Deadline 1. The Welsh Government consider that at this juncture these changes are of a relatively minor nature and do not address the majority of comments raised by WG at the first DCO specific hearing on the 24<sup>th</sup> October, and that are subject of continuing ongoing discussion with HNP. Consequently we do not propose to submit formal comments at this time.

### Statement of Common Ground

Horizon Nuclear Power will be submitting an agreed first draft Statement of Common Ground between Horizon and Welsh Government.

### Notification of attendance at Issue Specific Hearings

- The Welsh Government will be attending the Socio-economic and Transport Issue specific hearings on the 7<sup>th</sup> and 8<sup>th</sup> January 2019. At the table will be legal counsel (QC/Junior Counsel) and relevant thematic specialist. In support will be various consultants and Welsh Government officials.
- The Welsh Government will be attending the DCO Issue Specific Hearing on the 9<sup>th</sup> January. At the table will be legal counsel (QC/Junior Counsel/Solicitor) and the Wylfa Newydd Spatial Planning Manager. In support will be various consultants.
- The Welsh Government intends to also attend the Environment Issue Specific Hearings on the 10<sup>th</sup> and 11<sup>th</sup> January. At the table will be legal counsel (to be confirmed who) and relevant environmental policy specialist. The purpose of attendance will be mainly as an observer and to clarify any points of Welsh Government policy, or answer Examining Authority questions (where this would not prejudice the role of Welsh Ministers in relation to the devolved consents that Horizon are also applying for). As identified in our Written Representation Welsh Government would expect that Natural Resources Wales would lead on providing comments on technical environmental matters.

I understand that confirmation of attendees needs to be provided on the 3<sup>rd</sup> January. It would be very useful to have sight of the agendas for the Issue Specific Hearings as soon as possible, and ideally before the Christmas break, in order to ensure that we can field appropriate representation.

### Attendance at the Accompanied Site Visit – 13<sup>th</sup>/14<sup>th</sup> February 2019

The Welsh Government would wish to attend the accompanied site visit, and would be

grateful if it were possible for 2 spaces to be reserved.

In respect of proposed locations to visit the Welsh Government would suggest that in addition to various viewpoints to see the main site and associated development sites the Examining Authority may also wish to visit:

- Cestyll Historic Park and Garden- views towards MOLF and view toward site (access can be arranged via Cadw/National Trust in liaison with Magnox/NDA).
- Menai Bridge viewpoint (to see the route for the 3<sup>rd</sup> Menai Crossing)
- Britannia Bridge (by vehicle) – to see the single lane traffic, existing junction arrangements, and (depending on time of day) existing congestion.
- The proposed Park and Share sites at: Bangor, Caernarfon, Four Crosses, and Gaerwen.
- The proposed shuttle bus routes (by vehicle) across the middle of Anglesey (as identified in Appendix D of the Welsh Government Written Representation).

Many thanks.

Kind Regards,

James

**James Hooker**

Wylfa Newydd Spatial Planning Manager/

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Sganiwyd y neges hon am bob feirws hysbys wrth iddiadael Llywodraeth Cymru. Mae Llywodraeth Cymru yn cymryd o ddfirif yr angen i ddiogelu eich data. Os cysylltwch â Llywodraeth Cymru, mae ein [hysbysiad preifatrwydd](#) yn esbonio sut rydym yn defnyddio eich gwybodaeth a sut rydym yn diogelu eich preifatrwydd. Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn anfon ateb yn Gymraeg i ohebiaeth a dderbynir yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi. On leaving the Welsh Government this email was scanned for all known viruses. The Welsh Government takes the protection of your data seriously. If you contact the Welsh Government then our [Privacy Notice](#) explains how we use your information and the ways in which we protect your privacy. We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

## **WYLFA NEWYDD NUCLEAR POWER STATION**

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### **Responses to Examining Authority's Written Questions**

**DEADLINE 2 – 4 DECEMBER 2018**



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q1.0.3	The applicant	In relation to paragraphs 1.9.57 and 1.9.58 of APP-120, and paragraphs 5.4.18 to 5.4.26 of APP-124, should the sewage treatment plant be a separate numbered 'work' item within the development?	The Welsh Government has raised concerns in our Written Representation (see Section 13.3) regarding the potential siting, odour and visual impact from the proposed temporary sewage treatment plant on Cestyll Registered Park and Garden. Consequently in order to ensure appropriate controls can be secured in relation to the package treatment plant Welsh Government would support it being a separate numbered work item within the Order.
Q4.0.2	IACC	<b><u>Article 5 - Effect of the Order on the Site Preparation Permission</u></b>  Is IACC, as LPA, content with the mechanisms proposed to enable an interface between the planning permission for the site preparation works and authorisation under the DCO for Work No 12?	<p>The Welsh Government wish to raise the point that the Associated Development allowed under Work No. 12 would allow for excavation works that are not included within the TCPA application. Therefore consideration should be given to whether the reliance on the SPC S106 for restoration funds would be adequate in this context.</p> <p>WG are concerned that if there are pre-existing breaches Article 5(1)(b) as currently drafted is unclear and conditions would be unenforceable on service of notice by the undertaker.</p> <p>The wording of Article 5(1)(b) needs tightening as it is currently silent on the position in respect of pre existing breaches. The wording must be clear that Article 5(1)(b) doesn't effect pre-existing breaches.</p> <p>WG are concerned in respect of the link to the s106- in particular there are no restoration provision under draft DCO s106 agreement. Reliance has been placed by applicant on site preparation s106 agreement. However works under the DCO (including Work No. 12) are broader than those permitted and controlled pursuant to the SPC . WG will continue to liaise with applicant and IACC in respect of the DCO s106 agreement and Article 5 of the DCO.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q4.0.21	The applicant	Respond to the matters raised by Welsh Government [RR-092] in regard to the identification of Crown Land and the land referred to within the representation.	Section 2.2 of the Written Representation reiterates the Welsh Government's position in respect of Crown Land and its concerns. that the Applicant has included within the Book of Reference parcels of land belonging to Welsh Ministers, the National Assembly or which form part of the strategic highway for which Welsh Government is the Strategic Highway Authority. Such land has not been identified by the Applicant as Crown Land neither has the appropriate consent pursuant to s135 Planning Act been sought from Welsh Government.
Q4.0.47	The applicant, IACC and GAPS	Article 72: Explain and justify why, given the substantial archaeological investigation that has been carried out, it is necessary to introduce a special procedure for the removal of human remains? Identify any locations where there is a thought to be potential for the discovery of human remains that have not yet been identified.	The excavation of human remains requires compliance with the Burials Act, 1857 and it is a requirement to obtain an exhumation licence from the Ministry of Justice prior to excavation. A programme of archaeological excavation needs to be agreed in advance in order to justify the excavation of human remains.

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q4.0.51	IACC	Article 75: is the local planning authority content with the disapplication of the Hedgerow Regulations 1997 as proposed?	In Welsh Government representation EV-013 we stated that powers under the Hedgerow Regulations 1997 are devolved to Welsh Ministers. WG are considering applicant's latest response in respect of this matter which will be subject of further consideration.
Q4.0.57	IACC	PW7 / PW8 - The construction of the authorised development would be managed and controlled through either the Wylfa Newydd Code of Construction Practice [8.6] or a specific Code of Construction Practice [8.7-8.13]. Is IACC satisfied with the level of detail contained within these documents?	Welsh Government has provided comments at Deadline 1 (see REP1-024) on the lack of detail or certainty that certain necessary mitigation can be secured and enforced through the current drafting of the CoCP, which is reiterated throughout the written representation.

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q4.0.72	The applicant and IACC	<p>WN15 and WN16 – These requirements control the number of parking spaces proposed during construction and operation. Can the Applicant:</p> <ul style="list-style-type: none"> <li>(a) explain why this is worded as a maximum rather than a specific number?</li> <li>(b) Explain why there is no minimum number?</li> <li>(c) indicate where in the DCO, the design and layout of the car parking, (including provision of disabled parking spaces; electric vehicle charging points; lighting; drainage; provision of petrol/oil interceptors or other methods of pollution control etc) is detailed and secured?</li> </ul>	<p>As set out in Welsh Government's written representation (9.5.3) Welsh Government is of the view that the following should be provided by the Applicant and secured by the DCO:</p> <ul style="list-style-type: none"> <li>• That the Park and ride at Dalar Hir must be operational before Construction commences and have 1,900 spaces by 2022</li> <li>• A requirement to provide minimum parking spaces linked to either a defined phasing plan or the increase in worker numbers.</li> <li>• A specific maximum number, to provide certainty for enforcement.</li> <li>• A commitment to delivering a layout for the Dalar Hir site that would allow for it to be constructed in phases that would secure earlier occupation rather than waiting 18 months for it to open.</li> <li>• Provision for EV charging within the sites and for various vehicle types in order to contribute towards meeting Welsh Government targets for decarbonisation.</li> </ul> <p>Welsh Government would also welcome</p> <ul style="list-style-type: none"> <li>• Clarification around measures pre the implementation of the Wylfa Travel Plan.</li> </ul>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q4.0.107	The applicant and GCC	<p>[RR-021] questions the ability of DCO Requirements to ensure high levels of site campus occupancy and thus, reduce pressures on other areas. Would the draft DCO ensure high levels of campus occupancy and why?</p>	<p>As currently drafted the DCO only commits to delivering the first phase of 1,000 bedspaces. There is no commitment to deliver all 4,000 bedspaces, and no detail or commitment as to the measures that would be employed to ensure high occupancy. Welsh Government's Written Rep (Paragraphs 12.4.5 – 12.4.7) sets out our concerns on this matter. This is a significant concern for WG because the applicant's assessment of impacts in relation to matters such as housing, transport and tourism were predicated on and rely on a high level of occupancy of the on site campus. If not achieved, impacts will be significantly greater than those assessed.</p> <p>Amendments are required so that the DCO secures a combination of requirement and S106 the necessary provisions that commits Horizon to ensure that a) all 4,000 units are constructed, and b) high occupancy is maintained throughout the construction period.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q4.0.109	The applicant and IACC	<p>Paragraph 7.4.62 of the Planning Statement states that the Accommodation and Tourism services would stay in place for the first two years of operation can the applicant:</p> <p>a) Confirm if this is operation of the first or second reactor?</p> <p>b) Why two years is considered an appropriate time period?</p> <p>Can the IACC confirm if they consider two years would be an acceptable time period and if not can they outline how long they think they would be necessary and why?</p>	<p>Any consideration of the impact on tourism needs to cover the whole of north Wales and not just Anglesey, as the impact will be felt throughout North Wales given the reliance on the A55 North Wales Expressway (particularly in the early years of construction).</p> <p>Welsh Government has (see Written Representation section 8.4) completed further research into the estimated tourism value against the 60-minute and 90-minute drive times from site:</p> <ul style="list-style-type: none"> <li>• 60 mins - The estimated tourism economic impact in this area for 2017 was £703 million.</li> <li>• 90 Mins - The estimated tourism economic impact in this area for 2017 was £2.26 billion.</li> </ul> <p>Welsh Government considers (see SoCG WG45 and Written Representation 8.3.38) that monitoring of tourism accommodation should be carried out for 5 years post construction of the development, as it takes on average this length of time to determine trends within the tourism sector.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q4.0.111	Applicant, IACC, NRW, <b>WG</b> and other parties involved in the S106	Section 7.4 of the Planning Statement [APP-406] deals with Planning obligations and outlines the proposed heads of terms. Please set out how the proposals would meet with the tests for planning obligations.	Welsh Government has provided comments in relation to concerns with the S106 at Deadline 1-see REP1-024.
Q4.0.114	Applicant, IACC, <b>WG</b> , NRW and Emergency services	A Programme Board would be responsible for setting and reviewing the monitoring programme and having an oversight of the funding from the Section 106. Can further details be provided as to how this would work in particular what process/mechanism would be put in place in the event of a dispute?	Welsh Government have provided comments in relation to the Wylfa Newydd Major Projects Oversight Panel (WNMPOP) and Code of Construction Practice at Deadline 1-see REP1-024. As pointed out at Written Representations 3.2.10, there is no currently no process for dispute resolution and no binding commitment which Welsh Government is able to reply upon to secure necessary mitigation across North Wales. Welsh Government is currently in discussion with Horizon and IACC regarding Terms of Reference which will establish how this will work and the process for dispute resolution. It is anticipated that this work will progress in line with the development of the S106, as set out in Horizon's letter to the ExA (9 <sup>th</sup> November 2018).

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.1	Cadw	<p>Outline the implications for the Examination, if any, of the provisions of the Historic Environment (Wales) Act (2016); including those provisions now in force and those yet to be implemented.</p>	<p>The statutory register of historic parks and gardens will come into force during 2019. This will not change the consideration given to historic parks and gardens within the planning system. Chapter 6 of Planning Policy Wales and TAN 24 sets out how historic parks and gardens should be considered within the planning context. None of the other provisions within the HE Act will impact on considerations</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.2	IACC and Cadw	<p>With reference to 6.2.11 ES Volume B - <i>Introduction to the environmental assessments B11 - Cultural heritage [APP-076]</i> are you content with the Applicant's methodologies; assessment criteria; measures of magnitude of change and impact and conclusions for Cultural Heritage across the project in relation to:</p> <p>(a) Planning Inspectorate Scoping Opinion particularly in relation to the 'action taken';</p> <p>(b) Statutory and non-statutory consultations carried out by the Applicant;</p> <p>(c) Topic specific methodologies and assessment criteria; particularly:</p> <p>i. Assessment of parameters</p>	<p>Please refer to section 13 of the Welsh Government's Written Representation and section 4 of the Relevant Representation.</p> <p>Cadw are content with the Applicant's methodologies; assessment criteria; measures of magnitude of change and impact and conclusions for Cultural Heritage across the project</p> <p>(a) Cadw are content that the "Actions Taken" are appropriate responses to the "Key Issues Raised".</p> <p>(b) Cadw are content with the statutory and non-statutory consultations carried out by the Applicant</p> <p>(c) Cadw are content with the topic specific methodologies and assessment criteria issues i,ii,ii,iv and vi but have concerns in regard to v.</p> <p>Grade II Listed Buildings are referred to as being buildings of regional importance and therefore given a medium value: However, the Town and Country Planning Listed Buildings and Conservation Areas Act 1990 does not differentiate between grade I, II* and II buildings. All are Nationally Important and not regional. Consequently, Grade II buildings should be given a High Value. The increase in this value is discussed in our response to Q6.0.13</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.5	IACCM Cadw, NT, GAPS and WHGT	<p>Are you content with the Applicant's approach to Cultural Heritage for each site as set out in D11 [APP-130]; E11 [APP-248]; F11 [APP276]; G11 [App-314] and H11 [APP-365] and the Baseline Studies in APP-202 and APP-204 in relation to:</p> <ul style="list-style-type: none"> <li>(a) the study area;</li> <li>(b) the description and analysis of the baseline environment;</li> <li>(c) the design basis and proposed activities for the assessment of effects;</li> <li>(d) the approach to the assessment of effects methodology;</li> <li>(e) the proposed approach to additional mitigation, including the proposed</li> </ul>	<p><b>Historic Landscape Types</b></p> <p>With regards to historic landscape types, Cadw are content with regards to a) and b).</p> <p>With regards to d) Cadw still have concerns (see Written Representation 13.3.15 and 13.3.16) that the impact of the temporary waste water treatment plant on the registered garden and its setting has not been assessed in the heritage chapter of the Environmental Statement. Cadw also note the relevant representation made by the Welsh Historic Gardens Trust (AS-004) and minutes from a recent meeting between Horizon, IACC and National Trust which raise concerns over the proposed redirection of ground water into the Afon Cafnan and through the valley garden which could cause erosion to the stream bed and banks and damage to the planting in the valley garden.</p> <p>With regard to e) Cadw consider the current mitigation proposals to be inadequate. We would like commitment from the developer to the long-term funding for the management, maintenance and enhancement of the remaining areas of the registered park and garden to be secured through the production and implementation of a Conservation Management Plan. In addition we have raised concerns with the developer in respect to the formation of a bank (identified as Landscaping Mound D) and its impact upon parts of the registered Cestyll Park and Garden. The mechanism for securing additional mitigation is a planning issue and we expect there to be a robust mechanism for securing mitigation and offsetting the impact of the proposals. See further Written Representation section 13.4.</p> <p><b>Historic Buildings</b></p> <p>The impact of the development could be mitigated through reconfiguration of the temporary laydown area to avoid direct impact (removal) on the kitchen garden and house site. Slight redesign of the proposed mounding (Mound D) to avoid the drive way to Cestyll would also mitigate the impact on the registered park and garden – if mound D was redesigned to stand to the east of the Cestyll drive this would avoid direct impact</p> <p>d) Cadw would prefer there to be no impact on the kitchen garden so that it can be restored and public access allowed. Cadw also consider that the mitigation proposed at the church of St Padrig for disruption during construction is also inadequate, and would like the developer to make a commitment to contribute to enhancement of the visitor experience, to be agreed with the church community.</p> <p>With regards to Historic Buildings, overall Cadw are content with regard to (a), (b) and (c). With regards to (d) it is not clear why potential vibration effects have not been considered for the corn drying kiln and mill-house. With regard to (e) Cadw consider the mitigation measures to be inadequate and would like commitment from the developer to the repair and making good of any physical damage to the mill, mill house and corn-drying kiln that may occur as a result of vibration, to be secured through development and delivery of a conservation management plan.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p>mechanisms to secure additional mitigation through the Codes of Construction Practice, sub Codes of Construction Practice and the proposed Section 106 Agreement; and</p> <p>(f) the analysis of residual effects;</p> <p>during construction, operation and decommissioning for terrestrial archaeology, historic buildings and historic landscape types?</p> <p>If not please state the nature of the concern and how any issue might be dealt with.</p>	<p><b>Terrestrial archaeology</b></p> <p>Overall, Cadw are content with the approach taken for dealing with the terrestrial archaeology and historic landscape. However, Cadw are still awaiting assurances relating to the post-excavation analysis, publication and archiving.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.6	IACC, Cadw, WG, NT, GAPS and WHGT	<p>Referring to Effects on Heritage Assets on all sites – D11-6 [APP-213], E11- 2 [APP-263], F11-5 [APP-301], G11-5 [APP-351] and H11-2 [APP-381] is the Applicant's assessment of:</p> <ul style="list-style-type: none"> <li>(a) the likely effects;</li> <li>(b) the proposals for additional mitigation; and</li> <li>(c) the significance of residual effects</li> </ul> <p>satisfactory for archaeological remains; historic buildings; and historic landscapes and gardens during construction, operation and decommissioning?</p> <p>If not explain why and outline what needs to be done to address any issues.</p>	<p>Cadw are in agreement with a) the likely effects on Cestyll registered park and garden and its setting. Cadw do not consider the current mitigation proposals (b) to be adequate (see above comment to Q6.0.5).</p> <p>Overall, Cadw are content with the approach taken for dealing with the terrestrial archaeology and historic landscape. However, see 6.0.19.</p> <p>With regards to Historic buildings, as with the response to Q6.0.5 above, Cadw are unclear about why certain effects have not been considered, and do not consider that the current mitigation proposals are adequate.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.8	The applicant, IACC, Cadw, NT, GAPS and WHGT	<p>Are the proposals for delivering a Cultural Heritage Management Strategy set out in section 12 of the relevant Code of Construction Practice and sub-Codes of Construction Practice [APP-414 to APP-420] adequate to effectively plan, manage and control all construction activities in relation to Cultural Heritage and deliver acceptable outcomes that meet the criteria set out in EN-1 Part 5.8 (Historic Environment) and heritage policies at national (Wales) and local levels?</p> <p>Indicate where there might be deficiencies and the action that might be taken to remedy them.</p>	<p>With regard to the impact on the RPG, the Main Power Station Site sub-Code of Construction Practice (APP-415) lists the proposed mitigation for the 'Loss of Kitchen Garden and effects on Valley Garden at Cestyll Gardens' and for 'Cestyll House, Former Site of, Porth-y-pistyll (Asset 132) and 'Air Quality Effects on Cestyll Garden.' See Cadw's comments regarding inadequate proposed additional mitigation at Q6.0.5.</p> <p>Cadw also note concerns raised in the Relevant Representation submission from the Welsh Historic Gardens Trust which raises concerns over vibration impacts and hydrology on the registered garden: '<i>The consequences of potentially destabilising vibration during construction, these effects may take years to show, especially with regards to the health of mature trees.</i>' '<i>The proposed redirection of ground water into the Afon Cafnan and through the valley garden, this, in times of heavy rainfall could cause potentially catastrophic erosion of the planting and banks of the stream running through the Valley garden.</i>' (Quoted from WHGT relevant representation).</p> <p>With regards to Historic buildings, please see the response to Q6.0.5 about the inadequacy of the mitigation measures, and Chapter 13 of the Written Representation.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.11	IACC, Cadw, NT, GAPS and WHGT	<p>With reference to Cestyll Garden (Historic Landscape Type 2) and on the Register of Parks and Gardens of Special Historic Interest in Wales and the sites of Cestyll House and kitchen garden, do you agree with the Applicant's assessment of effects; proposals for additional mitigation; and the analysis of the significance of residual effect during construction, operation and decommissioning, as set out in 6.4.11 ES Volume D - WNDA Development D11 - <i>Cultural heritage</i> [APP-130]?</p> <p>Referring to the Relevant Representations submitted on this issue [RR-020; RR-053; RR-092]:</p> <p>(a) What further evidence is required to identify the extent of potential</p>	<p>Paragraph 13.3.2 – 13.3.8 of the Written Representation.</p> <p>Cadw agree that there will be a significant adverse impact on the registered park and garden and its setting. It is considered that the currently proposed mitigation and offsetting measures to be inadequate. With regards to a) see comment above (Q6.0.5) regarding potential impact of the temporary waste water treatment plant and potential impact of the redirection of ground water – further evidence required for clarification); with regards to c) the impact of the development could be mitigated through reconfiguration of the temporary laydown area to avoid direct impact (removal) on the kitchen garden and house site.</p> <p>The redesign of the proposed mounding (Mound D) to avoid the drive way to Cestyll would also mitigate the impact on the registered park and garden – if mound D was redesigned to stand to the east of the Cestyll drive this would avoid direct impact; d) we would prefer there to be no impact on the kitchen garden so that it can be restored and public access allowed. The detail of the planning obligation required to provide mitigation and restoration is still under discussion. However Cadw consider that as the laydown area is temporary the kitchen garden site should be included in the Conservation Management Plan to ensure long term restoration and enhancement.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.13	The applicant, IACC, Cadw, NT, GAPS and WHGT	<p>With reference to:</p> <ul style="list-style-type: none"><li>• Felin Gafnan Corn Mill (Grade II* Listed Building);</li><li>• Mill House at Felin Gafnan (Grade II* Listed Building); and</li><li>• The Corn-drying House at Felin Gafnan (Grade II Listed Building);</li></ul> <p>(a) Do you agree with the Applicant's assessment of effects; proposals for additional mitigation; and the analysis of the significance of residual effect during construction, operation and decommissioning, set out in 6.4.11 ES Volume D - WNDA Development D11 - Cultural heritage [APP-130]?</p> <p>(b) Are there any additional measures that could be taken to mitigate the</p>	<p>Cadw have concerns that the potential effects of vibration have not been identified for the mill house and corn drying kiln, and do not consider that the proposed mitigation measures are adequate. Cadw would like the developments to make a commitment to the repair and making good of any physical damage to the mill, mill house and corn-drying kiln that may occur as a result of vibration, to be secured through development and delivery of a conservation management plan.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.16	The applicant, IACC, Cadw, NT, GAPS, WHGT	<p>Is there merit in drawing up a comprehensive Conservation Management Plan for the group of heritage assets comprising:</p> <ul style="list-style-type: none"> <li>• Cestyll Garden (Historic Landscape Type 2)</li> <li>• The sites of Cestyll House and kitchen garden</li> <li>• Felin Gafnan Corn Mill (Grade II* Listed Building);</li> <li>• Mill House at Felin Gafnan (Grade II* Listed Building); and</li> <li>• The Corn-drying House at Felin Gafnan (Grade II Listed Building);</li> <li>• Cafnan House (Grade II Listed Building)</li> </ul> <p>If so, how might this be done and how might it be secured through the dDCO?</p>	<p>As referred to at paragraph 13.4.5 of the Welsh Government Written Representation, Cadw agree that a Conservation Management Plan (CMP) with clear binding commitments should be produced. The appropriate mechanism for securing the Conservation Management Plan would be the s106 agreement. The CMP should capture the long-term management and enhancement of the historic assets, and this would be delivered through the provision of the Historic Environment Fund.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q6.0.18	IACC, Cadw, WG, NT and GAPS	<p>With reference to the Amlwch and Parys Mountain Landscape of Outstanding Historic Interest, do you agree with:</p> <ul style="list-style-type: none"><li>(a) the methodology;</li><li>(b) assessment criteria</li><li>(c) evaluation of relative importance;</li><li>(d) assessment of overall significance of impact; and</li><li>(e) the conclusion that: 'The overall impact of the development on the historic landscape on the Register has been assessed to be very low.' of 6.4.78 ES Volume D WNDA Development App D 11-7 <i>Assessment of the significance of the impact of development on the historic landscape for the Wylfa Newydd Power</i></li></ul>	<p>The methodology used follows that outlined in the Cadw and Natural Resources 'Guide To Good Practice' On Using The Register Of Historic Landscapes' known as ASIDOHL 2. Planning Policy Wales section 6.5.28 states that this method should be followed by applicants when preparing the relevant part of the Cultural Heritage chapter of their Environmental Statement.</p> <p>In our opinion, the ASIDOHL 2 methodology has been correctly applied in regard to b), c), and d), and we concur that the overall impact of the development on the historic landscape on the Register will be very low.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p>Station [APP-214]?</p> <p>If not state why and suggest how the issue might be dealt with?</p>	
Q6.0.19	IACC, Cadw, WG, NT and GAPS	<p>6.8.1 ES Volume H - Logistics Centre H1 - <i>Proposed development</i> [APP-355] proposes the maintenance of the view between the Ty Mawr Standing Stone and the Trefignath Burial Chamber across the southern corner of the site.</p> <p>(a) Do the proposals illustrated in Fig A2-5 Logistics Centre Masterplan in 8.1.10</p>	<p>Please refer to paragraph 13.3.38 – 13.3.43 of the Written Representation</p> <p>However, in summary:</p> <p>a) Yes – in that the intervisibility between the two monuments is retained.</p> <p>b) No – the assessment has not adequately assessed the impact that the logistics centre will have on the setting of the monument. There will be additional noise, movement and lighting introduced within the immediate vicinity of the monument. In line with our Written Representation Cadw would expect to be consulted on the detail design of the Logistic Centre to ensure that impacts such as light pollution, landscaping, and noise attenuation measures can be considered.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p><i>ES Figure Booklet- Volume A [APP-06]</i> achieve this objective in a satisfactory manner?</p> <p>(b) Are impacts on the significance of the setting of these scheduled monuments adequately mitigated?</p> <p>If not explain how the issues might be addressed.</p>	
Q7.0.1	NRW, IACC, GCC, NT and Cadw	<p>Are you content with the Applicant's approach to the assessment of Landscape and Visual effects as set out in 6.2.10 ES Volume B - <i>Introduction to the environmental assessments B10 - Landscape and visual [APP-075]</i> including:</p> <p>(a) Assessment of</p>	<p>Cadw do not comment on landscapes issues apart from Historic Landscapes which are assessed by a different methodology then are used for this section of the ES (see of 6.4.78 ES Volume D WNDA Development App D 11-7 <i>Assessment of the significance of the impact of development on the historic landscape for the Wylfa Newydd Power Station [APP-214]</i>).</p> <p>Likewise the setting of heritage assets are also assessed using different methodologies (eg Welsh Government "Setting of Historic Assets in Wales" 2017). Therefore Cadw will not comment on this section.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p>parameters</p> <p>(b) Identification of study areas</p> <p>(c) Identification of receptors</p> <p>(d) Identification of baseline conditions</p> <p>(e) Assessment of effects</p> <p>(f) The use of:</p> <ul style="list-style-type: none"> <li>i. Design Manual for Roads and Bridges assessment methodology for the A5025 Off-line Highway Improvements; and</li> <li>ii. Night-time visual effects assessment methodology for the Power Station</li> </ul> <p>(g) Limitations</p> <p>If not state your reasons and recommendations</p>	

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		for addressing any issues.	

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q7.0.2	NRW, IACC, GCC, <b>Cadw</b> , NT, VCC, LdCC, LPCC, LbCC and TAG	<p>Is the Applicant's approach to the landscape and visual effects of the development in relation to the Wylfa Newydd Development Area as set out in 6.4.10 ES Volume D - WNDA Development D10 - Landscape and visual [APP-129] adequate and if not how should any issues be addressed; with reference to:</p> <p>(a) The approach to the Study Area as described in section 10.2; including the Zones of Theoretical Visibility, the main Assessment Points and the extent of theoretical visibility of the different assessment points within the overarching study area, for the different assessment stages presented in figures D10-18 to D10-27 of 6.4.101 ES Volume D - WNDA Development D10 - Landscape and visual [APP-129].</p>	<p>Cadw do not comment on landscapes issues apart from Historic Landscapes which are assessed by a different methodology then are used for this section of the ES (see of 6.4.78 ES Volume D WNDA Development App D 11-7 <i>Assessment of the significance of the impact of development on the historic landscape for the Wylfa Newydd Power Station</i> [APP-214]).</p> <p>Likewise the setting of heritage assets are also assessed using different methodologies (eg Welsh Government "Setting of Historic Assets in Wales" 2017). Therefore we will not comment on this section.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q7.0.5	NRW, IACC, GCC, <b>Cadw</b> , NT, VCC, LdCC, LPCC, LbCC, TAG and IPs	<p>Are the photomontage views across all sites as set out in [APP-199]; [APP-200]; [APP-261], [APP-378], [APP-296] and [APP-343] adequate and are you satisfied with:</p> <ul style="list-style-type: none"><li>• The choice of selected locations;</li><li>• The methodology for photomontage;</li><li>• The chosen timeframes for the images?</li></ul> <p>(a) Are there any additional viewpoints that would be helpful?</p> <p>(b) Do the images raise any issues or concerns and how might these be addressed?</p>	<p>Following discussions with Horizon, further viewpoints have been provided to Welsh Government. However this did not include a photomontage to show how the power station will look adjacent to the registered garden, or how the area of the kitchen garden will look, post construction.</p>
Q7.0.10	NRW, IACC,	Is the Applicant's approach to the	Please see response to Q6.0.19

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
	Cadw and NT	<p>landscape and visual effects of the development in relation to the Logistics Centre as set out in 6.8.10 ES Volume H - Logistics Centre H10 -</p> <p>Landscape and visual [APP-364] adequate and if not how should any issues be addressed; with reference to:</p> <ul style="list-style-type: none"> <li>(a) The approach to the Study Area as described in section 10.2; including the Zones of Theoretical Visibility (Fig E10.1 [APP-383]).</li> <li>(b) The summary of the landscape and visual baseline conditions within the study areas;</li> <li>(c) The selected Representative viewpoints described in 6.8.24 ES Volume H -</li> </ul>	

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		Logistics Centre App H10-4 - Representative viewpoints [APP-378]; (d) Design basis and activities for construction, operation and decommissioning, including Embedded and Good Practice mitigation; (e) Assessment of effects during construction, operation and decommissioning, including: <ul style="list-style-type: none"> <li>• evaluation of sensitivity of receptors</li> <li>• effects on landscape character</li> <li>• visual effects for recreational, community and transient receptors and</li> </ul>	

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p>visitors to the Trefignath Burial Chamber and the Ty Mawr Standing Stone</p> <ul style="list-style-type: none"> <li>• long distance views</li> <li>• night-time views</li> </ul> <p>(f) Additional mitigation during construction (Table H10-3) and operation (Table H10-4);</p> <p>(g) Residual effects for landscape (Table H10.5) and visual (Table H10-6) for construction and operation.</p>	

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.1.12	IACC, GCC and WG	<p>Do you consider that the proposed mitigation measures set out in Section 1.6 of the ES volume C [APP-088] with regards to monitoring and managing housing and supporting the provision of additional housing would be satisfactory?</p>	<p>Section 12.5 of the Written Representation</p> <p>The mitigation measures in Section 1.6 are not adequately quantified. Given the scale of impact, a significant fund will be required to meet predicted impacts on the housing market as well as provision for contingency funding to meet unforeseen impacts on the housing market. WG has not seen any evidence from Horizon to suggest how such a contingency fund might operate nor any proposals to carry out monitoring beyond WAMS to pick up and respond to unanticipated adverse consequences to the housing market.</p> <p>Section 1.6 of the ES provides for officer support (unspecified) in IACC. The impact on the housing market will extend beyond Anglesey and officer support (as with other S106 funding) will be required for the KSA as a whole.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.1.17	The applicant, IACC and GCC	<p>The accommodation strategy assumes that housing developers would anticipate and respond to the demand created by the Wylfa Newydd Project. Given the lead time for construction are any of the parties pro-actively engaging with developers on this matter to ensure that the housing stock needed is delivered on-time and at an affordable price? How would the proposed Housing Fund help with the delivery of this stock?</p>	<p>Paragraph 12.5.14 – 12.5.20 of the Written Representation</p> <p>Provision has been made in the JLDP for Anglesey and Gwynedd for new housing provision but it does not follow that new housing will be developed and action will be required ahead of construction starting to promote development by private housebuilders and housing associations.</p> <p>This also applies to ensuring that the latent accommodation identified and bringing back empty homes into use are available as the workforce builds up.</p> <p>The Housing Fund will need to be available before construction work begins to address this. We do not currently have sufficient detail on how the Housing Fund will operate to form a view on its likely impact on delivery of housing stock.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.1.22	The applicant, IACC and GCC	<p>Section 9.3 of the ES [APP-412] makes a number of statements as to what the Housing Fund 'could' do. Can the applicant confirm:</p> <ul style="list-style-type: none"><li>(a) What it 'would' do?</li><li>(b) How it would operate and who would make decisions about how the funds would be most effectively spent?</li><li>(c) What funds it would have available and would these be available at the outset or would they be phased across the project as a whole?</li><li>(d) What would happen in the event of a dispute?</li></ul> <p>Can the IACC and GCC confirm if they consider that the Housing Fund would help boost the supply of housing in the area? If not, why not?</p>	<p>Paragraph 12.5.14 – 12.5.20 of the Written Representations.</p> <p>Welsh Government welcomes the establishment of a Housing Fund and regards this as crucial in mitigating the adverse impacts on the housing market and the local community of the construction programme.</p> <p>The Housing Fund has the capacity to help boost the supply of housing in the area. But this relies on the Housing Fund being adequate in scale and being available sufficiently early to stimulate supply ahead of the build-up in workforce numbers.</p> <p>Welsh Government reserves its position on the adequacy of the Housing Fund and whether it can deliver what is set out in Section 9.3 until Horizon has provided more details through the discussions on the S106 process.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.1.24	IACC and GCC	The WAMS [APP-412] would not be a certified document albeit that some of the measures it contains would be secured through other mechanisms such as Section 106. Are the IACC and GCC satisfied that the WAMS should not be a certified document?	The WAMS is identified as providing a crucial part of both directing workers to appropriate accommodation and monitoring where those workers are residing as part of Horizon's "plan, monitor, and manage" approach. Consequently, if there is not a requirement either through the S106, or a certified document, for Horizon to provide an appropriately managed and resourced WAMS for the duration of the construction period then the Welsh Government does not see how the WAMS role in the mitigation and monitoring can be guaranteed.
Q10.2.2	IACC, GCC and WG	The Jobs and Skill Strategy [APP-411] would not be secured by the dDCO. Given this sets out how Horizon would work with stakeholders to fund additional training to meet the skill needs of the project are the IACC, GCC and the Welsh Government satisfied with this approach?	The Welsh Government considers that the J&SS forms one of the key mitigation proposals necessary to address the risks of displacement. Therefore, it is reasonable and necessary for the final commitments identified in the J&SS (which is still under development) to be secured in the DCO and/or S106.

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.2.7	The applicant	The Jobs and Skills Strategy [APP-411] would provide a brokerage service by backfilling vacant posts to support business whose workers moved the Wylfa Newydd project. Would companies be charged to use this service?	The Welsh Government would expect that if displacement has occurred to local and regional business as a result of workers moving to Wylfa Newydd access to the brokerage service would be free to access to affected businesses across the DCCZ area.

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.2.10	The applicant, IACC, GCC, NWP, PHW and BCUHB	<p>The Workforce Management Strategy [APP-413] sets out parameters for codes of conduct relating to workforce behaviour (paragraph 2.2.1) and employer behaviour (paragraph 2.3.1). Can the applicant:</p> <ul style="list-style-type: none"> <li>(a) Confirm if home based workers would have to sign the codes of conduct?</li> <li>(b) Explain what is meant by workers being off-site?</li> <li>(c) Confirm that the codes would not breach workers (in particular home based workers) Human Rights or employment rights.</li> <li>(d) Explain what the ramifications for breaching the codes would be.</li> <li>(e) Explain how the codes would be enforced?</li> </ul>	<p>Welsh Government considers that all workers should be required to adhere to codes of conduct whether home based or non-home based.</p> <p>Welsh Government (in conjunction with IACC, GCC, BCUHB, and PHW) have been requesting additional detail in relation to the proposed measures and policies for safeguarding and anti-social behaviour. Horizon have referred to publishing the Community Safety Management Strategy (CSMS), however this has not been shared yet.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.2.23	The applicant	<p>You state that there would be no or very limited displacement of existing workers –what evidence, in particular drawn from other similar projects such as Hinkley C, have you to support this claim?</p>	<p>See Hardisty Jones report (Annex to Welsh Government Written Representation) on the potential impact of displacement. The project's demand for Civil Engineering and Mechanical &amp; Electrical operatives cannot be met without displacing DCCZ residents from existing jobs. Measures need to be put in place to backfill any vacancies that are created i.e. training people who are not in work.</p> <p>Reference to the displacement of workers during the construction of Sizewell B i.e. 600 employees were drawn from local businesses, and 10% of businesses said that the project made it difficult to retain and recruit staff.</p> <p>There is anecdotal, but currently no quantitative, evidence of displacement of workers from local businesses caused by the construction of Hinkley Point C, so it will be difficult for HNP to demonstrate that this is not happening.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.4.1	The applicant, IACC, GCC and WG	<p>The Supply Chain Charter (and Action Plan) envisages business development opportunities for local (Ynys Môn) and regional (North Wales) businesses.</p> <p>(a) Has any work been undertaken to review whether the businesses needed to supply the applicant are available either locally or regionally?</p> <p>(b) If it has what were the findings? In particular what percentage of the applicants supply needs could currently be met either locally or regionally?</p> <p>(c) If suppliers are not available locally because companies are too small/ have limited resources/limited skills what support/help is</p>	<p>Please see our Written Representation Paragraph 7.3.10. 7.3.12 – 7.3.13; and</p> <p>In relation to specific questions a-c the Welsh Government's response is as follows:</p> <p>(a) Work was carried by Welsh Government in 2014 on the capability and the capacity of the Welsh supply chain to meet the requirements of Wylfa Newydd through the Welsh Government commissioned report by Miller Research into Nuclear Capability in Wales (published April 2015).</p> <p>(b) The Miller Report found that there are 11,000 plus companies in Wales that have the capability of participating in the new build project, 36% of which already have the basic accreditation to enter the nuclear supply chain (e.g. ISO9001). We do not yet have any detailed data regarding local or regional capability (as the Supply Chain packages setting out the opportunities have not yet been shared by Horizon) but steps are being taken to acquire this data via those registered with Business Wales and Sell2Wales services.</p> <p>(c) We are working to enhance the general competence, capability and capacity of the local, regional and Wales-wide supply chain via programmes such as 'Nuclear Business Readiness' which aims to raise awareness through a series of one-to-many seminars (Horizon are supporting this programme), as well as supporting the UK-wide 'Fit for Nuclear' supply chain development programme in Wales. We are also exploring how to shape our more generic business support programmes (e.g. those offered through the Business Wales programme) to assist those companies interested in non-nuclear specific contracts associated with Wylfa Newydd. The general expectation is that as the Wylfa Newydd project ramps up and certainty of progression through FID increases, demand for all types of employment floorspace will increase in North West Wales. However, a recent report by Jones Lang Lasalle that focused on Anglesey (Study to assist the case for the development of new employment units Anglesey Enterprise Zone, North Wales, August 2018) concluded that although there is no specific demand currently for additional office floorspace on the island there is demand for new industrial space linked to servicing existing market demand.</p> <p>(d) The importance of modern sites and premises to allow businesses to grow is recognised in the Welsh Government's Economic Action Plan. Welsh Government has already committed to a Joint Venture with the local authority to deliver new starter units at Penrhos and is, together with stakeholders such as the North Wales Growth Bid team, also considering a future programme of advance build employment floor space in the area.</p> <p>(e) We are supporting businesses, including those in the construction sector, to improve competence and capability – e.g. through the Construction Futures Wales and Fit for Nuclear programmes so that they are able to be as competitive as they can be in challenging for opportunities on the Wylfa Newydd project.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.5.7	WG	<p>Cymraeg 2050: Welsh language strategy (2017) sets a goal of having a million Welsh speakers by 2050 – can you please provide information as to:</p> <p>(a) the current situation with regards to the number of Welsh speakers;</p> <p>(b) whether you are currently on course to meet this objective; and</p> <p>(c) how you envisage that this scheme may affect (positively or negatively) you achieving this target?</p>	<p>a) The 2011 Census of population reported that 19% of people in Wales aged 3 or over could speak Welsh. This equates to 562,000 people.</p> <p>b) The latest results from the <b>Annual Population Survey</b> (July 2017 – June 2018) reported that 29.3% (874,700) of people aged 3 or over could speak Welsh. This compared with 26.3% (769,000) in the Annual Population Survey for the year up to December 2011. This would indicate an increase of 105,700 over the last 7 years. Whilst these figures are markedly different from the 2011 census it does indicate an upward trend.</p> <p>c) The Welsh language is to be considered as a golden thread throughout this project and indeed every time the terms “local residents” or “community” are mentioned, the Welsh language must be a consideration.</p> <p><i>Cymraeg 2050 (page 61-62) mentions:</i></p> <p><i>The importance of sustaining and growing communities with a high density of Welsh speakers has already been noted. It is important for several reasons. These communities contain the higher percentages of Welsh speakers who describe themselves as fluent speakers as well as higher percentages of speakers using the language most frequently.</i></p> <p><i>While each community is unique, there are some common characteristics to these communities. They include high population mobility – young Welsh speakers leaving, and an influx of mainly older people. A number of these areas are rural, and largely dependent on the agricultural industry, the food industry and tourism.</i></p> <p><i>These areas also contain market towns, and university towns with high reliance on the public sector, e.g. health services and local government. These areas also contain pockets of deprivation and rural poverty, with average salaries among the lowest in the United Kingdom.</i></p> <p><i>The discourse surrounding the future of Welsh-speaking communities is often characterised by the need to protect them for future generations, and consequently the mindset that they should therefore be protected from change and economic growth. While the reasons for such a mindset are understandable, it is incumbent on the Government to promote economic growth and to spread prosperity across Wales. We cannot expect Welsh-speaking communities to remain static while the nature of society is changing. As such, the Welsh Government fully recognises the importance</i></p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
			<p><i>of developing a thriving, sustainable economy in rural areas, including in the areas described previously.</i></p> <p>The Wylfa Newydd Nuclear Power Station project could contribute to Theme 3 of <i>Cymraeg 2050</i> (Creating favourable conditions – infrastructure and context) and if the mitigation measures are introduced in a timely manner, this development could have an extremely positive effect on <i>Cymraeg 2050</i> for example:</p> <ul style="list-style-type: none"> <li>- it could provide employment opportunities for local people who currently struggle to find employment which would allow them to remain in their communities.</li> <li>- it could attract residents who have left to the island to seek employment or further education elsewhere to return to work, to follow careers and to raise their families on the island.</li> <li>- it could offer ample opportunities for local residents working in other sectors to grow their businesses to support the development.</li> <li>- However, if the location strategy is not appropriately managed, local residents may find themselves unable to afford to rent local properties and will either (i) have to leave the area or (ii) potentially become homeless – both possibilities would be catastrophic for the individuals and for <i>Cymraeg 2050</i>.</li> <li>- if it is not known where the families will choose to live, it will be difficult to prepare them and the communities. Good work has already begun with the <i>Welcome to Wales. Welcome to Welsh</i> leaflet that has been distributed on the island. This is a joint project between IACC and WG to welcome newcomers to the area to raise their awareness of the language within the community:  <a href="http://www.anglesey.gov.uk/Journals/t/o/g/Departures_WG_Cymraeg_CroesoGymraeg_A5_YnysMon_20pp_WebAW.pdf">http://www.anglesey.gov.uk/Journals/t/o/g/Departures_WG_Cymraeg_CroesoGymraeg_A5_YnysMon_20pp_WebAW.pdf</a> </li> </ul> <p>Further work is required to look at the demography of the area, ward by ward, to consider which areas are most at risk and need the most protection from in-migration.</p> <ul style="list-style-type: none"> <li>- if transport / digital infrastructure / health provision etc are not adequate for the amount of people living and working in the area, local residents may well decide that they do not wish to remain in the area and may choose to leave entirely.</li> </ul>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.5.12	IACC, WG and IPs	<p>Paragraph 6.4.483 of the Planning Statement [APP-406] states that the measures proposed to support and enhance Welsh language and culture comply with the principles of the various national and local policies relating to the strengthening of the Welsh language.</p> <p>With particular reference to PPW9, TAN20, Cymraeg 2050 and the Wellbeing of Future Generations (Wales) Act 2015 can the IACC, Welsh Government and any Interested Parties indicate whether they agree with this statement and if they don't why?</p>	<p>Agreed. However, as mentioned in the SoCG, we have concerns that the mitigation measures are simply principles at the moment. In order to see whether HNP have truly considered and are committed to the policies they will need to provide more information as stated in WG24 in the SoCG.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.5.21	WG	Can you provide an update on the development of the Welsh Language Risk Assessment Framework and Guidance?	During 2019, the WG proposes to develop the framework and guidance further into a broader language planning tool, which could aid local authorities and others in various circumstances. When the work is complete, it will be published.
Q10.5.23	IACC, GCC, WG and IPs	<p>The majority of the proposed mitigation and enhancement measures would be secured via a S106 – do you consider:</p> <ul style="list-style-type: none"> <li>(a) That this is the appropriate mechanism? and</li> <li>(b) Would it meet the test for planning obligations?</li> </ul>	<p>Welsh Government's written representations sets out its views in respect of the proposed s106 in detail (see section 3.2). Welsh Government is in discussions with the Applicant to ensure that all potential negative impacts of <i>Wylfa Newydd</i> which fall entirely within areas of devolved responsibility to the Welsh Government are fully mitigated and that potentially significant costs to the public purse are avoided.</p> <p>Welsh Government's written representation set out in detail which mitigation measures would most appropriately be secured by either an appropriately worded DCO requirement, or s106 obligation. Each obligation sought will be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind</p> <p>In principle the s106 agreement is the appropriate place for securing mitigation measures relating to the welsh language and the measures proposed would meet the tests for planning obligations. This is subject to the wording of the final terms being agreed.</p>
Q10.5.24	The applicant, IACC, GCC, WG and IPs	The strategy with regards to the Welsh language is predicated on the employment of a certain percentage of Welsh speakers what mitigation is proposed/necessary if these targets cannot be met?	<p>WG are not aware that an approach has been adopted to stipulate that a certain number of posts should be reserved for Welsh speakers. WG cannot therefore comment on which mitigation measures will be required if the target isn't met.</p> <p>Within the 24 agreed Mitigation Measures, the Applicant has committed to developing a Welsh language skills competency framework and assessment tool to assess the language requirement of posts. There doesn't seem to be a reference to ensuring that a certain amount of posts should be labelled as being 'Welsh essential'. Therefore developing these documents / tools without such a target will not ensure that there is ample opportunity for Welsh speakers to be employed and therefore to use the language on a daily basis.</p> <p><i>Cymraeg 2050</i> explains that:</p>

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			<p><i>We want the use of Welsh to be a routine part of everyday life, so that speakers at all levels feel confident in its use in formal and informal situations, and that products and services are offered proactively in Welsh.</i></p> <p><i>In order for the benefits of the investment in education to be realised, opportunities are required to practise and use the language regularly. The Welsh Language Use Survey 2013–15 (Welsh Government and Welsh Language Commissioner 2015) shows that there is a clear link between fluency and frequency of Welsh language use – 84 per cent of fluent Welsh speakers speak Welsh daily.</i></p> <p>WG believe that a certain percentage of posts should be deemed to be 'Welsh essential' and that they should be located at various levels within the structure of the company.</p> <p>In areas such as Anglesey, one of the traditional Welsh speaking heartlands, ensuring that all public facing posts are 'Welsh essential' is imperative for example Community Involvement Officers, security staff and reception staff. Internal facing services that support staff for example HR teams and canteen staff should also be 'Welsh essential'. Welsh language skills must be respected and valued by the company.</p> <p>Ensuring that local Welsh speakers can find employment and can therefore remain in their local area contributes to the targets set in <i>Cymraeg 2050</i>. Employing local Welsh speakers provides opportunities for them to use the language daily which would in turn ensure that they remain confident using the language and language transmission rates within families would be positively affected. It would also attract many Anglesey residents who have been forced to leave the island to seek employment to return.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.5.27	IACC, GCC and WG	<p>The Applicant has been asked to prepare a Statement of Common Ground with organisations that represent the Welsh Language and have submitted a Relevant Representation. Which organisations do you consider the Applicant should include?</p>	<p>Of the groups that have submitted a Relevant Representation, we believe that the Applicant should include the following if they have not already done so:</p> <ul style="list-style-type: none"> <li>• Isle of Anglesey County Council</li> <li>• Gwynedd County Council</li> <li>• Conwy County Council</li> <li>• Menter Iaith Môn</li> <li>• Mudiad Meithrin</li> <li>• Urdd Gobaith Cymru</li> <li>• PAWB (Pobl Atal Wylfa B)</li> <li>• Fforwm Iaith Strategol Ynys Môn</li> <li>• Cymdeithas yr Iaith Gymraeg</li> </ul> <p>‘Dyfodol i'r iaith’ have not registered but could be an important consultee.</p>
Q10.6.3	IACC, GCC and WG and IPs	<p>Paragraph 3.2.15 of the Wylfa Newydd Code of Construction Practice (WNCoCP) [APP-414] lists a number of socio-economic impacts that the Applicant considers will need monitoring. Do you agree with this list? Has anything been omitted or should anything be removed?</p>	<p>The Welsh Government agrees that the items listed under 3.2.15 should be included as part of the monitoring framework. Welsh Government notes that this list is not intended to be exhaustive and that Horizon state “a detailed list of socio-economic impacts related to the Wylfa Newydd Project that require monitoring will be agreed by the Programme Board”.</p> <p>Welsh Government is still in discussion with Horizon in respect of the proposed Wylfa Newydd Major Projects Oversight Panel (WNMPOP) or “Board”, and how monitoring arrangements will operate.</p>
Q10.6.10	The	The ES Non-Technical Summary [APP-401]	Welsh Government have provided comments in respect of the proposed Community Infrastructure Fund at Deadline 1



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
	applicant, IACC and GCC	<p>states that (paragraph 3.3.8) a Community Infrastructure Fund would be set up to provide additional resource to manage or offset effects during construction that cannot yet be predicted and therefore mitigated including impacts on community facilities and education.</p> <p>(a) If they cannot yet be predicted how has the amount needed for the fund been calculated?</p> <p>(b) Are the IACC and GCC satisfied that there would be sufficient money in the fund to cover the necessary mitigation?</p> <p>(c) Who will be monitoring the need for this fund? and</p> <p>(d) How will payments be agreed and</p>	(please see REP1-024).



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		paid?	



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q10.6.12	IACC, WG, NRW, NWP, NWFR, BCUHB, GCC and Welsh Ambulance	<p>The Codes of Construction Practice would rely on an overarching Programme Board and a series of engagement sub-groups (including for accommodation and tourism).</p> <p>(a) How would these boards/sub-groups work in particular who would they be accountable too?</p> <p>(b) Would they have a code of governance?</p> <p>(c) It is indicated that you would be asked to be represented on these boards do you have the resources and the relevant personnel available to attend these boards?</p>	<p>a) Discussion on the Terms of Reference for the Programme Board (WNMPOP) and Sub-groups, which will determine how they function, accountability, and governance is ongoing between IACC, WG and Horizon. See further the Welsh Government's representations at REP1-024 which sets out WG's significant concerns in relation to the current proposals.</p> <p>b) Welsh Government's view is that there should be detailed terms of reference. Discussions are ongoing in relation to opposed terms of reference/Code of Governance. Welsh Government's view is that there should be an independent Chair of the Programme Board to ensure appropriate impartiality in respect of governance.</p> <p>c) Welsh Government is able to resource and provide appropriate representation</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.1	The applicant, IACC and WG	<p>Paragraphs 4.3.34 and 4.3.37 of the Planning Statement [APP-406] indicate that it would take 18 months to construct the proposed Park and Ride facility and 15 months to construct the Logistics Centre.</p> <p>Can the applicant:</p> <ul style="list-style-type: none"> <li>(a) Advise why they will take this length of time to construct?</li> <li>(b) What interim arrangements will be in place to manage construction vehicles whilst the logistics centre is under construction? and</li> <li>(c) Whether the transport modelling took account for these additional vehicle movements before these</li> </ul>	<p>WG have raised significant concerns about traffic management prior to the operation of the Park and ride, MOLF and Logistic Centre.</p> <p>In particular, there are significant concerns regarding HGV movements over the single lane Britannia Bridge and potential for significant congestion, particularly at peak times (please see SoCG regarding avoiding construction traffic movements at peak hours).</p> <p>HNP's response is that HGV movements will not exceed the levels above those detailed in the CoCP.</p> <p>WG request that DCO requirements are imposed that both limit HGV movements to a specific number to those levels detailed in the ES Traffic and Transport document (APP-068)</p> <p>; or</p> <p>Prevent the first pour of nuclear concrete until the MOLF is provided;</p> <p>To ensure that Traffic movements are kept within the limits assessed in the ES, which is predicated on at least 60% of freight using the MOLF.</p> <p>A s106 obligation requiring a contribution to support early delivery of Third Menai Crossing. (see WG's written representation (9.5.4)</p> <p>WG still has concerns about the management of HGVs and has proposed to Horizon that they have a logistics hub located on the mainland. This arrangement would provide better control of HGVs at Britannia Bridge. Such proposal would also avoid the unnecessary traffic between Junction 3 and Junction 2 on the A55 as vehicles re required to travel past the Valley junction (J3) to go to Parc Cybi (J2), and then come back again to travel to site.</p> <p>Please see response to Q4.0.72 in respect to the need for a phasing strategy that would allow earlier use of Dalar Hir P&amp;R site.</p> <p>It is critical that Horizon get provisions and infrastructure in place at the right time, and commit to delivering a travel</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p>facilities comes online?</p> <p>Does the IACC/Highways Authority have any comments to make?</p>	<p>plan from Day 1 of construction.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response																												
Q11.1.5	IACC, GCC, WG and the applicant	<p>Concerns have been raised in a number of the RR regarding the fact that the Menai and Britannia bridges occasionally have to shut.</p> <p>Can the IACC/GCC provide details of:</p> <ul style="list-style-type: none"> <li>(a) How frequently the Menai and Britannia Bridges have shut over the last five years?</li> <li>(b) How often both bridges were shut at the same time?</li> <li>(c) What measures are currently in place when a bridge shuts eg how and where is traffic diverted or held and how does this effect travel times/congestion?</li> </ul>	<p>a)</p> <table border="1" data-bbox="732 438 1888 790"> <thead> <tr> <th data-bbox="732 438 945 462">Date</th><th data-bbox="945 438 1282 462">Detail</th><th data-bbox="1282 438 1495 462">Duration</th><th data-bbox="1495 438 1888 462">Cause</th></tr> </thead> <tbody> <tr> <td data-bbox="732 462 945 493">12/02/14</td><td data-bbox="945 462 1282 493">Britannia Bridge Full Closure</td><td data-bbox="1282 462 1495 493">17 hours</td><td data-bbox="1495 462 1888 493">Accident</td></tr> <tr> <td data-bbox="732 493 945 525">23/2/17</td><td data-bbox="945 493 1282 525">Britannia Bridge Full Closure</td><td data-bbox="1282 493 1495 525">&lt; 4hours</td><td data-bbox="1495 493 1888 525">Wind</td></tr> <tr> <td data-bbox="732 525 945 557">16/10/17</td><td data-bbox="945 525 1282 557">Britannia Bridge Full Closure</td><td data-bbox="1282 525 1495 557">&lt; 3 hours</td><td data-bbox="1495 525 1888 557">Wind</td></tr> <tr> <td data-bbox="732 557 945 589">01/03/18</td><td data-bbox="945 557 1282 589">Britannia Bridge (Bridge Open But Dynamic Filtering of LGV's)</td><td data-bbox="1282 557 1495 589">N/A</td><td data-bbox="1495 557 1888 589">Wind</td></tr> <tr> <td data-bbox="732 589 945 620">31/08/2018</td><td data-bbox="945 589 1282 620">Britannia Bridge Full Closure</td><td data-bbox="1282 589 1495 620">13 Hours</td><td data-bbox="1495 589 1888 620">Accident</td></tr> <tr> <td data-bbox="732 620 945 652">12/10/2018</td><td data-bbox="945 620 1282 652">Britannia Bridge Full Closure</td><td data-bbox="1282 620 1495 652">&lt; 1 Hour</td><td data-bbox="1495 620 1888 652">Police Incident</td></tr> </tbody> </table> <p>have been shut simultaneously but the impact on traffic management is still considerable.</p> <p>c) There are currently three speed thresholds for the bridge that require traffic to be diverted from Britannia Bridge to the Menai Bridge. For all traffic classes diverted, the driver is to determine suitability to cross the Menai Bridge. This is with the exception of the total closure to all vehicles of Britannia Bridge, where Officers are placed either side of Menai Bridge to determine suitability of vehicles to cross. The thresholds and classes advised to divert to Menai Bridge are based on the following wind speeds;</p> <ul style="list-style-type: none"> <li>a) 40mph – restrictions to Car+Caravan, Motorcycles and Cycles</li> <li>b) 55mph – restrictions to all but cars and car derived vans</li> <li>c) 70mph – Closure to all vehicles, currently through implementation of Temporary Traffic management to close the carriageway.</li> </ul> <p>As there is no measure of effect on travel time and congestion we are unable to provide this information. If Britannia Bridge were to shut, it would cause significant congestion issues on the basis that there is currently congestion at peak times in any event.</p>	Date	Detail	Duration	Cause	12/02/14	Britannia Bridge Full Closure	17 hours	Accident	23/2/17	Britannia Bridge Full Closure	< 4hours	Wind	16/10/17	Britannia Bridge Full Closure	< 3 hours	Wind	01/03/18	Britannia Bridge (Bridge Open But Dynamic Filtering of LGV's)	N/A	Wind	31/08/2018	Britannia Bridge Full Closure	13 Hours	Accident	12/10/2018	Britannia Bridge Full Closure	< 1 Hour	Police Incident
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Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.10	The applicant, WG and IACC	The traffic modelling/assessment is predicated on the basis that the MOLF will enable delivery of the majority of materials direct to the site. Is there any modelling/contingency that deals with the potential increase in vehicular movements should construction of the MOLF being delayed. In particular would the road network have the capacity to take any additional movements that may result and if there is an increase in movements how would this affect local residents?	<p>WG have raised concerns about traffic management prior to the operation of the Park and ride, MOLF and Logistic Centre.</p> <p>HNPs response is that HGV movements will not exceed the levels above those detailed in the CoCP, and ES, which is a maximum of 320 per day (currently Monday to Friday). Welsh Government would expect this to be secured through a DCO requirement, which also requires monitoring and reporting of compliance.</p> <p>Welsh Government has suggested that Horizon could use Holyhead Port to reduce freight flows on the network and to complement the MOLF, particularly in adverse weather. It could also be used in the event of the MOLF being delayed or not constructed.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.12	IACC and WG	<p>Construction traffic associated with the proposed North Wales Grid Connection Project has been excluded from the modelling on the basis that it would be relatively limited (20 vehicles per hour per direction) and there is a degree of uncertainty over movements. In your opinion given the relatively low levels of traffic on Ynys Môn should these movements be included in the modelling?</p>	<p>Welsh Government suggest the HGV movements associated with the North Wales Grid Connection should be included in the modelling. It is understood from National Grid's Transport Assessment that HGV/LGV movements for the tunnel and importation of aggregate for temporary haul roads would equate to 32 vehicles per hour per direction.</p> <p>National Grid traffic figures should be included as they will impact on the traffic flows across Britannia Bridge. Horizon have stated the SoCG between WG and HNP (Ref. WG63 – VISSIM Sensitivity) that there will not be a significant adverse impact on Britannia Bridge if construction traffic avoid peak times. WG have indicated further discussion is required on the measures that are required to secure this position.</p> <p>The cumulative impacts of both these interconnected projects must be robustly assessed. It appears that the number of movements assumed by Horizon and National Grid are inconsistent.</p>
Q11.1.15	IACC and WG	<p>(a) Given the rural nature of the road network is the Highways Authority satisfied that the road network (following the proposed road improvements) is capable of taking the volume of traffic and loads proposed</p>	<p>The Welsh Government hopes it will assist to answer this question insofar as the trunk road network is concerned.</p> <p>(a) The A55 has been designed as a strategic road capable of carrying HGV traffic. It is unlikely there would be structural damage to the trunk road as a result of the application, although there may be an increase in maintenance requirements.</p> <p>(b) The trunk network between Junctions 1 and 11 is maintained by UK Highways under the Design, Build, Maintain and Operate contract. The development will increase vehicle numbers on the A55 and may increase the shadow toll payable. Additional maintenance may also be required. Unfortunately, it has not been possible to calculate the financial and resource impact due to lack of information provided from HNP. Until such information is provided to WG, it will not be possible for UKH to confirm the impact. WG has no funding to compensate UKH in the event of additional payments having to be made to UKH. WG would be looking to HNP for reimbursement of any additional costs.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p>and would not be damaged as a result of the use by construction traffic?</p> <p>(b) If the road network is damaged by construction traffic who would be responsible for its repair?</p> <p>(c) Are there any requirements that the Highways Authority would suggest to minimise the effect of construction traffic on the road network and maintain existing road conditions over and above those already suggested by the applicant?</p>	<p>WG requires a requirement in the DCO that will ensure that project traffic flows will be monitored on a real time basis throughout the construction phase in order to demonstrate that construction traffic is not crossing Britannia Bridge during peak hours.</p> <p>A s106 obligation needs to be secured which commits the Applicant to reimburse WG for any additional costs incurred which will occur directly as a result of the proposed development.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.16	IACC, <b>WG</b> and GCC	Do the local authorities agree with the applicant's description of the baseline situation regarding traffic flows and can they confirm whether they were involved in scoping the transport surveys for establishing the baseline?	<p>Welsh Government agree the extent of the VISSIM model, and the baseline. In respect of further sensitivity testing, discussions are ongoing regarding securing necessary mitigation that has been identified by Horizon. See reference to the SoCG between WG and Horizon (WG64).</p> <p>WG has concerns about the optimistic assumptions that have been inputted into the model in respect of such matters as onsite worker accommodation and home based workers in the context of the current lack of controls in place to ensure that those assumptions will be secured in practice – if any of those assumptions do not occur in practice those impacts could be greater than those assessed (Section 9.0 of WG relevant representation)</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.19	The applicant, WG and IACC	<p>Paragraph 5.2.3 of the WNCoCP [APP-414] deals with the management of deliveries to the site can the applicant:</p> <ul style="list-style-type: none"> <li data-bbox="422 600 1118 886">(a) Confirm what will happen once the A5025 off-line highway improvements become operational in terms of delivery times?</li> <li data-bbox="422 886 1118 1267">(b) Explain why restrictions on deliveries during school start/end times are only proposed for the initial stages of construction (page 12 of the TA [APP-101]).</li> <li data-bbox="422 1267 1118 1521">(c) Advise whether to minimise congestion, restrictions should also be in place during the evening peak eg 17.00-18.30?</li> <li data-bbox="422 1521 1118 1588">(d) Explain what is</li> </ul>	<p>WG position has been that the logistics centre should be located on the mainland</p> <p>WG require the movement of construction traffic regulated in both directions across Britannia Bridge, in particular restricted to avoid crossing at peak times. Consequently Welsh Government suggests that consideration needs to be given to where on the mainland HGVs can park up if they need to wait to avoid crossing at peak hours.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.22	The applicant, WG and IACC	<p>An automatic number plate recognition (ANPR) system is proposed for vehicles using the Park and Ride.</p> <p>Can the applicant confirm whether they also propose a barrier entry/exit system?</p> <p>Can the IACC/Highways Authority/Welsh Government advise whether they are satisfied that the use of ANPR would prevent vehicles queuing on the highway?</p> <p>IACC – in your RR [RR-020] you have questioned the resilience of the highway network at junction 4 of the A55 – can you explain what your concern is?</p>	<p>An ANPR system won't enforce travel plan in respect of car sharing, or speed limits within the site. It is not clear whether open access without a barrier would provide suitable security measures. If a lower speed limit is required in order to allow time to process vehicles past the ANPR then this should be modelled to demonstrate that this will not result in vehicles backing up onto the roundabouts and slip roads at Junction 4 A55. Modelling should also factor in that buses will be departing from the Park and Ride site for shifts 1 and 2 at the same time that workers will be arriving for shifts 2 and 3.</p>
Q11.1.24	The applicant, WG and	<p>Can the applicant:</p> <p>(a) Provide examples of</p>	<p>Insufficient information has been provided by the applicant to date to ensure that WG is satisfied that the use of DMATS will manage deliveries as envisaged by the applicant. Officials continue to have concerns regarding the timing of freight traffic over Britannia Bridge, as the logistics centre is not located on the mainland. It is unclear how the DMATS system</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
	IACC	<p>other schemes where the proposed Distribution Management Asset Tracking System (DMATS) has been successfully used?</p> <p>(b) Advise whether there is a cost attached to the use of the system for suppliers and whether this could preclude the use of smaller local suppliers?</p> <p>(c) How will vehicles be prevented from turning up early to the logistics centre or from waiting on the surrounding road network until their allotted arrival time?</p> <p>Is the IACC/Highways Authority/Welsh Government satisfied that the use of DMATS will manage deliveries</p>	<p>will control the impact of freight movements before vehicles arrive at the logistics centre. In addition, WG understand that freight vehicles will be permitted to arrive early at the logistics centre to prevent waiting on the surrounding road network.</p> <p>There also needs to be a control when vehicles leave the project site as to when they can cross Britannia Bridge.</p> <p>It is not clear how logistic time slots would operate immediately following an incident that closed or delayed vehicles travelling along the Strategic Road Network, as many vehicles would not be in the right place, or able to deliver within the hours specified in the Environmental Statement.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		as envisaged by the applicant?	
Q11.1.25	The applicant, WG and IACC	<p>The Wylfa Newydd Code of Operational Practice (WNCoOP) [APP-421] sets out a series of measures which aim to minimise trips to the site by car.</p> <p>What measures are proposed to minimise trips to the site by car for the outage workforce?</p> <p>Are the IACC/Highways Authority/Welsh Government satisfied with the details contained within the proposed Operational Travel Strategy as set out in section 5 of the WNCoOP?</p>	<p>Please see Welsh Government's Written Representation (Section 9.3 &amp; 9.4) which sets out our concerns regarding the Travel Plan and car sharing.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.33	The applicant and WG	Paragraphs 3.3.5-3.3.9 refers to Planning Policy Wales 9 (PPW9) in particular with regard to the proposed Park and Ride. Does this section need to be updated to reflect the emerging PPW10 and if so would it affect any of the assumptions or conclusions?	Planning Policy Wales Edition 10 is due to be published in December 2018. Once published Welsh Government would expect it to be considered. It is for Horizon to assess whether it affects any of the assumptions or conclusions in the first instance.
Q11.1.36	WG	Until 2028, you have to pay a shadow toll to Carillion plc and John Laing group plc for the A55 based on vehicle numbers and lane availability until 2028. How will the application affect this toll and do you have the resources to cover any increase that may arise as a result of the Application?	The application will increase vehicle numbers on the A55 and may increase the shadow toll payable. Additional maintenance may also be required. Unfortunately, it has not been possible to calculate the financial and resource impact due to lack of information from Horizon. Until such information is provided to WG, it will not be possible for UKH to confirm the impact. WG has no funding to compensate UKH in the event of additional payments having to be made to UKH.  The s106 agreement (or if necessary a separate side agreement) should secure a clear obligation on HNP to reimburse WG in relation to these costs which will occur as a direct result of this development.

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.39	IACC	<p>In your RR [RR-020] you have indicated that you would wish to see more park and share options in other suitable strategic locations. Can you please confirm:</p> <ul style="list-style-type: none"> <li>(a) What you mean by park and share?</li> <li>(b) How this would differ from the car sharing proposed by the applicant.</li> <li>(c) Where are the strategic locations you would wish to see such facilities located: and</li> <li>(d) What proportion of the workers traffic would you wish to see use such a facility?</li> </ul> <p>Do you agree with the assumptions that the Applicant has made regarding</p>	<p>Park and Share facility offer the options to reduce the numbers of vehicles, with co-workers either sharing a car or catching a bus to site and/or Dalar Hir P&amp;R site. WG is concerned about the use of a single Park and Ride site only at Dalar Hir, and the time it will take to bring it online - see also WG's response to question 11.1.11.</p> <p>Two sites on the mainland would reduce the number of vehicles using the Britannia Bridge and would offer a solution from day 1 of constriction when the Dalar Hir P&amp;R site is not available as well as when Dalar Hir will be decommissioned at the end of construction. The sites leave a legacy and should form part of the operational strategy for Wylfa.</p> <p>As the main conurbations, Caernarfon and Bangor Park and Ride and Park and Share sites would intercept all workers for outlying areas before they cross to the Isle of Anglesey.</p> <p>All workers living on the mainland should use these sites. Workers living in the south of Anglesey should use the sites at Fourcrosses and Gaerwen.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q11.1.40	IACC	Do you agree with the assumptions that the Applicant has made regarding car sharing in relation to demand for car parking (7.3.11-7.4.12 of the TA [APP-101]). If not what figures do you consider should be used and how would this effect the number of spaces required?	<p>The ITTS contains two assumptions for average car occupancy during construction: para.6.1.10, p.44 refers to an average vehicle occupancy of 1.5 persons per vehicle is expected at the Dalar Hir Park &amp; Ride; and para. 5.1.11, p.51 refers to average vehicle occupancy of 2.0 workers for daily commuting purposes across the Wylfa Newydd Project during peak construction. This compares with an average commuting car occupancy of 1.16 persons/vehicle in England in 2017 and an average worker occupancy of 1.2 persons / vehicle at Hinkley Point C's Park &amp; Ride sites. No information is provided on the counting period and how average occupancy will be controlled.</p> <p>Accordingly, WG considers that the average car occupancy assumed by Horizon is too high and it considers the Hinkley car sharing ratio should be adopted for Wylfa Newydd. In addition Horizon's assumptions do not take account of shift patterns and turnover of staff (30- 40,000 roles).</p>
Q11.1.50	WG, IACC and the applicant	<p>The Welsh Government recently announced the preferred route for a third crossing across the Menai with construction indicated to start in 2021.</p> <p>Welsh Government - can you provide further details of the proposed route and construction programme and any comments on how it may affect the application?</p> <p>Applicant – you do not include the third</p>	<p>The preferred route was announced on 11<sup>th</sup> October 2018. When a preferred route is announced, Welsh Government serve a statutory notice (TR111) on the local planning authorities requiring the route to be protected from development. The Cabinet Secretary has decided to adopt the "Purple Option" (new bridge to the east of existing Britannia Bridge) as the Preferred Option and:</p> <ul style="list-style-type: none"><li>• Publish a TR111 Plan to protect the entire Purple 4-Lane Route for planning purposes.</li><li>• Complete additional visualisation assessment and analysis work to confirm the preferred bridge type for the Purple Option – <i>this is currently ongoing which includes consultation with Design Commission for Wales</i></li><li>• Carry out further work to assess the benefits of the two and four lane options along the Purple Route.</li></ul> <p>The TR111 shows the Preferred Route as a broad black line. This is indicative only and may change slightly during the next stage of design.</p> <p>It is intended to commence the procurement process of an Employer's Agent and designers in early 2019. It is currently envisaged that Construction would commence in 2022 and last for 2-2.5 years.</p> <p>Dependent on construction timeline for Wylfa Newydd, there could be an overlap with the building of the Third Crossing. If this situation arises, it will have a major impact on traffic flows across Britannia Bridge.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		<p>crossing in the list of '<i>Reasonably foreseeable future projects short list sites</i>' [APP-397] – can you explain why the crossing was not included and whether it should now be included?</p> <p>The crossing is currently scoped out of the ES (ES Volume 1 – Cumulative effects 12 – Scope page 16) subject to further discussions with the Welsh Government – Please provide an update on these discussions and whether this document and/or the ES needs to be updated in light of them.</p> <p>IACC – do you have any comments?</p>	<p>Third crossing is justified to mitigate existing congestion on the Britannia Bridge. Strategic Outline Business Case – text to follow</p> <p>To date, Horizon have not considered the impacts or benefits of the Third Crossing on the construction of Wylfa Newydd, and there are no contingencies in place. The Welsh Government contends that the impact of the Third Crossing should be considered. The ExA is referred to WG's response to Q 11.1.11 in respect of the need for a contribution towards early delivery of the Third Crossing.</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q17.0.1	IACC and WG	<p>The Applicant has made an assessment of the proposed development against National Policy Statements (NPS) EN-1 and EN-6, as well as considering planning policy specific to Wales (PPW and TANs) and local development plan policies which are considered to be relevant to the development.</p> <p>(a) Are the IACC and the Welsh Government satisfied that the Planning Statement addresses all relevant aspects of National Policy Statements, Welsh policy and development plan policies?</p> <p>(b) Are the IACC and the Welsh Government in agreement with the</p>	<p>a) Yes. – please refer to our Statement of Common Ground</p> <p>b) No. – please refer to our Written Representation</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
		applicant's conclusions that the 'Proposed Development complies with the relevant planning policy tests'?	
Q17.0.2	WG and IACC	<p>a) Do the Welsh Government and the IACC accept the need case for the project is made, as set out in the Planning Statement?</p> <p>b) In particular, that in principle, the project conforms with Planning Policy Wales (PPW9)?</p>	<p>Yes. Welsh Government acknowledges that EN-1 identifies a need for new electricity Nationally Significant Infrastructure Projects (NSIP) in the UK within the next 10 – 15 years (i.e. 2011-2025). When considering the overall need for the Power Station elements of Wylfa Newydd the Examining Authority, on behalf of the Secretary of State, must look at the UK-wide need (EN-1, paragraph 3.3). However, it is the WG's view that the same assessment of "need" is not necessary in respect of the associated development elements of Wylfa Newydd – please see WG Statement of Common Ground and written representation at section 2.1.4.</p> <p>On balance, in principle the project conforms with PPW9.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q17.0.4	The applicant, WG and NRW	<p>Does the Application help deliver the following:</p> <ul style="list-style-type: none"> <li>(a) Climate Change Strategy for Wales (Welsh Government, 2010);</li> <li>(b) Low Carbon Revolution – Welsh Government Energy Policy Statement (2010);</li> <li>(c) Energy Wales : A Low Carbon Transition;</li> <li>(d) Economic Renewal: A New Direction (Welsh Government, 2010)</li> <li>(e) Cymraeg 2050: Welsh Language Strategy (2017)</li> </ul>	<p>Yes. Provided that appropriate mitigation is secured and delivered.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q17.0.5	WG	<p>Is the Well-being of Future Generations (Wales) Act (2015) applicable to this application? And if it is, would the Application achieve the well-being goals set out in the Act and if it would not why would it not?</p>	<p>NSIP's are not bound by the Act as the decision maker is the UK Secretary of State.</p> <p>The Well-being of Future Generations (Wales) Act 2015 is relevant to all public bodies and WG have duties to secure sustainable development –see WG's written representation at section 1.1</p> <p>The achievement of the wellbeing goals is entirely dependent on satisfactory mitigation being secured in response to concerns raised by WG in its representations.</p> <p>Welsh Government has a general power under section 60 (s60) of the Government of Wales Act 2006 ("the 2006 Act") to do anything which it considers is appropriate to achieve the promotion of economic, social or environmental well-being of Wales.</p> <p>Areas of responsibility which are devolved to Welsh Government pursuant to the 2006 Act (as amended by the Wales Act 2017) include:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Planning;</li> <li><input type="checkbox"/> Welsh language;</li> <li><input type="checkbox"/> Economic development;</li> <li><input type="checkbox"/> Tourism;</li> <li><input type="checkbox"/> Highways and transport;</li> <li><input type="checkbox"/> Digital infrastructure;</li> <li><input type="checkbox"/> Education, skills, and training;</li> <li><input type="checkbox"/> Health and health services;</li> <li><input type="checkbox"/> Housing; and</li> <li><input type="checkbox"/> Environment (including historic environment).</li> </ul> <p>Impacts in respect of the above areas, which, as a result of the proposed development, would fall to public purse if not appropriately mitigated which would not result in sustainable development. .</p>



Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q17.0.6	WG, IACC and NRW	<p>The applicant states in the Planning Statement [APP-406] that the Technical Advice Notes (TANs) that were in place prior to the adoption of EN-1 and EN-6 are considered to attract less weight than those that were adopted subsequently. This would include:-</p> <ul style="list-style-type: none"><li>• TAN 11: Noise (1997)</li><li>• TAN 15: Development and Flood Risk (2004)</li><li>• TAN 18: Transport (1997)</li></ul> <p>Can the parties comment on the weight they consider should be given to these documents?</p> <p>Of the relevant TANs that post-date the NPSs are there any aspects of the application that the parties consider fail to conform with or contradict these TANs?</p>	<p>See section 2.1.7-2.1.10 of WG's written representation.</p> <p>Pursuant to S.105 Planning Act 2008, Welsh Government considers the planning policy documents listed in its written representation to be an "important and relevant consideration" and material consideration in the determination of the Wylfa Newydd DCO application</p> <p>TANs continue to be an "important and relevant considerations" pursuant to s105 PA 2008, which can be given due weight.</p> <p>The proposed development doesn't fall to be considered under s104 and therefore it does not automatically follow that they should be given less weight on the basis that they were adopted prior to EN1 and EN6 if they are matters relevant to consideration of the application.</p>

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q17.0.7	WG	Provide an update on the progress of the Welsh National Marine Plan?	A consultation exercise on the Welsh National Marine Plan has concluded and Welsh Government are continuing to engage with stakeholders through the plan finalisation and adoption process. It is anticipated that the plan will be adopted in 2019.
Q17.0.8	WG and the applicant	<p>Can the Welsh Government provide an update on the progress of Planning Policy Wales Edition 10 (PPW10)?</p> <p>Can the applicant advise whether paragraph 5.4.45 of the Planning Statement [APP-406] needs to be updated to reflect the policy contained within the emerging PPW10?</p>	It is expected that PPW10 will be published in December 2018.

Question Number	Respondent	Examining Authority's Question	Welsh Government Response
Q17.0.11	WG, IACC and NRW	Do the parties consider that within the Welsh national context, there are any other present or forthcoming future policies, strategies or initiatives that are relevant to the examination and should therefore be considered by the ExA during the examination?	<p>The Examining Authority may wish to be aware that the Welsh Government plans to introduce statutory carbon emissions targets for Wales.</p> <p>The National Assembly will vote on the Welsh Government's proposed Climate Change (Wales) Regulations on 4<sup>th</sup> December 2018. The regulations will make Wales accountable for all the emissions it generates.</p> <p>If the regulations are passed, the Welsh Government will be legally bound to reduce emissions by 27% in 2020, 45% in 2030 and 67% in 2040.</p>