

# Wylfa Newydd Project

## Post Oral Hearing Summaries -

### Tuesday 8th January

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# HORIZON NUCLEAR POWER WYLFA LIMITED – WYLFA NEWYDD PROJECT – DEVELOPMENT CONSENT ORDER APPLICATION

## Written summary of Horizon's oral submissions at the Item Specific Hearing on Socio-economic and transport held on 8 January 2019

### *Introduction*

1. This note summarises submissions made by Horizon Nuclear Power Wylfa Limited (Horizon) at the second Issue Specific Hearing on Socio-Economic Matters and on Traffic and Transport held on 8 January 2019.
2. Oral submissions by all parties attending the hearing were made pursuant to the agenda published by the Examination Authority (ExA) on 19 December 2018. In setting out Horizon's position on the issues raised in the agenda, as submitted orally at the hearing, the format of this note follows that of the agenda.
3. In addition to covering the agenda items as noted above, this note also relates to the ExA's list of action points arising from the hearing.
4. A CV for each of the witnesses who made oral submissions on behalf of Horizon is appended to this document.

ExA's Agenda Item	Summary of Horizon's Oral Submission made in the hearing	Relevant document references
<b>Item 3 – Jobs, skills and supply chain</b>		
3(a) Has there been any change in the position of the IPs regarding the effects of the proposals on <b>jobs, skills and the supply chain (both direct and indirect)</b> since those stated in by IPs at D2 and D3	<p>With respect to <b>jobs and skills</b>, <b>Mr Andy Hunt</b> made the following points on behalf of Horizon:</p> <ul style="list-style-type: none"> <li>• The Jobs &amp; Skills Implementation Plan (JSIP) for the first three years of the Wylfa Newydd DCO Project was agreed at a meeting of the Jobs and Skills Working Group on 10 December 2018.</li> </ul>	<p>Draft DCO s.106 agreement , schedule 4 (Employment and Skills Service and Supply Chain) <a href="#">[REP3-042]</a></p> <p>Horizon's response to ExA's First Written Questions – FWQ. 10.2.8 <a href="#">[REP3-005]</a></p>

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	<ul style="list-style-type: none"> <li>The Jobs and Skills Working Group is made up of Isle of Anglesey County Council (IACC), Welsh Government, Department for Work and Pensions (DWP), Regional Skills Partnership, CITB, colleges and others.</li> <li>The JSIP will guide the spending of the Skills Fund.</li> <li>The meeting also agreed the Terms of Reference for the Group and for the WNESS.</li> <li>Horizon and DWP agreed in principle to use an adapted version of the DWP's Build London portal. The costs of adaptation and licensing will be met by Horizon through the DCO s.106 agreement.</li> </ul> <p><b>Mr Hunt</b> provided a brief overview of the JSIP and the Wylfa Newydd Employment and Skills Service (WNESS) highlighting the following points on behalf of Horizon:</p> <ul style="list-style-type: none"> <li>WNESS is an IT platform which Horizon will licence and translate into Welsh through which all external vacancies relating to the Wylfa Newydd DCO Project will be advertised.</li> <li>The WNESS will also act as a database of potential applicants looking for job vacancies.</li> <li>Horizon is currently operating a pilot scheme of the WNESS, of which there are approximately 1000 people registered. Horizon intends to continue this pilot scheme through SPC works with the full service to be launched for the DCO works if consented. So far, the pilot scheme has assisted 680 people into jobs as set out in Horizon's response to ExA's First Written Questions FWQ.10.2.8 [<a href="#">REP3-005</a>].</li> <li>The WNESS includes an important information gathering exercise and provides an opportunity for Horizon and</li> </ul>	

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	<p>partners to understand the skill set of the people registered and will help in the directing of those people to appropriate training.</p> <ul style="list-style-type: none"> <li>• In addition to being available to contractors recruiting for roles in respect of the Wylfa Newydd DCO Project, the WNESS will be available to assist in the backfilling of any roles that become available because of the Wylfa Newydd DCO Project. There will be no charge for outside organisations using the service to backfill roles.</li> <li>• In response to a query from the ExA, <b>Mr Hunt</b> confirmed there are six local authorities within North Wales that could engage with these services but noted that fewer workers are likely to come from the local authorities located further away from the Wylfa Newydd site.</li> <li>• Horizon is exploring a period of exclusivity when advertising vacancies within a certain area, similar to that used in the Build London portal, but noted that the implementation of this will depend on the nature of the roles to be advertised.</li> <li>• The aim of the JSIP is to give local people the necessary skills for sustainable careers both on and off the Wylfa Newydd DCO Project. To this end, it identifies a number of early priorities including identifying skills and training gaps and opportunities to meet the needs of the Wylfa Newydd DCO Project; identifying a programme for delivering training to fill the identified skills and training gaps and monitoring the impacts of the Wylfa Newydd DCO Project on the labour market within the DCCZ. The intention is to append the JSIP to the draft DCO s.106 agreement.</li> </ul>	

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	<p>With respect to the <b>supply chain</b>, <b>Mr Ivor Sheppard</b> made the following points on behalf of Horizon:</p> <ul style="list-style-type: none"> <li>• The Supply Chain Action Plan has been shared with IACC, Welsh Government and the Gwynedd and Conwy Councils (GCC) on 6 December 2018 and further workshops are timetabled.</li> <li>• The Supply Chain Action Plan will be appended to the draft DCO s.106 agreement and will include an obligation on Horizon to implement the Supply Chain Action Plan during the Construction Period.</li> <li>• The Supply Chain Portal, a web-based facility known as "CompeteFor", is now open. This enables contract opportunities to be notified to interested and registered suppliers and enables new registrations. The draft DCO s.106 agreement will require the Supply Chain Portal to be open during the construction period.</li> <li>• A draft Terms of Reference for the Supply Chain Sub-Group issued for comment to stakeholders IACC, Welsh Government and the North Wales Economic Ambition Board (NWEAB).</li> <li>• The Supply Chain Sub-Group will have an ongoing role in monitoring and feeding into updates on the Supply Chain Action Plan; and/or improving the operation of the Supply Chain Portal.</li> <li>• The establishment of the sub-group is proposed to be formalised under the remit of the Wylfa Newydd Major Permissions Oversight Panel.</li> <li>• Horizon is proposing to fund two IACC Economic Development Officers, whose role includes representing</li> </ul>	

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	<p>IACC and local businesses in engaging with the Developer's supply chain; engaging with the Supply Chain sub-group on behalf of IACC; liaising with potential inward investors and supply chain related businesses to identify barriers and opportunities to realising economic growth and/or benefits within IACC areas; liaising with Welsh Government's Economic Officers to promote supply chain capacity and access at a regional level; and monitoring the operation and effectiveness of the Supply Chain Portal.</p> <ul style="list-style-type: none"> <li>Further dialogue is scheduled to take place with IACC, Welsh Government and GCC and the next workshop is agreed to be held on the 29 January 2019 to review the short-term and trial actions, noted as follows: <ul style="list-style-type: none"> <li>- trial earthworks;</li> <li>- develop KPI for group;</li> <li>- look at council capital procurement for best practice; and</li> <li>- monthly meetings.</li> </ul> </li> </ul> <p>The ExA queried how the Wylfa Newydd DCO Project was intended to be delivered in practice through the supply chain; specifically, how contractors and suppliers would be held accountable to the DCO requirements and the controls in the Wylfa Newydd Code of Construction Practice (CoCP) and the various sub-CoCPs. <b>Mr Sheppard</b> made the following points on behalf of Horizon:</p> <ul style="list-style-type: none"> <li>From a contractual perspective, compliance with these control documents will be secured through the flow down of contractual arrangements recognising that there are various tiers of contractual arrangements. Horizon has direct</li> </ul>	

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	<p>engagement on tier one contracts and will ensure certain mechanisms are provided for in these contracts to define the flow down requirements so that they are provided for in the lower level contracts. For example, the quality of build commitments that apply because this is a nuclear build project.</p> <ul style="list-style-type: none"> <li>Horizon will ensure that its top tier contractors are responsible for ensuring compliance with these DCO control documents from those they contract with.</li> </ul> <p><b>Michael Humphries QC</b> (Counsel) referred to the submissions made at the first ISH DCO hearing. As explained during that hearing, certain documents are control documents. In addition to those, Horizon is proposing a Construction Environment Management Plan (CEMP) (which is not a DCO control document). Horizon will expect all contractors to demonstrate through the CEMP, how it will comply with obligations in the DCO.</p> <p>It was further noted that non-compliance with DCO is potentially a criminal offence, so it is extremely important to Horizon and its principal contractors that these things are done.</p> <p>Horizon agreed to prepare a note detailing the proposed control structure throughout the DCO and its control documents for submission to the ExA.</p> <p><b>Mr Charlie Tasker</b> further noted that in administering the flow down of DCO obligations of contractors at site, there will be onsite inductions and continuing monitoring.</p>	

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	<p>In response of queries from the ExA, <b>Mr Hunt</b> clarified that GCC was not a part of the Jobs and Skills Working Group but that a decision had been taken to include GCC. Up until that point, GCC had been represented on the Jobs and Skills Working Group by the Regional Skills Partnership.</p> <p><b>Mr Hunt</b> confirmed that the Supply Chain Action Plan was not before the ExA, but it is a draft DCO s.106 agreement undertaking that this will be submitted.</p>	
<p>3(b) To explore the following specific matters during construction and operation:</p> <ol style="list-style-type: none"> <li data-bbox="197 743 669 890">i. proposed arrangements for training opportunities on Ynys Môn, North Wales and the wider area;</li> <li data-bbox="197 890 669 1049">ii. proposed arrangements for employment opportunities on Ynys Môn, North Wales and the wider area;</li> <li data-bbox="197 1049 669 1176">iii. the role of local services and the local supply chain in supporting delivery;</li> <li data-bbox="197 1176 669 1303">iv. existing businesses including effects on worker availability and displacement.</li> </ol>	<p>With respect to the training opportunities in respect of the Wylfa Newydd DCO Project, <b>Mr Hunt</b> made the following points on Horizon's behalf:</p> <ul style="list-style-type: none"> <li data-bbox="702 743 1567 838">• It is difficult to anticipate exactly what jobs will be vacant at the Wylfa Newydd DCO Project given contractors are likely to bring some of their own workers.</li> <li data-bbox="702 838 1567 986">• The purpose of the JSIP is, therefore, to identify broad areas where upskilling and training could be provided to enable local people to be better equipped to compete for jobs when available.</li> <li data-bbox="702 986 1567 1108">• The draft DCO s.106 agreement <a href="#">[REP-042]</a> includes provision for a Skills Fund which would be used to fund such local training and upskilling opportunities.</li> </ul> <p>In response to a query by the ExA's about how Horizon would ensure Welsh language is part and parcel of that training, <b>Ms Sasha Davies</b> noted that Horizon's Welsh language corporate policy would be rolled down through the various contractual structures to contractors. Further, site induction would include</p>	<p>Horizon's response to the Welsh Government's Written Representation, paragraphs 1.8.44 – 1.8.54 <a href="#">[REP3-034]</a></p> <p>Horizon's response to IACC's LIR, paragraphs 3.2.25 – 3.2.31 <a href="#">[REP3-004]</a></p> <p>Horizon's response to ExA's First Written Questions – FWQ.10.2.8 <a href="#">[REP2-375]</a></p> <p>Horizon's response to Welsh Government's Written Representation, paragraphs 1.8.44 – 1.8.54 and section 1.8 <a href="#">[REP3-034]</a></p> <p>Horizon's response to IACC's LIR, paragraphs 3.2.25 – 3.2.31 and section 3.3 <a href="#">[REP3-004]</a></p>

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	<p>Welsh language materials and activities around ensuring response for Welsh language and culture.</p> <p>With respect to the nature of jobs that would be available early on in the Wylfa Newydd DCO Project, <b>Mr Hunt</b> confirmed that early phases of the project would include more civil and non-nuclear specific roles. These would provide greater opportunities for local people to take up employment opportunities at the Wylfa Newydd DCO Project.</p> <p>With respect to IACC's comments about the provision of pre-16 and post-16 education and training, <b>Ms Davies</b> noted that Horizon has worked tirelessly with the Regional Skills Partnership for over four years to develop a robust outreach programme that has reached all 47 primary schools in the Island, all five Anglesey-based secondary schools as well as schools into north Gwynedd. The programme includes the promotion of certain subjects including maths, science etc., assistance with CV writing and confidence building programmes.</p> <p><b>Mr Hunt</b> made the following further points on the matter of education and training:</p> <ul style="list-style-type: none"> <li>• Developing key performance indicators and measures to monitor those are amongst the next steps in progressing the JSIP.</li> <li>• The Skills Fund of £10 million is available and can be applied flexibility to ensure that opportunities are maximised. Horizon disagrees with the report Welsh Government relies on to arrive at its proposed Skills Fund figure.</li> </ul>	<p>Displacement:</p> <p>Horizon's response to the Interested Parties' Response to ExA's First Written Question – FWQ.10.2.23, 10.2.8 <a href="#">[REP3-005]</a>.</p> <p>Horizon's response to First Written Questions – FWQ.10.2.8 and 10.2.13 <a href="#">[REP2-375]</a></p> <p>Horizon's response to First Written Questions – FWQ.10.2.14. <a href="#">[REP2-375]</a></p> <p>Draft DCO s. 106 agreement <a href="#">[REP-042]</a></p>

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	<ul style="list-style-type: none"> <li>It must be recognised that the private and public-sector share responsibility for developing education and training. For example, Welsh Government is fixing a national problem concerning construction workforce.</li> </ul> <p><b>Mr Mark Salisbury</b> made the following comments about opportunities during the operational phase of the Wylfa Newydd DCO Project:</p> <ul style="list-style-type: none"> <li>Horizon recognises the importance of ensuring the local community is prepared for the jobs that will be available at the Power Station and Horizon is looking at attracting top talent for those roles.</li> <li>It is three years into its Technical Apprenticeship scheme which employs 33 individuals who are working and studying.</li> <li>The apprenticeship programme aims to provide around 25% of the operational workforce.</li> <li>Horizon has a MoU with Bangor University and seeks to help tailor their courses by providing context and optional modules and provide opportunities for its students at Wylfa Newydd.</li> <li>Horizon is continuously expanding its cooperation with Grŵp Llandrillo Menai and Bangor University to ensure that both institutions are equipped to continue to supply Wylfa Newydd with the talent it needs and leaving legacy benefits for North Wales.</li> </ul> <p>With respect to the provision of training opportunities to backfill vacancies that may arise because of displacement due to the</p>	

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	<p>Wylfa Newydd DCO Project, <b>Mr Hunt</b> made the following points on Horizon's behalf:</p> <ul style="list-style-type: none"> <li>• There is a difference in opinion between Horizon and other stakeholders regarding the nature of risk of displacement and the need for backfilling. However, Horizon has agreed that the WNESS will be made available for employers who lose staff to the Wylfa Newydd DCO Project.</li> <li>• To reflect the specific concerns about displacement within the health care service, Horizon has agreed to an early release of funding for BCUHB and IACC for early planning for those sectors to enable consideration of the workforce needs, staff retention and training. This is to be further supported by the Skills Fund.</li> <li>• Opportunities for progression (i.e. people moving jobs for better pay and better work) is a good thing.</li> <li>• Both Welsh Government and IACC have in place policies to increase the number of jobs on Anglesey. Without the Wylfa Newydd DCO Project, IACC's own evidence as set out on p.21 of the Oxford Economics Report Annex 3C of the LIR [REP2-103] shows that employment growth over this period would be very modest. Horizon has considered the risks of displacement to existing businesses from competition in light of this and has put in place mitigation it considers appropriate.</li> <li>• The evidence presented, and the package of measures proposed is flexible to respond to and deal with any changes to the economic market such as a recession.</li> </ul>	

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	<p>Responding to queries about the levels of inactivity and unemployment on the Anglesey, <b>Mr Hunt</b> noted that the latest data demonstrates a substantial pool of unemployed that could be utilised, approximately 3,900 unemployed on Anglesey and Gwynedd, and another 2,000 in Conwy as well as 5,200 residents of Anglesey and Gwynedd who want jobs and a further 3,300 in Conwy</p> <p>In response to comments by interested parties about the Wylfa Newydd DCO Project being temporary, <b>Mr Hunt</b> noted that while the construction phase is technically temporary, its 10-year duration is unusually long. The average job tenure is 5 and 1/2 years so almost half of all residents would be expected to change jobs twice in that period.</p> <p>In response to a query from the ExA about the potential effect of the Wylfa Newydd DCO Project on employment in the long term, <b>Mr Hunt</b> noted the following on behalf of Horizon:</p> <ul style="list-style-type: none"> <li>• The Power Station will create a large number of operational jobs that will be ongoing, long-term, permanent jobs. It is almost impossible to predict the risks in terms of long-term unemployment.</li> <li>• This Wylfa Newydd DCO Project is one of many projects on the Energy Island and the opportunities for the supply chain to transform the economy is enormous.</li> </ul> <p>In response to the ExA's comments about where the respective responsibilities of the private sector and the public sector, <b>Mr Sheppard</b> made the following points on Horizon's behalf:</p>	

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	<ul style="list-style-type: none"> <li>Horizon agrees that a collaborative approach is needed between the private and public sectors and recognises that success will only happen if this is achieved.</li> <li>Horizon must be mindful about legal controls around procurement of contracts etc. but recognises there are a lot of positive things Horizon can do through its contracts, through tendering etc., to benefit the local economy. It may, for example, identify specific technical requirements for tender submissions that target local communities so that these communities can benefit from the opportunities presented.</li> </ul>	
3(c) To understand whether any differences between the IPs on these matters could be resolved through additional work, mitigation or changes to requirements of the draft DCO.	The ExA noted that discussions on the draft DCO s.106 agreement were ongoing.	
<b>Item 4 – Traffic and Transport</b>		
4(a) Has there been any change in the position of the IPs regarding the effects of the proposals on <b>transport network during construction, operation and decommissioning</b> since those stated in by IPs at D2 and D3.	<p><b>Mr Dave Bowers</b> made the following points on behalf of Horizon:</p> <p><b>Welsh Government</b></p> <ul style="list-style-type: none"> <li>Since Deadline 3 (18 December 2018), a transport Statement of Common Ground (SOCG) meeting was held on 19 December 2018 and then on 4 January 2019. Significant progress made on clarifying and further explaining contents of the DCO application.</li> </ul>	

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	<ul style="list-style-type: none"> <li>Further information was provided on shuttle bus routes as well as sensitivity tests examining the operation of Britannia Bridge.</li> <li>The following items in SOCG were now agreed: WG60 (Britannia Bridge Sensitivity Test); WG63 (VISSIM Sensitivity Analysis – 1); WG63 (VISSIM Sensitivity Analysis – 2).</li> <li>Further meetings were scheduled for 15 January 2018 and potentially early February with the aim of closing out the remaining SOCG items.</li> <li>The results of this process are to be captured in a revised SOCG to be submitted at Deadline 5 (12 February 2019).</li> </ul> <p><b>IACC</b></p> <ul style="list-style-type: none"> <li>Since Deadline 3 (18 December 2018), a transport SOCG meeting was held on 18 December 2018 with a further meeting held on 4 January 2019.</li> <li>Significant progress was made on clarifying misunderstandings of the DCO application.</li> <li>Further information is being provided to IACC to clarify modelling queries.</li> <li>A further meeting is scheduled for 16 January 2018 and then early February with the aim of agreeing more SOCG items.</li> <li>The results of this process are to be captured in the revised SOCG to be submitted at Deadline 5 (12 February 2019).</li> </ul>	

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	<p><b>Gwynedd County Council</b></p> <ul style="list-style-type: none"> <li>• No progress to report but transport meetings are being set up for mid-January 2019.</li> </ul> <p><b>North Wales Police (NWP)</b></p> <ul style="list-style-type: none"> <li>• Since Deadline 2 (4 December 2018), a consultant-consultant meeting has occurred between Steer and Vectos (acting on behalf of NWP).</li> <li>• Most of the concerns raised by NWP related to a misunderstanding of the DCO application. A lot of progress was made during the meeting, additional information was asked for and provided, and Horizon has heard nothing back since.</li> </ul>	
<p>4(b) To understand in further detail:</p> <ol style="list-style-type: none"> <li>traffic generation and modelling matters – has the traffic model been agreed? If not, what specifically is in dispute?</li> </ol>	<p>The interested parties made a number of comments about Horizon's Transport Assessment (TA) <a href="#">[APP-101]</a> including the baseline data, and the implications of the National Grid Electricity Transmission (NGET) transport assessment. In response to this, <b>Mr Bowers</b> made the following points on Horizon's behalf:</p> <ul style="list-style-type: none"> <li>• The TA details the baseline information that was used in the assessment including the methodology used to determine the assessment years. This is detailed in Appendix D of Horizon's TA <a href="#">[APP-105]</a>;</li> <li>• The TA includes consideration of the NGET transport assessment and Horizon committed to providing a post hearing note detailing this assessment at Deadline 4 (17 January 2019);</li> </ul>	<p>Horizon's response to ExA's First Written Questions – FWQ.11.1.49 <a href="#">[REP2-375]</a> Wylfa Newydd CoCP <a href="#">[REP2-031]</a></p>

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	<ul style="list-style-type: none"> <li>The scoping of the TA was done over a period of years and was agreed with Welsh Government, IACC and GCC which including the assessment years. The scope of the assessment is detailed in Appendix A of the TA [<a href="#">APP-102</a>];</li> <li>The baseline traffic flows in the TA were based on traffic counts undertaken by Horizon, the Magnox decommissioning traffic, and Wylfa Newydd DCO Project related traffic flows. Horizon confirmed that it would provide this raw traffic flow data for the A5025 for IACC.</li> </ul> <p>In response to a query from ExA about the proposed timetable for the A5025 On-Line Highway Improvements, Horizon confirmed that the works were due to start April 2019 and would take 15 months to completion, subject to successful completion of the CPO application.</p> <p><b>HGV Limits</b></p> <p>Horizon confirmed that consultation on the Request for Non-Material Change (RfNMC) ended in December and this is intended to be submitted to the Examination shortly.</p> <p>In response to IACC's comments about what it considers to be appropriate HGV limits, <b>Counsel</b> made the following points on behalf of Horizon:</p> <ul style="list-style-type: none"> <li>This was not a highway capacity issue but a localised amenity issue during the period before the A5025 On-Line Highway Improvements are constructed.</li> <li>The HGV limits referred to by Horizon are the absolute minimum of vehicle movements Horizon requires in order to</li> </ul>	

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	<p>carry out the works i.e. these figures cannot be negotiated down.</p> <ul style="list-style-type: none"> <li>• The appropriate securing mechanism for HGV limits is the Wylfa Newydd CoCP <a href="#">[REP2-031]</a>.</li> <li>• In response to the suggestion for a "transport strategy", <b>Counsel</b> noted that the matters being discussed i.e. mitigating localised effects of HGV movements are not the sorts of things that require an entire transport strategy.</li> </ul> <p>It was further confirmed on behalf of Horizon that:</p> <ul style="list-style-type: none"> <li>• Horizon is considering an alternative layout for the Park and Ride (within the Order Limits) to address concerns raised by IACC about compliance with highway road safety audits; and</li> <li>• Horizon will prepare a traffic note which will consider the implications on traffic effects of bringing the phasing of the TWA forward (as discussed during the ISH Day 1 (Socio-economic matters)).</li> </ul> <p>The interested parties queried the lack of improvements proposed for the A5025 between main site and Amlwch. In response, <b>Mr Bowers</b> noted the following:</p> <ul style="list-style-type: none"> <li>• HGV routes are defined in section 5 (Traffic and Transport Management Strategy) of the Wylfa Newydd CoCP as along the A55 and A5025 <a href="#">[REP2-031]</a>. There is potential for a very small number of HGV to travel along this route if a local supplier were appointed.</li> <li>• The only other impact on this section of the road would be from construction workers using the road network. The</li> </ul>	

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	<p>distribution of workers across Anglesey and the provision of shuttle bus services suggests that modifications to this section of the road network are unnecessary.</p> <p>Further, to respond to comments from North Anglesey Councils Partnership (NACP) about Tregele, <b>Mr Bowers</b> noted that a complete accident analysis is provided in TA and shows no particular cluster or accident response that needs addressing as part of this project.</p> <p>With respect to travel routes for empty HGVs, <b>Mr Bowers</b> confirmed that the revised Wylfa Newydd CoCP to be submitted to the Examination would confirm that the departure of HGVs from the Wylfa Newydd Development Area (WNDA) would be controlled and managed via prescribed routes (the A5025 and A55).</p> <p>In response to comments from NWP regarding potential implications of the A5025 Highway Improvements, <b>Mr Bowers</b> noted that Horizon does not consider these works will result in delays to response times that warrants intervention of the scale NWP is requesting. Further, it was noted that the A5025 Highway Improvements have been designed to improve rapid response times to the north.</p> <p><b>Britannia Bridge</b></p> <p>In response to queries raised by the ExA regarding the ability of HGVs to respond to incidents on Britannia Bridge, <b>Mr Bowers</b> made the following points:</p>	

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	<ul style="list-style-type: none"> <li>all HGVs will be managed and tracked through a Distribution Management Asset Tracking System (DMATS) as provided for in section 5.8 of the Wylfa Newydd CoCP [<a href="#">REP2-031</a>];</li> <li>weather related events are generally well forecasted such that delivery times can be shifted accordingly; and</li> <li>there is provision in the existing road network for HGVs to be held were an incident to occur which resulted in the closure of Britannia Bridge. This includes space for 100 HGVs to be held onsite at the Logistics Centre, and more space at the main site.</li> </ul>	
4(b) iii. the reasoning behind the location and provision of a separate logistics centre and park and ride facility and parking provision across the whole project; and  4(b)iv. the benefits and dis-benefits of the provision of a separate logistics centre and park and ride facility including proposed alternatives.	<p>The ExA noted that much of this agenda item would be dealt with in the second round of written questions.</p> <p>In respect of the justification for not co-locating the Park and Ride and the Logistics Centre, <b>Ms Sarah Price</b> noted the following:</p> <ul style="list-style-type: none"> <li>Horizon provided a detailed response to this question in its response to FWQ.11.1.49 of the ExA's First Written Questions [<a href="#">REP2-375</a>]. Further, the Site Selection Reports (Volumes 4 and 5) detail the comprehensive and objective assessment undertaken by Horizon when considering the location of these facilities [<a href="#">APP-440</a> and <a href="#">APP-441</a>].</li> <li>These documents describe how the Logistics Centre and the Park and Ride have different site requirements and different local government policy considerations. For example, the Logistics Centre needs to be located near key traffic infrastructure including the Holyhead Port; the Park and Ride has to take into account the anticipated distribution of works across the island, the need for a balanced approach to the transportation of workers from principle centres, and the</li> </ul>	

ExA's Agenda Item	Summary of Horizon's Oral Submission made in the hearing	Relevant document references
	<p>provision of bus services as well as the desire to reduce traffic flows.</p> <p>In response to comments from Welsh Government about the additional park and share facilities it is considering, <b>Counsel</b> confirmed that Horizon's position is that if private developers were to bring these sites forward, Horizon would consider how these may be utilised. Horizon is not, however, proposing to bring these sites forward itself and is not relying on them for this DCO application.</p> <p>The ExA confirmed that queries regarding the provision of parking will be addressed in further Written Questions.</p>	
4(c) To understand whether any differences between the IPs on these matters could be resolved through additional work, mitigation or changes to requirements of the draft DCO.	N/A	
<b>Item 5 – Other Road Users</b>		
5(a) The effect of additional traffic during construction on other road users with particular reference to severance, delay and blue light services.	<p>With respect to blue light services, the following points were made on Horizon's behalf:</p> <ul style="list-style-type: none"> <li>• In addition to the points made earlier responding to NWP's concerns, the design of the A5025 Highway Improvements has taken into account the effects of roadworks to ensure the road network is not overloaded;</li> </ul>	

ExA's Agenda Item	Summary of Horizon's Oral Submission made in the hearing	Relevant document references
	<ul style="list-style-type: none"> <li>There are controls in section 3.4 of the Wylfa Newydd CoCP [REP2-031] that ensure communication between Horizon and the emergency services so that in the event of a significant incident, Horizon can communicate this to its drivers; and</li> <li>Horizon agreed that the post-hearing briefing note about its proposed telecommunication strategy (ISH 7 January 2019) would also address how Horizon intends to integrate its communication strategies with the proposed improvements to the telecommunications systems and communication between construction vehicles and emergency services.</li> </ul>	
5(b) effects on non-motorised users and what provision has been made in the Application for non-motorised users.	<p><b>Ms Voirrey Costain</b> confirmed that the Environmental Statement considered how the needs of non-motorised users' needs could be accommodated.</p> <p>With respect to comments made by Mr Griffiths about non-motorised users coming from Tregele, <b>Counsel</b> noted that:</p> <ul style="list-style-type: none"> <li>The principle site access to the WNDA is west of Tregele and, therefore, the principle traffic along the A5025 will be taken off the road before it gets to Tregele.</li> <li>The speed restrictions being sought by NACP were a matter for IACC as Highway Authority and not Horizon.</li> </ul> <p><b>Ms Costain</b> confirmed that Horizon would look to engage with Mr Griffiths regarding the above once his written submission had been received at Deadline 4 (17 January 2019) .</p>	

ExA's Agenda Item	Summary of Horizon's Oral Submission made in the hearing	Relevant document references
5(c) whether any differences between IPs on these matters could be resolved through additional work, mitigation or changes to requirements in the draft DCO.	N/A	

### Item 6 – Public Rights of Way

6(a) the proposed diversion route for the Wales Coast Path (WCP) and whether there are any alternatives that would be shorter and closer to the coast for all phases of development.	<p><b>Ms Costain</b> made the following points on behalf of Horizon regarding the proposed re-routing of the WCP:</p> <ul style="list-style-type: none"> <li>Horizon is proposing two phases of diversion to the WCP, one during the construction phase and one during the operational phase of the Power Station.</li> <li>The WCP is being rerouted during construction for the obvious reason that members of the public cannot walk through a construction site.</li> <li>The proposed diversion route largely tracks around the boundary of the construction site. There are shorter diversion routes available, however, those routes are not on Horizon owned land and Horizon considers it important that the proposed route is deliverable by Horizon.</li> <li>Following consultation on the proposed diversion, the decision was taken to maintain the WCP route from Cemaes to Wylfa Head.</li> <li>In respect to the diversion proposed during operation: the Cemaes to Wylfa Head section of the WCP would be retained and Fisherman's carpark would be reopened which</li> </ul>	<p>ES Figure D4-5 – [page 26 APP-237] [Power station main site Wales Coast Path and copper trail routes and links during construction]</p> <p>LHMS (Rev 2.0) [REP2-039], page 82 – cross sections during construction</p> <p>ES Figure D4-6 [page 27 APP-237] [Public access and recreation features - operational power station]</p> <p>LHMS (Rev 2.0) [REP2-039], page 97 – cross sections during operation</p> <p>Horizon's response to NACP's Written Representation [REP3-032]</p>
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ExA's Agenda Item	Summary of Horizon's Oral Submission made in the hearing	Relevant document references
	<p>would act as the natural starting point for the Public Rights of Way (PRoW) network.</p> <ul style="list-style-type: none"> <li>The proposed diversion route during operation is what Horizon considers to be the most appropriate taking into account the landscaping mitigation (i.e. the landscape mounds) and the boundary of the WNDA. However, shorter routes would exist and be available to members of the public as an alternative. The proposed diversion route also has the advantage of enabling the WCP to remain open.</li> <li>In response to comments about the WCP being diverted away from the coast, <b>Ms Costain</b> noted that there are 17 locations along the WCP including 4 military and various industrial sites where the WCP is diverted away from the coast including the current section of the WCP which routes behind the existing Magnox power station.</li> </ul> <p>Horizon agreed to provide the ExA with a brief note detailing the proposed rerouting of the WCP as outlined above, and to produce a composite figure demonstrating the existing PRoW routes, the WCP and the proposed diversions to those networks.</p>	
6(b) whether any differences between IPs on these matters could be resolved through additional work, mitigation or changes to requirements in the draft DCO.	N/A	

ExA's Agenda Item	Summary of Horizon's Oral Submission made in the hearing	Relevant document references
<b>Item 7 – Cumulative Effects</b>		
7(a) the progress of the Welsh Government proposals for a third Menai crossing and the implications for the Application.	<p>Counsel for Horizon confirmed that the list of agreed projects to be considered in the cumulative assessment is included in Horizon's TA <a href="#">[APP-101]</a>.</p> <p>In response to comments from Welsh Government<sup>1</sup> regarding HGVs travelling over the Britannia Bridge, <b>Mr Bowers</b> made the following points:</p> <ul style="list-style-type: none"> <li>• The TA has assessed HGV movements over the Britannia Bridge and the conclusion with respect to the impact of those are acceptable.</li> <li>• The DMATS will manage delivery time to the construction site and in doing so it will also control crossing times over the Bridge.</li> </ul> <p>Horizon agreed to pick this matter up with Welsh Government further as it appeared to be some misunderstanding with respect to Horizon's proposal for HGVs crossing the Britannia Bridge during peak commuting hours. It was agreed that this matter would be dealt by way of a post-hearing note updating the ExA.</p> <p>Counsel also confirmed that Horizon would be responding to comments made by Land and Lakes (L&amp;L) about traffic matters but clarified Horizon does not intend to respond in detail to all of L&amp;L's submission.</p>	<p>Horizon's Response to ExA's FWQ 11.1.50  <a href="#">[REP2-002]</a></p> <p>Horizon's DCO Transport Assessment <a href="#">[APP-101]</a></p> <p>Chapter 15 Inter-project Cumulative Effects <a href="#">[APP-388]</a>    (para 5.2.8 to 5.2.12)</p>

ExA's Agenda Item	Summary of Horizon's Oral Submission made in the hearing	Relevant document references
7(b) Whether the potential cumulative effects of traffic that could be generated from other projects including North Wales Connection and the third Menai crossing have been fully considered.	This agenda item was discussed alongside agenda item 7(a).	
<b>Item 8 – Action points arising from the Hearing</b>		
Action items	The ExA acknowledged that it would circulate an actions list but that publication date of this was unknown.	



**Andrew Stephen Hunt**

EXPERT WITNESS FOR ACCOMMODATION IMPACTS

## AREA OF SPECIALISM

I am a Director of the Socio-economics team at Quod that specialises in assessing the full range of socio-economic impact of major infrastructure projects. I have over 20 years experience in the field, including spells working in policy development and academia.

I have advised Horizon on its Accommodation Strategy since May 2016 having carried out a similar role for EDF on Hinkley Point C (and currently on Sizewell C and Bradwell B).

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## QUALIFICATIONS

- BSc (Hons) Economics and Politics
- MA European Economics
- Fellow of the Royal Society of Arts

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## RELEVANT WORK EXPERIENCE

Wylfa is one of nine major DCO applications I have been involved with (the others are three nuclear power stations (Hinkley Point C; Sizewell C and Bradwell B); Navitus Bay windfarm; Silvertown Tunnel; West Midland Strategic Railfreight Interchange; York Potash mineral processing and transfer; and, Heathrow Airport). I have also advised on a range of major infrastructure schemes that have been consented using other routes (including road, rail, underground, waste and energy).

In 2002 I established Hunt Dobson Ltd, a consultancy specialising in assessing the socio-economic impacts of proposed developments of all kinds, including infrastructure, housing, and mixed-use schemes and have worked on most of the largest urban regeneration schemes in the UK. In 2011 the company was acquired by Quod Ltd where I became a Director.

**Charlie Tasker [Senior Construction Adviser]**

DCO Client Expert Witness Construction [Various Construction Topics]

**AREA OF SPECIALISM**

Charlie has over 30 years' experience in the electricity industry, the majority of which have been in power plant development and construction which included five years in an operations and maintenance management position.

Charlie is responsible for establishing Construction Management arrangements for Horizon's lead project, Wylfa Newydd Power Station. Prior to this Charlie oversaw the development activities associated with the Nuclear new build programme including establishment of Early Works Contracts, Front End Engineering Contracts, Associated developments and owners scope activities.

Electricity industry experience includes a wide range of Power plant construction activities including Nuclear, Coal, Flue Gas Desulphurisation retrofit projects, Coal Importation Facilities and Combined Heat and Power projects.

Many of these projects have been delivered using innovative construction management approaches combined with latest technology to maximise commercial benefits.

**PROFESSIONAL ORGANISATIONS**

- Member of the Institution of Civil Engineers
- Chartered Engineer

**QUALIFICATIONS**

- BSc Engineering
- CEng

**RELEVANT WORK EXPERIENCE**

Experienced construction project director/senior project manager that encompasses a wide range of Power plant construction activities including Nuclear, Coal, Flue Gas Desulphurisation retrofit projects, Coal Importation Facilities and Combined Heat and Power projects.

Experienced in managing large multi-disciplined project engineering teams associated specialist technical support organisations.

7 years design and construction experience in the water industry prior to entering Electricity Industry.

**DAVID JOHN BOWERS**

## EXPERT WITNESS FOR TRAFFIC &amp; TRANSPORT

**AREA OF SPECIALISM**

Transport Planning Professional (TPP) with more than twenty-five years' experience assessing and implementing transport schemes. Expert Witness at the Public Inquiries for the Northern Line Extension and Bank Station Capacity Upgrade projects in London which required a particular focus on construction impacts. Experienced in trip generation assessments, junction modelling, transport strategy development, and travel behaviour monitoring. Provided transport advice for developers to obtain planning permissions for large and complex schemes including towers at Canary Wharf, the Emirates football stadium and new mixed-use schemes in central London.

**PROFESSIONAL ORGANISATIONS**

- Member, Chartered Institute of Highways and Transportation
- Member, Transport Planning Society

**QUALIFICATIONS**

- Transport Planning Professional (TPP)
- MSc, Transport
- BSc, Physics (Hons)

**RELEVANT WORK EXPERIENCE**

- Northern Line Extension, Expert Witness on Transport at Public Inquiry (2013)
- Bank Station Capacity Upgrade, Expert Witness on Transport at Public Inquiry (2015)
- Barking Riverside Extension – Public Inquiry, Peer Reviewer for TfL
- Review of Silvertown Crossing DCO Documents for nearby stakeholder: Project Director
- Assessment of development potential for Crossrail 2, Bakerloo Line Extension, Sutton Tramlink: Project Director
- Preparation of Transport Assessments for developments in London (London School of Economics, Centre Point, Marble Arch Place, 30 Grosvenor Square): Project Director



**Ivor Roy Sheppard**

Commercial Director

**AREA OF SPECIALISM**

Commercial, Contract and Supply Chain Management

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**PROFESSIONAL  
ORGANISATIONS**

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- Member of the Royal Institution of Chartered Surveyors (Quantity Surveyor)
- Associate of the Chartered Institute of Arbitrators

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**QUALIFICATIONS**

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- HNC Building plus Economics of Industry and Construction Law
- ONC Construction plus Mathematics

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**RELEVANT WORK  
EXPERIENCE**

45 years experience in the construction industry. 25 years living and working internationally in the Far East and Middle East. Work experience gained in both the private and public sector on major infrastructure projects; airports; roads; rail and property developments; fossil fuel and nuclear power projects; sporting venues; nuclear and other military procurements associated with the Ministry of Defence.

Key activities covered:

- construction contract administration, with experience covering claims and construction contract litigation, arbitration and mediation;
- business development; proposal development and procurement;
- joint venture and consortium negotiation experience;
- establishing overseas operations;
- accounting and international tax exposure;
- project finance and insurance.

Senior management roles held on: Hong International Airport Terminal Building; Heathrow Terminal 5; 2012 London Olympics; Baraka Nuclear Power Plants - Abu Dhabi; Qatar 2022 Football World Cup.

**SARAH PRICE****EXPERT WITNESS FOR PLANNING POLICY AND SITE  
SELECTION****AREA OF SPECIALISM**

Sarah has 17 years of professional experience working in the private sector. She was previously at Town Planning Consultancy and RPS and then a Director of Quod for 7 years before moving to DWD in 2017 where she is a Partner. Sarah has been working in major infrastructure projects since 2008 when she started advising Heathrow Airport Limited on the third runway proposals and has since specialised in DCOs through her work on other significant infrastructure schemes. Sarah has also advised on a range of other commercial and mixed use projects and has provided expert witness evidence at Inquiry and participated in DCO examinations and Examinations in Public.

**PROFESSIONAL  
ORGANISATIONS**

- Royal Town Planning Institute
- National Infrastructure Planning Association

**QUALIFICATIONS**

- BA Hons Urban Planning and Management
- Diploma in Town Planning

**RELEVANT WORK  
EXPERIENCE**

Sarah was the planning lead for DONG Energy (now Orsted) for the Walney Extension Offshore Windfarm DCO, including coordinating the Statement of Common Ground with the local authorities and expert planning policy support through submission. Sarah was a key member of the planning team for EDF for Hinkley Point C, answering questions and appearing at the examination in relation to Associated Development sites and the highway schemes. Sarah spent nearly 10 years advising Heathrow Airport Limited in relation to the third runway, including expert DCO advice. Sarah has been advising Horizon on Wylfa Newydd for around 3 years and provides expert planning advice and appeared at the Gwynedd and Anglesey Local Plan examination on behalf of Horizon.

**Voirrey Ealish Costain**

EXPERT WITNESS FOR PUBLIC ACCESS AND  
RECREATION

**AREA OF SPECIALISM**

Town and Country Planning  
Environmental Impact Assessment  
Well-being of Future Generations (Wales) Act 2015  
(FGA)  
Expert Witness

**PROFESSIONAL  
ORGANISATIONS**

- Full Member Institute of Environmental Management and Assessment

**QUALIFICATIONS**

- BSc (Hons) Environmental Science
- LLM Environmental Law and Conservation
- LLM Advanced Commercial Property Law
- PgDip Law
- PgDIP Legal Practice

**ELEVANT WORK EXPERIENCE**

Voirrey has worked on the Wylfa Newydd Project as discipline lead for Public Access and Recreation in respect of the Preliminary Environmental Impact Report and Environmental Statement since 2014 and is now supporting Horizon through DCO examination.

As lead consultant on the Llandeilo WelTAG Stage 1 Report Voirrey advised the Welsh Government on the WelTAG 1 process and drafted the reports, undertook the assessment of social impacts of scheme options. The reports included an assessment of compliance with the Ways of Working under the FGA.

North Wales Connections Project, working for National Grid in identification of preferred route corridor and site options for a new grid connection between Wylfa and Pentir.

A465 Heads of the Valleys Dualling (sections 5 and 6). Working for the Welsh Government drafting the Environmental Statement and Sustainability Report.