

Wylfa Newydd Project

Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and Mechell Community Council

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Revision 1.0

Examination Deadline 6

Regulation Number: 5(2)(q)

Planning Act 2008

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

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1 Introduction

1.1 Status of this SoCG

1.1.1 This Statement of Common Ground (hereafter referred to as the 'SoCG') is being submitted to the Examining Authority as a jointly agreed statement between Horizon and Mechell Community Council. It is an accurate reflection of agreed, disagreed and ongoing matters at Deadline 6.

1.2 Purpose of this SoCG

1.2.1 This SoCG is a final agreed document that has been prepared by Horizon Nuclear Power (hereafter referred to as 'Horizon') and Mechell Community Council (hereafter referred to as 'Mechell'). It has been prepared in accordance with the guidance published by the Department of Communities and Local Government (hereafter referred to as 'DCLG Guidance')¹ and example SOCG documents provided on the Planning Inspectorate's website².

1.2.2 Paragraph 58 of the DCLG Guidance states:

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

1.2.3 The aim of this SoCG is to therefore provide a clear position of the progress and extent of discussions and agreement between Horizon and MCC on matters relating to the Wylfa Newydd Project.

1.2.4 The preparation of this SoCG has been informed by a programme of discussions between Horizon and MCC. Discussions to inform the first draft SoCG were initially managed through a meeting attended by MCC, Horizon and DWD planning consultants on 24 August 2018.

1.2.5 This SoCG has evolved through a series of iterative drafts. These drafts have been informed by on-going meetings between Horizon and MCC. The first draft of this SoCG was provided by Horizon on 24 August 2018, for input and comment by MCC.

1.2.6 This SoCG is being submitted to the Examining Authority in relation to the application by Horizon under section 37 of the Planning Act 2008 (the Act) for an order granting development consent for the construction of the Wylfa Newydd DCO Project.

¹ Planning Act 2008: Guidance for the examination of applications for development consent (March 2015) paragraphs 58-65

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/418015/examinations_guidance-_final_for_publication.pdf

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

1.3 Description of Development

The Wylfa Newydd Project

1.3.1 The Wylfa Newydd Project includes:

The Enabling Works

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

1.3.3 Horizon has submitted applications for planning permission for the Enabling Works under the Town and Country Planning Act 1990 to the Isle of Anglesey County Council (IACC) as local planning authority. The On-line Highway Improvements were granted planning permission on 13th July 2018 (ref: 27C106E/FR/ECON). The planning authority resolved to grant the SPC application subject to the signing of a legal agreement on the 5th September 2018. The Welsh Government wrote to the IACC on 13 December 2018 directing that the SPC application should be determined by the Welsh Ministers (referred to as a call-in). Horizon has now written to IACC and Welsh Government to confirm that it is withdrawing the SPC application and that all works included within the SPC application have also been applied for as part of the DCO application.

The Wylfa Newydd DCO Project

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

The Nationally Significant Infrastructure Project (NSIP)

- **Power Station:** the proposed new nuclear power station, including two UK Advanced Boiling Water Reactors, the Cooling Water System, supporting facilities, buildings, plant and structures, radioactive waste and spent fuel storage buildings and the Grid Connection;
- **Other on-site development:** including landscape works and planting, drainage, surface water management systems, public access works including temporary and permanent closures and diversions of public rights of way, new Power Station Access Road and internal site roads, car parking, construction compounds and temporary parking areas, laydown areas, working areas and temporary works and structures, temporary construction viewing area, diversion of utilities, perimeter and construction fencing, and electricity connections;
- **Marine works comprising:**
 - Permanent Marine Works: the Cooling Water System, the Marine Off-loading Facility, breakwater structures, shore protection works, surface water drainage outfalls, waste water effluent outfall (and associated drainage of surface water and waste water effluent to the

sea), fish recovery and return system, fish deterrent system, navigation aids and Dredging;

- Temporary Marine Works: temporary cofferdams, a temporary access ramp, temporary navigation aids, temporary outfalls and a temporary barge berth;
- **Off-site Power Station Facilities:** comprising the Alternative Emergency Control Centre (AECC), Environmental Survey Laboratory (ESL) and a Mobile Emergency Equipment Garage (MEEG); and

Associated Development

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

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

Licensable Marine Activities

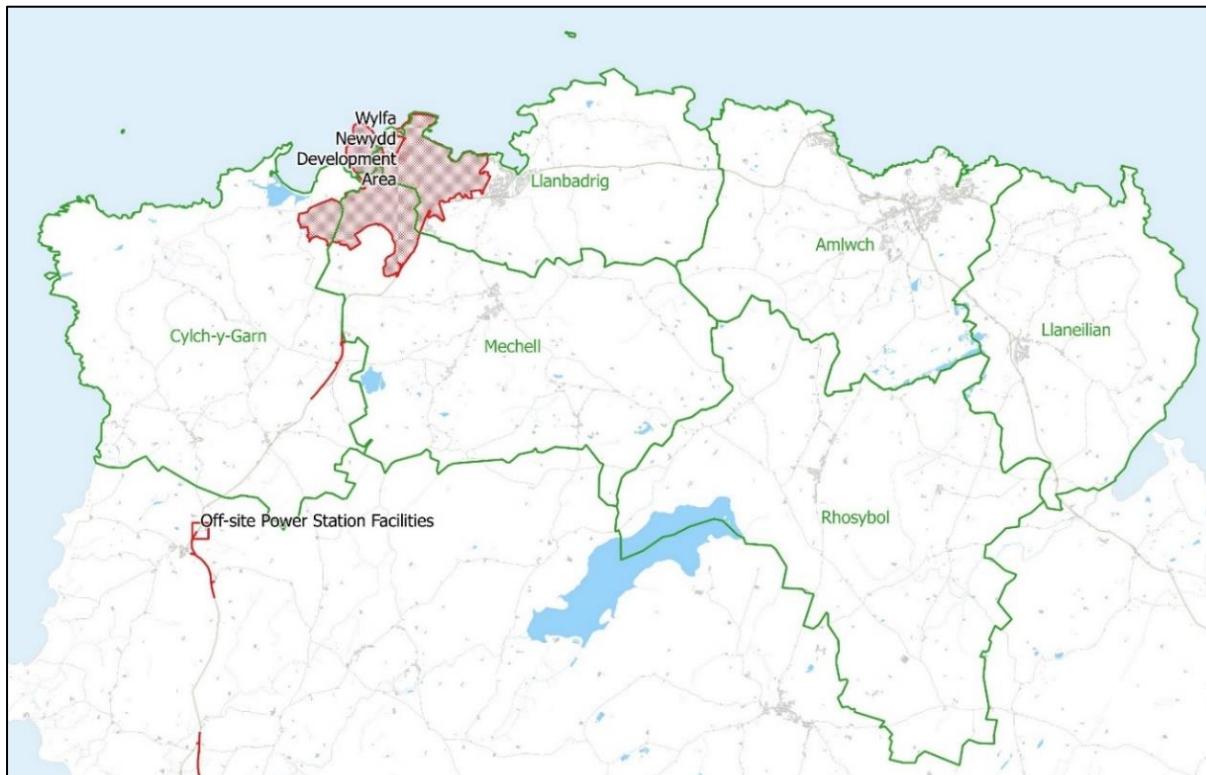
1.3.6 The Licensable Marine Activities comprise the Marine Works and the Deep Disposal (i.e. the disposal of material from dredging at the Disposal Site at Holyhead North). The Licensable Marine Activities will be consented under a Marine Licence, however the Marine Works would also be consented under the DCO.

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

2 Role of Mechell Community Council

- 2.1.1 Mechell Community Council is representative of one of the host communities in terms of the Wylfa Newydd Project. The independent views of MCC are covered within this SoCG and relate to local issues and concerns.
- 2.1.2 Horizon is also engaging with the North Anglesey Councils Partnership (NACP) to prepare a Statement of Common Ground to discuss issues that relate to the wider north of Anglesey. The group of town and community councils of the NACP comprises Amlwch, Cylch y Garn, Llanbadrig, Llaneilian, Mechell and Rhosybol.
- 2.1.3 The independent views of MCC are therefore covered within this SoCG and are not necessarily reflective of the views of the NACP as a whole.
- 2.1.4 The figure below sets out the area covered by the NACP in relation to the Wylfa Newydd Development Area and delineates the spatial area covered by MCC.

Figure 2-1 Geographical extent of MCC and the NACP



3 Overview of Engagement

3.1.1 The preparation of this SoCG has been informed by a programme of discussions between Horizon and MCC. Horizon met with MCC to discuss and document common ground on the following dates:

| Meeting Date | Attendees | Purpose of Meeting |
|-----------------|---|--|
| 24 August 2018 | Horizon, DWD, representatives of MCC | Initial meeting to discuss approach to SoCG and key issues |
| 11 October 2018 | Horizon, DWD, representatives of MCC and LICC | Joint meeting with Llanbadrig Community Council to continue SoCG discussions |
| 26 January 2019 | Representatives of MCC | Final comments on SoCG provided via email |

4 Current Position

4.1 Position of Horizon Nuclear Power and MCC

- 4.1.1 Horizon has engaged proactively with MCC to develop this draft SoCG. Details of this engagement are set out in Table 3-1. This SoCG has been developed as an iterative draft by Horizon to reflect our understanding of MCC's position expressed verbally at meetings, or through correspondence, and is an accurate reflection of agreed, disagreed and ongoing matters.
- 4.1.2 The following schedule sets out the position of MCC alongside Horizon's position following an initial meeting where MCC's key issues were discussed. It sets out matters by topic area and an indication of whether the issue is agreed (green), not agreed (red) or ongoing (amber). It is recognised that there will be some issues that are yet to be agreed which relate to information to be submitted later in the examination process. For these issues, the table sets out the current position based on the information shared by Horizon for submission at Deadline 5 and that submitted to date.

Table 4-1 Statement of Common Ground between MCC and Horizon

| Topic | Sub topic | Issue | SoCG ID | Document Reference/ Signpost/ Route map | Mechell Community Council (MCC) Position | Horizon Position | RAG | Action required to inform discussion on the issue |
|---------------------|---------------------|--------------------------------------|---------|---|---|--|------------|---|
| Principle | Support for Project | Principle of Development | MCC1 | Chapter C1 (Project-wide effects – Socio-economics) [APP-088] | MCC supports the Wylfa Newydd DCO Project in principle, in particular in relation to the economic benefits in terms of jobs and skills, but wishes to ensure that the development comes forward in a way which minimises the impact on the local area, and North Anglesey in particular, and maximises the benefits. | | Agreed | No further action |
| Impacts on Services | Schools | Influx of Children of School Age | MCC2 | Mitigation Route Map [REP2-038] Welsh Language Impact Assessment [APP-432] | MCC defers to IACC's position on Welsh Language Impacts as confirmed in email on 26 January 2019. Please refer to SoCG with IACC for further information. However, MCC's concerns remain about the influx of children of school age for transient attendance at local schools. MCC consider this would make the management of those schools very difficult and that clear that plans and funding need to be provided in order that this problem can be effectively managed to ensure no adverse effects on schools to the satisfaction of the Governing Bodies of those school. | | Not Agreed | No further action |
| Impacts on Services | Police | Impact of Proposal on Police Service | MCC3 | Workforce Accommodation Strategy [APP-412] Health Impact Assessment Report [APP-429] | Due to the influx of people coming onto the Island, MCC is concerned with the strain it will cause on the North Wales Police Service. MCC are unwilling to provide a final position on this issue until further assurances can be given that North Wales Police are satisfied with Horizon's mitigation proposals. | Each of the elements of the project will be served by an appropriate number of security staff and secure design measures are incorporated including security gatehouses and fences among other features. In addition there are a range of management and monitoring processes proposed to control any potential internal security issues. Horizon is working closely with North Wales Police and other emergency services on community safety management measures, contingency arrangements and funding support. Additionally, Horizon is committed to providing appropriate provision of emergency services for the construction workforce. An appropriate financial contribution would be considered for the emergency services for the needs of the construction workforce. As set out in Schedule 9 of the Draft DCO S106 circulated to IACC and Welsh Government on 23 January 2019 Horizon proposes the Public Service (Police) Contribution of over £6 million to be paid to IACC for onward payment to North Wales Police during the construction period towards: <ul style="list-style-type: none">neighbourhood policing 1 sergeant; 2 constables and 3 PCSOs;road policing capacity comprising 2 constables;operational planning capacity comprising 1 constable; anddetective/intelligence capacity comprising 1.25 detective constables.building resilience and mitigating impacts of the Wylfa Newydd Project on police services on Anglesey as follows: Similar payments are also proposed for the Ambulance and Fire Services. See Schedule 9 of the Draft DCO S106 for further information. | Ongoing | No further action within SoCG |
| Design of Project | Infrastructure | Waste | MCC4A | ES Volume C – Project-wide effects C6 – Project-wide effects – Waste and materials | Both parties acknowledge that Horizon has developed a waste strategy for controlling and minimising conventional waste including packaging waste, office waste, canteen waste, metal waste from maintenance works and building maintenance waste. In accordance with the waste management strategy within Section 15 of the Wylfa Newydd Code of Operational Practice (CoOP) [REP2-037] waste will be segregated at source to increase recycling/reuse potential. Containers would be provided and all waste would be removed by appropriately licensed contractors in accordance with the Waste Duty of Care in line with relevant waste legislation and regulations. The Power Station and other permanent buildings will be connected to the existing mains and foul water supply and the Site Campus will be supported by a waste water treatment plant. | | Agreed | No further action |

| Topic | Sub topic | Issue | SoCG ID | Document Reference/ Signpost/ Route map | Mechell Community Council (MCC) Position | Horizon Position | RAG | Action required to inform discussion on the issue |
|-------------------|----------------------|--------------------------|---------|---|---|---|-------------------|---|
| | | | | management [APP-093] Wylfa Newydd Code of Operational Practice [REP2-037] | | | Green | |
| Nuclear Waste | Storage | Storage of Nuclear Waste | MCC4B | ES Volume D – WNDA Development App D14-1 – Radioactive Waste [APP-233] | MCC understand that Horizon are complying with Government policy on the Geological Disposal Facility but do not support the policy on the basis that it does not provide sufficient certainty over future disposal given the lack of identification of the GDF site and consider there is a risk that radioactive waste could remain on site longer than currently planned. | Horizon's management strategy for waste meets relevant legislative and regulatory waste management requirements. Horizon is complying with Government policy on the disposal solution for spent fuel and Intermediate Level Waste (ILW) at a Geological Disposal Facility (GDF). Government policy requires Horizon to safely and securely store spent fuel and ILW arising from the Wylfa Newydd Power Station on site, until it can be disposed of at a national storage facility. | Not Agreed | No further action |
| Design of Project | Services | Water System | MCC5 | Wylfa Newydd Code of Construction Practice [REP2-031] | It is imperative that Wylfa Newydd provides potable water to the site so as to not cause impacts upon the existing provision in the local area. Both parties agree that the project to provide potable water to Wylfa Newydd will be undertaken by Dŵr Cymru/Welsh Water (DCWW). Horizon and DCWW have been interacting throughout this project through a Statement of Common Ground. Water requirements for Wylfa Newydd will be included within the DCWW Water Management Plan for Anglesey; and this document will go through the normal planning process with NRW. Horizon and Welsh Water have a figure of 3 mega litres of water per day agreed which is written into Welsh Water's draft Water Resource Management Plan (WRMP) which is considered to be sufficient with room for fluctuations. The WRMP states that while there will be up to 4,000 employees resident on site during peak construction there will be a surplus of water within the zone, even in a dry year. | Agreed | No further action | |
| Pollution | Pollution Prevention | Noise/Dust Pollution | MCC6 | Main Power Station Site sub-CoCP [REP2-032] Code of Construction Practice [REP2-031] | MCC are concerned with the noise and dust pollution impacts as a consequence of the project. | The strategy for controlling dust emissions is through good process, site design and good housekeeping. Good practice for mitigation measures included within the Code of Construction Practice (CoCP) [REP2-031] are from the Institute of Air Quality Management. The measures secured within the CoCP include equipment fitted with suitable dust suppression techniques, and ensuring an adequate water supply for effect dust suppression. A wheel washing system with rumble grids to dislodge dust and mud prior to vehicles leaving the site, and there will also be water assisted dust sweepers on the local roads to remove dust. A range of similar measures for noise pollution are also included such as equipment with noise abatement covers, including for heavy plant and vehicles. Also, to reduce noise, reversing alarms fitted to all vehicles will incorporate one or more of the following features: highly directional sounders, broadband or warbling signals, self-adjusting output sounders, and/or flashing lights. For further information, please refer to the WN CoCP and Main Site sub-CoCP which sets out detailed controls relating to air quality and dust. The provisions of the Local Noise Mitigation Strategy are in Section 8.3 of the CoCP [REP2-031]. These are being extended in the updated CoCP to be submitted at Deadline 5, and a summary of the proposed changes was set out in Deadline 3 in the Local Noise Mitigation Strategy Update [REP3-050]. | Not Agreed | No further action |
| Transport | Bus Route | Impact of Bus Routes | MCC7 | ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO | There is no mention in PAC3 with reference to the bus route as was in PAC2. Both routes impacted on our village. We need further clarification as to your proposed solution. The | Details of the proposed shuttle bus routes are provided within the Transport Assessment. The Deadline 5 version of the CoCP is to include an indicative bus route map for year 1 of the construction programme. This doesn't alter significantly from those routes consulted on at PAC2 for those services picking up workforce living | Not Agreed | No further action |

| Topic | Sub topic | Issue | SoCG ID | Document Reference/ Signpost/ Route map | Mechell Community Council (MCC) Position | Horizon Position | RAG | Action required to inform discussion on the issue |
|-----------|-------------------|-------------------------|---------|--|---|---|-------------------|---|
| | | | | Transport Assessment [APP-101] | <p>impact of the bus routes is also affected by your proposal of the increased car sharing. Any car not entering the site from the A5025 must come through our village, do you have any prediction of numbers as this would enable us to make our village a safer place for our residents and children.</p> <p>Until further information with regards to specific numbers, routes, types of buses on the minor roads specifically the roads accessing the site entrance via Llanfechell and Tregele then the concerns remain.</p> | <p>around the island, but there will no longer be services directly from Rhosgoch or Land and Lakes. There are however still proposed to be services for Holyhead, Bangor, Caernarfon, Llangefni, Amlwch and the north and east of the island.</p> <p>Workers living in central north western Anglesey will likely use the most direct route to site. Therefore we would expect workers living in the villages of Mechell, Tregele, and Llanfechell to use the B-roads to access the WNDA Site. Please see Figure 6-8 of Appendix F of the Transport Assessment (document reference number 6.3.20) which shows the expected density of workers by ward on Anglesey and the Mainland. This shows that Horizon are not expecting many workers to be living in the central north western section of Anglesey and that the vast majority of workers are expected to live in Holyhead, Bangor, Amlwch, and Caernarfon.</p> <p>Horizon understands concerns about workers using B-roads, through villages such as Llanfechell, when they could use A-roads (mainly the A5025). An amendment to the Code of Construction Practice was submitted at Deadline 2 to deter rat running for construction workers travelling to and from the site.</p> <p>Section 5.6.1 of the Wylfa Newydd Code of Construction Practice states information packs will be circulated to all construction workers at their induction which will include construction vehicle routes (if appropriate), including construction workers sticking to 'A' class roads, and subsequently avoiding 'B' class roads, wherever practicable (to avoid causing unnecessary nuisance and disturbance to local communities).</p> <p>Also, Section 5.10.1 of the amended CoCP now contains a commitment to manage, monitor and regulate the availability of car parking spaces to reflect the number of workers on the Wylfa Newydd DCO Project, balancing an over-provision of car parking (which could encourage car travel) with an under-provision of car parking (which could encourage fly parking).</p> <p>Estimated increases in traffic flows on all links assessed as part of the Wylfa Newydd DCO Project are provided in ES Appendix C2-3 Traffic Flows. This shows that the highest increase in traffic through the village of Llanfechell is +3% in any given assessment year which is not considered to be significant. As per Chapter B3 of the Environmental Statement [APP-068], significant increases are defined as anything more than +30%.</p> | Red | |
| Transport | Road Improvements | Potential for Accidents | MCC8 | C2 Traffic and Transport App C2.04 – DCO TA Appendix F - ITTS [APP-089] Wylfa Newydd Code of Construction Practice [REP2-031] Park and Ride Sub CoCP [REP2-035] Wylfa Newydd Code of Operational Practice [REP2-037] Mitigation Route Map. [REP2-038] | The road improvements you suggest are commendable, however at the northern end of Llanfaethlu, Pandy and Cefn Coch, there will be an increase in the speed of existing light traffic on that road into an existing bottle neck and accident black spot and increase the number of potential accidents. We suggest that you take our local knowledge into consideration before finalising the completion of the proposed bypasses. | Horizon has taken MCC's concerns into account however, the accident analysis undertaken as part of the Transport Assessment and design of the development does not identify any accident clusters on the A5025. The speed Limits for the online A5025 improvements will remain the same. The highway design for the Offline line A5025 works has been subject to DMRB (Design Manual for Roads and Bridges) Stage 1 Road Safety Audit and its recommendations incorporated into the approved design . IACC will monitor and review speed limits following completion of the on and offline A5025 improvements. | Not Agreed | No further action |
| Transport | Community Benefit | Traffic Calming | MCC9 | C2 Traffic and Transport | MCC consider the community of Mechell would benefit from the immediate installation of humps, ripple strips and/or flashing speed limit signs to minimise the strain of traffic in the village. Both parties acknowledge that traffic calming is a responsibility of IACC and that the s.106 agreement provides a Transport (Additional Mitigation) Contribution which could be used towards such measures if justified. | Agreed | No further action | |

| Topic | Sub topic | Issue | SoCG ID | Document Reference/ Signpost/ Route map | Mechell Community Council (MCC) Position | Horizon Position | RAG | Action required to inform discussion on the issue |
|------------|-------------------|----------------|---------|--|---|---|------------|---|
| | | | | App C2.04 – DCO TA Appendix F - ITTS [APP-089] Wylfa Newydd Code of Construction Practice [REP2-031] Park and Ride Sub CoCP [REP2-035]. Wylfa Newydd Code of Operational Practice [REP2-037] Mitigation Route Map. [REP2-038] Draft s.106 agreement | Appendix E of the Transport Assessment [APP-106] provides a detailed assessment of accidents on all roads considered in the study area. The roads examined as part of this process are shown in Figure B3-1 of ES Volume B – Introduction to the environmental assessment Figure Booklet – Volume B [APP-087]. No accident clusters exist in this area, and the impact of the Wylfa Newydd DCO Project traffic is not expected to change this. Horizon are not looking to implement any physical barriers to reduce speeds or unauthorised routes to the main site. Construction workers will be required to sign up to a Code of Conduct which requires the workforce to adhere to measures which include ensuring adherence to the Highway Code, speed limits, and other measures to ensure drivers associated with the Wylfa Newydd Project DCO Project drive safely and considerately. See the Workforce Management Strategy [APP-413] for further details of the Code of Conduct. Local residents will be able to report any incidents of suspected breaches of the Code of Conduct to the Transport Engagement Group and it will be investigated; however, Horizon will also monitor car use within the workforce. | | | |
| Mitigation | Community Benefit | Compensation | MCC10 | Mitigation Route Map [REP2-038] | It is instructive to note that onshore wind farms currently pay £3k/annum/installed MW of generation capacity as funds deployed within 4km of the wind farm. Would you consider an annual distress fund per annum during the build for properties within a 5 mile radius of the build similar to that of the onshore wind farms? | Horizon proposes a range of measures to mitigate potential impacts of the project, as set out within the Mitigation Route Map [REP2-038] and the draft DCO S106 Agreement issued to IACC and Welsh Government on 23 January 2019 which includes a Community Fund. The proposed package of mitigation is considered to be sufficient to mitigate intangible and residual impacts of the Wylfa Newydd DCO Project on the communities closest to the WNDA, on Anglesey, and within the KSA. . | Ongoing | No further action within the SoCG. |
| Transport | Shift Times | Traffic Routes | MCC11 | ES Volume C – Road traffic-related effects (project-wide) App C2-3 – Traffic Flows [APP-100] ES Volume C – Road traffic-related effects (project-wide) App C2-4 – DCO TA Appendix D – Traffic Data Report | MCC is concerned about the anticipated increase in traffic flow through Llanfachell village square at shift changes compared with the 2014 Steer survey. MCC consider that until further assurance is received that the anticipated increase is no more than 3% then this matter is not agreed. | The location of all of the surveys undertaken as part of the DCO application are shown on Figure 1-2 of the Appendix D of the Transport Assessment submitted as part of the DCO application [APP-105]. The C2-3 Traffic Flows document [APP-100] contains all the road links which are expected to see changes owing to the Wylfa Newydd Project traffic and sets out the changes to traffic flows from 2016 to 2020, 2023 and 2033. Link 38 Shows the changes in traffic flows through Llanfachell. The data provided in Document C2-3 Traffic Flows Document [APP-100] shows that the maximum change in traffic expected through Llanfachell is no more than +3% over an average day in any given scenario. The volume and timing of traffic associated with the Wylfa Newydd project is controlled through the various commitments set out in Chapter 5 of CoCP. Further changes included in the Deadline 5 version of the CoCP include: <ul style="list-style-type: none"> Mode share targets for worker travel for each year of the construction programme in-line with assumptions made in the ES More detail on how construction traffic will be managed, including AILs More detail on how traffic impacts will be monitored More detail on enforcement Therefore, Horizon are confident that the predicted increases in traffic reported in the ES are accurate. | Not Agreed | No further action |

| Topic | Sub topic | Issue | SoCG ID | Document Reference/ Signpost/ Route map | Mechell Community Council (MCC) Position | Horizon Position | RAG | Action required to inform discussion on the issue |
|-----------|-----------------------|----------------------|---------|--|---|---|------------|---|
| Pollution | Noise and Disturbance | Compensation | MCC12 | Wylfa Newydd Code of Construction Practice [REP2-031] Local Noise Mitigation Strategy Update [REP3-050] Local Noise Mitigation Strategy (Companion Guide) [REP3-051] | What receptors to be affected by noise and disturbance referred to in DCO in Tregele and surrounding district area fall within Mechell community boundary and are there other residential and commercial properties within the site boundary that have identified | <p>Horizon will be required to comply with the WNCoCP (REP2-031) with regard to dust, noise, congestion and nuisance to help mitigate impacts on local residents.</p> <p>In terms of light pollution and impact on sleep, Horizon is committed to a voluntary Local Noise Mitigation Strategy (LNMS) which will offer noise insulation including secondary or double glazing to residential properties that experience major adverse noise effects from construction activities or project related traffic (this is secured in section 8.3 of the WN CoCP – REP2-031). Horizon will provide blackout blinds or alternative mitigation in unforeseen cases of sleep disturbance. The installation of blackout blinds on necessary windows will be offered for relevant properties as part of the process of implementing the Local Noise Mitigation Strategy. There will however be a mechanism for blinds to be installed on affected windows which are not captured by the LNMS.</p> <p>Horizon has increased the potential eligibility for properties under this scheme, and the details of this were submitted at Deadline 3 of the DCO examination [REP3-050]. Horizon has provided further detail into the processes by which properties will be identified and notified of their eligibility under the extended LNMS, as well as the process by which Horizon will implement the strategy [REP3-051].</p> <p>The updated DCO Noise Modelling Propagation Figures [REP4-024] show the predicted daytime and night-time construction noise levels at all receptors in the study area in far better detail, so that noise levels at each property can be identified. These updated figures include the receptors which are within Mechell. There are also equivalent figures appended to the Working Hours [REP4-012] and HGV [REP4-013] requests for non-material changes should those be accepted into examination.</p> <p>Notwithstanding this, the construction methods and equipment will not be finalised until shortly before each phase of construction starts. The S61 process set out in Section 8 of the WN CoCP requires details of the works, the noise levels at each receptor and the mitigation to be utilised in detail. IACC will need to approve the S61 application for each phase of works and thereby retain control over the impacts; this is the most important control measure in respect of noise and vibration.</p> | Ongoing | No further action |
| Workers | Worker Accommodation | Community Disruption | MCC13 | Workforce Accommodation Strategy [APP-412] Planning Statement Appendix C Site Campus [APP-406] | What strategy has been planned to identify where the 3180 temporary workers residing on the island are domiciled. We believe this is a key factor as they are the workers who will be entering the site on transport other than the 1420 Park and Ride workers. MCC's position is that the WAMS is a recording and management system and as there are no assurances or strategic alternatives to sourcing approximately 2500 bedspaces for temporary workers not residing in the Site Campus or in their own homes. | Horizon proposes a balanced approach to accommodating workers that will not stay at the Site Campus based on making use of available headroom in a number of sectors. Horizon acknowledges concerns about the impact of construction workers on locally available accommodation and communities and proposes the Workforce Accommodation Management Strategy (WAMS) to effectively match supply and demand to avoid local problems. The WAMS will maintain a database of suitable properties and provide a means for workers to find accommodation that meets their needs and be put in contact with the provider. In turn, the WAMS will record data on worker choices and report to an oversight board and will operate to targets set by the board. This management process will be able to adjust the number of rooms offered in certain locations to guide workers away from certain locations if necessary. | Not Agreed | No further action |
| Workers | Worker Accommodation | Community Disruption | MCC14 | Workforce Accommodation Strategy [APP-412] Design and Access Statement – Volume 3 – Associated Developments and Off-Site Power | It is intended to accommodate 4000 workers on site. Can you please elaborate how Horizon intends to encourage those workers to stay within the campus and what measures will be in place to prevent disruption to local residents. Also what contingency has been adopted to accommodate those of the planned 4000 who chose not to use campus accommodation. The | Horizon's strategy for mitigating the impacts is set out within the Workforce Management Strategy (WMS) [APP-412] which includes a code of conduct that will form part of a labour agreement between Horizon, the Trade Unions and its contractors. Enforcement and relevant procedures for addressing misconduct will be secured through the labour market. The WMS sets out the principles that will be followed by Horizon and contractors, including project induction programmes, security vetting on all personnel, random drug and alcohol testing and collective Welsh language and Culture Awareness and training among other measures such as | Not Agreed | No further action |

| Topic | Sub topic | Issue | SoCG ID | Document Reference/ Signpost/ Route map | Mechell Community Council (MCC) Position | Horizon Position | RAG | Action required to inform discussion on the issue |
|---------|-------------------------|----------------------|---------|--|---|--|--------|---|
| | | | | Station Facilities (Part 1 of 2) [REP4-018] | Site Campus in its proposed format will have severe impacts on communities in the North of Anglesey | <p>monitoring and enforcement. Horizon will be required to comply with the WMS, and produce a CoC in accordance with its principles under a DCO Requirement. The Site Campus will have wide range of facilities for use by workers including sports pitches, a small shop, gym, bar etc which will encourage them to stay on the campus as much as possible. A list of these facilities is provided in paragraph 4.3.77 of Design and Access Statement – Volume 3 – Associated Developments and Off-Site Power Station Facilities (Part 1 of 2) [REP4-018] submitted at Deadline 4 . Horizon welcome the opportunities for leisure that will be provided by local businesses and intend to be proactive in creating positive actions for recreational tourism opportunities for staff. It is imperative for all workers that leave the Site Campus for recreation to behave appropriately and respectfully.</p> <p>In addition the draft s.106 agreement secures an occupancy target on the Site Campus of 85% average occupancy over a 3-month period in order to ensure high occupancy on the Site Campus. If monitoring undertaken by the Developer indicates that occupancy of the Site Campus is below 85% for more than 1 three month period then the Developer will act to incentivise take up of the Site Campus through measures such as pricing and marketing or other incentives agreed with the Council.</p> | Red | |
| Workers | Worker Accommodation | Community Disruption | MCC15 | Health Impact Assessment Report [APP-427] Workforce Management Strategy [APP-413] | MCC has previously been concerned about plans to ensure that the existing medical/dentistry facilities on North Anglesey are not affected by the requirements of facilities for the project. MCC is reassured after reviewing Horizon's strategy to deliver a health and welfare programme to all of its workers and provision of the on-site medical centre. On the assumption that agreement is reached with Betsi Cadwaladr University Health Board and local NHS services, MCC consider that the programme is acceptable. | | Agreed | No further action |
| Ecology | Ecological Compensation | Llyn Bwch | MCC16 | ES Volume D – WNDA Development App D1-2 – Ecological Compensation Sites: Assessment of Environmental Effects [APP-137] ES Volume D – WNDA Development App D9-23 – SSSI Compensation Strategy – Volume I [APP-190] Landscape and Habitat Management Strategy [REP2-039] | Both parties recognise that compensation proposals to offset potential adverse effects on the Tre'r Gof SSSI are necessary. MCC understand Horizon's rationale for selecting the proposed compensation sites and the works will create new areas of rich-fen habitat and enhance areas of existing rich-fen habitat at three sites on Anglesey called Cae Canol-dydd, Cors Gwawr and Tŷ Du. The Tŷ Du site is located near Llanbadrig between the A5025 at Cemaes and Amlwch. Both parties recognise that the local project will be a benefit to the local community.. The proposals have been developed in line with the principles set out in the Landscape and Habitat Management Strategy for the Wylfa Newydd Project [REP2-039] and will be secured by the provisions of this document. | | Agreed | No further action |