

# Wylfa Newydd Project

## Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and Welsh Government

PINS Reference Number: EN010007

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19 February 2019

Revision 2.0

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 an agreed final version at Deadline 6, in accordance with the examination timetable.
- 1.1.2 It is noted that where this SoCG relies on documents which are due to be submitted at later deadlines in the examination, this is noted where relevant and may change the status of issues recorded in this version of the SoCG.

### 1.2 Purpose of this document

- 1.2.1 This SoCG is a final agreed document that has been prepared by Horizon Nuclear Power (hereafter referred to as 'Horizon') and the Welsh Government. It has been prepared in accordance with the guidance published by the Department of Communities and Local Government (hereafter referred to as 'DCLG Guidance')<sup>1</sup> and example SoCG documents provided on the Planning Inspectorate's website<sup>2</sup>.
- 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 progress and extent of discussions and agreement reached between Horizon and the Welsh Government 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 the Welsh Government. Discussions to inform the first draft SoCG were initially managed through Focus Group meetings, which were attended by the Welsh Government along with other parties including the Isle of Anglesey County Council (IACC) and Natural Resources Wales (NRW), and were held monthly up until May 2017 (see further detail at Table 1-1 below). They have since been replaced by SoCG Coordination Groups which meet twice monthly or monthly, as appropriate, supplemented by individual meetings with the Welsh Government on matters specific to the SoCG between it and Horizon.

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<sup>1</sup> 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](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/418015/examinations_guidance-final_for_publication.pdf)

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

- 1.2.5 This SoCG has evolved through a series of iterative drafts. The first draft of this SoCG was provided by Horizon on 7 August 2017, for input and comment by the Welsh Government. The purpose of the SoCG is to set out agreed factual information about the application for development consent made by Horizon for the construction and operation of a new nuclear power station at the Wylfa Newydd Development Area (hereafter referred to as 'WNDA') together with on and off-site associated development (hereafter referred to as 'the Wylfa Newydd DCO Project').
- 1.2.6 A series of topic-specific workshops were held between Welsh Government and Horizon Nuclear Power in August 2018. Please refer to Section 1.5 for further details.
- 1.2.7 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.

### **1.3 Role of Welsh Government in the DCO process**

- 1.3.1 The Welsh Government is, in principle, supportive of a new nuclear facility at Wylfa in the context of energy security, contribution towards meeting its decarbonisation agenda, and the potential social and economic opportunities that could be provided over its lifetime for future generations. However, this support is conditional on all the potential impacts in relation to key areas of interest to the Welsh Government being sufficiently mitigated, and that in the event that there are any unmitigated costs these do not fall on the Welsh public purse, not least because Wales would be hosting infrastructure that will be of benefit to the whole of the United Kingdom.
- 1.3.2 Welsh Government has a general power under s60 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. Areas of responsibility which are devolved to Welsh Government pursuant to the 2006 Act (as amended by the Wales Act 2017) include;
  - Economic development;
  - Education and training;
  - Environment;
  - Health and health services;
  - Highways and transport;
  - Housing;
  - Tourism;
  - Planning; and
  - Welsh Language.
- 1.3.3 The Welsh Government, as a devolved public body and is also under a duty pursuant to section 3 of the Well-Being of Future Generations Act 2015 ("the 2015 Act") to carry out "sustainable development". Consequently, Welsh

Government is under a duty pursuant to s3 of the 2015 Act to take all reasonable steps in the exercise of its functions to meet the well-being objectives. Engaging in the DCO process and ensuring appropriate mitigation is secured, is consistent with that duty.

- 1.3.4 The Welsh Government is also a statutory consultee pursuant to the Planning Act 2008, as well as the relevant highway authority for the strategic road network and the provision of heritage advice through Cadw (the Welsh Government's historic environment service).
- 1.3.5 The Welsh Government also have call-in powers for applications determined under the Town and Country Planning Act 1990 (as amended) and therefore may also have determining powers for the Site Preparation and Clearance application (see paragraph 1.4.2 and 1.4.3).
- 1.3.6 In addition, the Welsh Government will be the appellate body to which any appeal would be made under the DCO in respect of any application to discharge DCO requirements.
- 1.3.7 This SoCG is without prejudice to any role of the Welsh Government in the statutory planning process.

## **1.4 Description of Development**

### ***The Wylfa Newydd Project***

- 1.4.1 The Wylfa Newydd Project includes:

### ***The Enabling Works***

- 1.4.2 The Enabling Works comprise the Site Preparation and Clearance Proposals (SPC Proposals) and the A5025 On-line Highway Improvements.
- 1.4.3 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.
- 1.4.4 In order to maintain flexibility in the consenting process for the Wylfa Newydd DCO Project, the SPC Proposals have also been included in the DCO application. The A5025 On-line Highway Improvements are not part of the DCO application.

- 1.4.5

## ***The Wylfa Newydd DCO Project***

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

### **The Nationally Significant Infrastructure Project (NSIP)**

- **Power Station:** the proposed new nuclear power station, 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 temporary 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

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

### **Licensable Marine Activities**

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

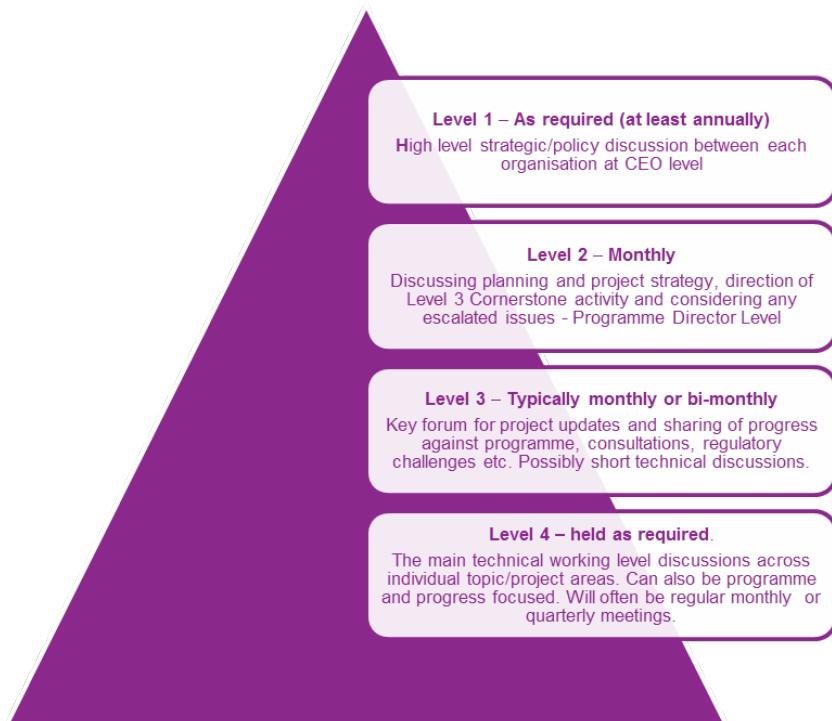
1.4.9 A more detailed description of development is contained at Chapter 4 of the Planning Statement (APP-406).

## **1.5 Consultation with Welsh Government**

1.5.1 Horizon has engaged with the Welsh Government throughout the pre-application period. This was initially through a series of topic based Focus Groups. Please refer to the Main Consultation Report (APP-037) section 8.7 for further details. More recently, Horizon has held a series of topic specific SoCG sessions with Welsh Government between 8<sup>th</sup> and 31<sup>st</sup> August 2018.

1.5.2 In summary however, an overarching engagement framework with the Welsh Government (amongst others, including IACC and NRW) was established and agreed, as illustrated in Figure 1-1 below:

**Figure 1-1 Wylfa Newydd Engagement Framework**



1.5.3 Following Horizon's Stage Two Pre-Application Consultation, Horizon set up a series of topic based Focus Groups (see Table 1-1 below), which operated at Level 3 of the engagement framework set out in Figure 1-1 above. These were supplemented by more detailed Level 4 technical meetings on specific issues.

1.5.4 DCLG Guidance recognises that the topics on which agreement might be reached in any particular instance (or those areas where agreement might not be reached) will depend on the matters at issue and the circumstances of the case. The Focus Groups were intended to specifically address the issues raised by the Welsh Government and IACC in their responses to the consultation and to start to document matters relevant to SoCG. The topics of the Focus Groups, and the attendees, are listed in the table below, and also form the basis for the SoCG set out in Chapter 2.

**Table 1-1 Focus Group Themes**

Focus Group Theme	Attendance	Frequency
Welsh Language and Culture	IACC, Welsh Government, Welsh Language Impact Assessment Steering Group Chair	5 meetings between January and May 2017
Economic Development and Supply Chain	IACC, Welsh Government	4 meetings between January and May 2017
Tourism	IACC, Welsh Government, Gwynedd County Council	4 meetings between January and May 2017
Transport	IACC, Welsh Government, Gwynedd County Council	6 meetings between December 2016 and May 2017

Focus Group Theme	Attendance	Frequency
Education, Skills and Labour	IACC, Welsh Government	4 meetings between January and May 2017
Health and Well Being	IACC, Welsh Government, NRW, BCUHB, Public Health Wales, Welsh Ambulance Service, North Wales Fire and Rescue, North Wales Police	4 meetings between January and May 2017
Housing/Accommodation Strategy	IACC, Welsh Government	4 meetings between January and May 2017
Environment	IACC, Welsh Government, NRW	2 meetings in February and March 2017

1.5.5 The Focus Groups informed the preparation of a SoCG tracker which recorded priority issues raised by IACC, Welsh Government and other Focus Group attendees in response to Horizon's Stage Two Pre-Application Consultation. In order to inform discussions at the Focus Groups, a series of Level 4 (technical) meetings were also held, as required, across a number of topics with IACC, Welsh Government and NRW and other statutory consultees, including National Trust, NWWT and RSPB. This included, for example, detailed discussions on housing and accommodation, transport and environmental matters such as impact on Sites of Special Scientific Interest (SSSI). Approximately five Focus Groups were held for each topic area, including a series of Focus Group meetings in May 2017 which were intended principally to confirm outstanding priority issues, particularly focussed on baseline and methodology, as the outcome of the assessments for many topic areas was not yet available.

1.5.6 In addition, a SoCG Coordination Group, attended by Horizon, IACC, Welsh Government and NRW, was held as required to discuss strategic and cross-cutting issues.

1.5.7 Horizon shared early draft application documents to support the DCO application with the Welsh Government, amongst other statutory consultees, in staggered phases between 31 August 2017 and 29 September 2017. Horizon then shared further documents with Welsh Government in October and November 2017. A workshop was held on 21 and 22 November 2017 with IACC and Welsh Government to discuss their comments on the draft documents, prior to these comments being issued in writing. Further draft and updated draft documents were shared with IACC and Welsh Government in December 2017 to seek to address concerns raised in the workshop regarding how mitigation would be secured, as summarised in section 8.7 of the Main Consultation Report (APP-037). Comments were not specifically invited on these documents, but both parties were encouraged to raise any issues through the SoCG process. Comments raised through this process have also served to develop this SoCG.

## 1.6 Post-Application Consultation

- 1.6.1 The Welsh Government made relevant representations on the DCO Application to the Planning Inspectorate on 10<sup>th</sup> August 2018.
- 1.6.2 Horizon held a series of topic specific meetings with the Welsh Government to seek to agree common ground as follows:

**Table 1-2 Post-Submission Meetings with Welsh Government**

Topic	Date
Historic Environment	8th August 2018
Health and Wellbeing	14 <sup>th</sup> August 2018
Environment	14 <sup>th</sup> August 2018
Welsh Language	15 <sup>th</sup> August 2018
ICT/Broadband	15 <sup>th</sup> August 2018
Tourism	23 <sup>rd</sup> August 2018
Education and Skills	23 <sup>rd</sup> August 2018
Transport	30 <sup>th</sup> August 2018
Housing	30 <sup>th</sup> August 2018
Economy and Supply Chain	31 <sup>st</sup> August 2018

- 1.6.3 Prior to each meeting, Welsh Government sent Horizon a series of questions to help inform the discussion of issues at the meeting. Horizon provided a response to these questions in advance of the meeting, which included an indication in respect of when certain requested information was not currently available.
- 1.6.4 Actions points were agreed at each meeting and Horizon provided responses to these where possible in advance of a meeting on the 10<sup>th</sup> October 2018, the purpose of which was to confirm draft positions in advance of the drafting of the SoCG for submission to the Planning Inspectorate on the 4<sup>th</sup> December 2018.
- 1.6.5 Horizon met with Welsh Government on the 23<sup>rd</sup> January 2019 to seek to progress a number of the outstanding areas in the SoCG, principally in relation to the level of detail in the Control Documents, including the Wylfa Newydd Code of Construction Practice (CoCP), and to update on changes proposed to the draft DCO s.106 agreement following discussions with IACC, Welsh Government and Gwynedd Council. Horizon shared the updated version of the draft DCO s.106 and the Phasing Strategy with the Welsh Government on the 23<sup>rd</sup> January 2019 and the draft Wylfa Newydd CoCP and Workforce Management Strategy on 1<sup>st</sup> February 2019. These documents have informed the current position in this SoCG.
- 1.6.6 Chapter 3 of this SoCG represents the current position in respect of the main thematic areas of interest to the Welsh Government as agreed at the meeting of the 23<sup>rd</sup> January 2019 and further to subsequent exchanges of the document in writing.

## 2 Project Vision and Objectives

### 2.1 Project Vision

#### 2.1.1 Horizon's Vision is as follows:

*"We believe there is a compelling requirement for new nuclear power in the UK to help tackle the vital and complex challenge of delivering a sustainable energy future. As part of this vision Horizon will deliver secure, affordable, low carbon energy for present and future generations. Wylfa Newydd, Anglesey, North Wales is Horizon's prime site in the UK to develop new nuclear build, a 100-year project within the host community of Anglesey, from its development, construction, operation to de-commissioning. Wylfa Newydd will have a positive socio-economic impact especially on Anglesey, the wider North Wales region as well as Wales and the UK as a whole".*

#### 2.1.2 The Welsh Government's Vision is as follows:

*"The Welsh Government seeks to maximise the legacy benefits to Ynys Mon, North Wales, and the rest of Wales from the Wylfa Newydd project, and to ensure through the DCO process that all negative impacts of this UK strategically important project on Wales are mitigated, in order to grow and sustain a vibrant nuclear sector that is capable of competing at a UK, European and global scale.*

#### 2.1.3 The four cross –cutting strategies in the Programme for Government are:

- Secure and Prosperous Wales;
- Healthy and Active Wales;
- Ambitious and Learning Wales; and
- United and Connected Wales.

#### 2.1.4 The Welsh Government Cabinet has approved the following Legacy Principles in relation to Wylfa Newydd which would contribute directly to the delivery of these strategies:

- A higher skilled, qualified and experienced workforce;
- A more balanced and stronger economy;
- To protect and sustain cohesive communities serviced by 'fit for purpose' infrastructure;
- To create an environment where the Welsh language and culture is actively valued and promoted;
- 'Fit for purpose' infrastructure: road, rail, energy and telecommunications which serves the economy and communities of Wales;
- Permanent housing legacy;
- 'Fit for purpose' commercial and industrial property infrastructure;
- Greater sustainability in the tourism sector;

- Enhanced image and perception of Wales;
- Maintain and enhance Wales' natural environmental assets;
- An economic environment which supports and utilises research, development and innovation and specifically focuses on delivering world class centres of excellence in the region.”

## 2.2 Project Objectives

2.2.1 Horizon and the Welsh Government recognise the 'once in a lifetime' investment opportunity presented by the Wylfa Newydd Project which can be a catalyst for the delivery of far reaching prosperity benefits. However, as stated in Welsh Government's relevant representation, Welsh Government's support is conditional on all the potential impacts in relation to key areas of interest to the Welsh Government being sufficiently mitigated.

2.2.2 Realising both parties' vision will be achieved through the following objectives to be achieved through the provision of appropriate mitigation either to be secured through an appropriately worded DCO requirement, or through an appropriate planning obligation within the s.106 agreement:

- Help to meet the energy challenge in the UK, by providing a reliable source of low carbon electricity;
- Complying with all safety and security requirements to ensure a secure and safe project with robust emergency planning;
- Provide employment through well paid jobs on fair and consistent terms for everyone working on the Project;
- Develop education and skills support for people of all ages and backgrounds to compete for the jobs on offer;
- Support for businesses to take up sourcing and supply chain opportunities;
- Promotes the sustainable movement of people and materials and provides resilient transportation infrastructure capable of attracting and sustaining economic growth and creating sustainable communities;
- Improvements in the quality of life and health and wellbeing of residents;
- Enhancement of Welsh Language and Culture;
- Develop a green and sustainable approach in the development and management of the buildings and operational activities;
- Be a good neighbour; keeping local disruption to a minimum throughout the project life cycle;
- Build on the legacy of the existing power station, and help to create a positive legacy for Anglesey; thinking about each significant investment and how it can create a positive future for the area, where appropriate;

- Ensure that all the elements are designed to connect with the varied beauty and character of Anglesey and conserves and enhances the Island's distinctive environment and resources, taking into account climate change, as much as possible;
- Respect and support cohesive local communities and ensure that the effect of the Project on them is minimised and that opportunities to provide enhancements are taken, as far as possible.
- Consideration of the wider spatial impacts of the proposed development in respect of North Wales and Wales.

### 3 Current Position

#### 3.1 Position of Horizon Nuclear Power and the Welsh Government

- 3.1.1 The following schedule sets out the position of the Welsh Government alongside Horizon's position, following the series of topic specific meetings in respect of the key thematic areas of interest to the Welsh Government in relation to its devolved functions, and subsequent discussions on the Wylfa Newydd CoCP and draft DCO s.106 agreement.
- 3.1.2 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.

#### 3.2 Welsh Language and Culture: The Golden Thread

- 3.2.1 Horizon Nuclear Power and Welsh Government agree that the Welsh language and culture is a cross cutting and relevant consideration to all thematic areas when looking at potential impacts from the Wylfa Newydd project. The following statement reflects the position of both parties:

*Horizon fully embraces the importance of Welsh language and culture to the communities of Anglesey and North Wales and that they are integral elements of the social fabric of communities across Anglesey and Gwynedd. This is reflected in national and local language policies and strategies. Horizon acknowledge the national and local language strategies and where possible, seeks to support Welsh Government to work towards their ambition for the Welsh language to be used more extensively and for the number of Welsh speakers to grow towards one million people by 2050. Horizon want to work with communities to ensure that Welsh speakers (and learners) of working age have access to high quality, long-term employment on Anglesey and the wider North Wales region. This will provide an inherent stronger platform for the future viability of the Welsh language and culture on Anglesey and North Wales. Focus of mitigation and enhancement measures workshops reflected the key themes of IACC Welsh Language Strategy, which reflects Welsh Government strategy: a million Welsh speakers by 2050. It is agreed that the WLIA (APP-432) gives the appropriate consideration to adopted national and local language strategies as set out in Section A.2, volume A of the WLIA.*

### 3.3 Need for New Nuclear Power and Principle of Development

#### Introduction

3.3.1 This section outlines matters relating to the need for new nuclear power and principle of development.

#### Matters Agreed

3.3.2 Table 3.1 sets out the matters which have been agreed between Welsh Government and Horizon at the time of drafting this final version of the SoCG.

**Table 3.1 Need for New Nuclear Power and Principle of Development**

Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Need for the development	National Policy Statement	WG01	National Policy Statement for Energy (EN-1) National Policy Statement for Nuclear Generation (EN-6) Written Ministerial Statement (December 2017)	It is agreed that NPS EN-1 and NPS EN-6 identifies a need for new (and particularly low carbon) electricity NSIPs in the UK within the next 10-15 years, i.e. 2011 - 2025. It outlines the challenges facing the UK's energy security in light of the UK Government's carbon reduction objectives and notes that the UK not only needs a secure, diverse and reliable supply of electricity, but needs it in the context of reducing greenhouse gas emissions by at least 80% by 2050 (under the Climate Change Act 2008) (paras 3.3.14, 3.3.15). When considering "need" for the Power Station elements of the proposed development (as opposed to the associated development works included within the DCO) the Examining Authority, on behalf of the Secretary of State must look at the UK-wide need (NPS EN-1 paragraph 3.3). The same assessment of "need" is not necessary in respect of the associated development elements of the proposed development, although it is recognised that the Associated development included in this DCO (summarised in paragraph 1.4 above) provides the necessary facilities to ensure the delivery of the Power Station that meets the urgent need for nuclear power as early as possible in a safe and efficient manner in addition to providing mitigation for potential environmental impacts associated with the Project. Welsh Government's view on the principle of this Associated Development is considered further below in WG04 and WG05	<b>Matter Agreed</b> No further action required.	
Suitability of the Wylfa Newydd site	National Policy Statement	WG02	National Policy Statement for Nuclear Generation (EN-6) Written Ministerial Statement December 2017	The following statement is agreed by both parties. It is recognised that Wylfa Newydd is a potentially suitable site for the deployment of a new nuclear power station (paragraph 4.1.1 of NPS EN-6). The Written Ministerial Statement of December 2017 clarifies that sites listed in the existing EN-6 on which a new nuclear power station is anticipated to deploy after 2025 will retain strong UK Government support during the designation of the new NPS. The application will be determined in accordance with s.105 Planning Act 2008 as opposed to s.104 PA 2008. NPS EN-1 and NPS EN-6 will therefore be an "important and relevant consideration". The emerging draft NPS for nuclear power generation for deployment after 2025 would also be a relevant consideration depending on the stage that it has reached when the DCO is considered and determined.	<b>Matter Agreed</b> No further action required.	
Nuclear Waste	Storage and Disposal of Nuclear Waste	WG03	Energy Act 2008	The following statement is agreed by both parties. Extensive facilities for the treatment and disposal of radioactive waste currently exist in the UK and overseas. Lower activity radioactive waste generated by the Power Station will be transported off-site for treatment and disposal as soon as reasonably practicable. However, higher activity wastes and spent fuel which cannot be transported to an existing treatment or disposal facility during the operation of the Power Station will be stored safely on site until a Geological Disposal Facility (GDF) is available. This is in accordance with UK Government policy. Horizon is required under the Energy Act 2008 to have a UK Government approved funded Decommissioning Programme in place before nuclear related construction of the Power Station begins. This ensures that Horizon makes prudent provision for the full cost of decommissioning and for safely and securely managing and disposing of waste, including spent fuel. It is anticipated that Waste Transfer Contracts will be agreed with the UK Government, setting out the terms under which title and liability for spent fuel and higher activity waste would transfer from Horizon to the UK Government upon payment of a fee, for eventual disposal to the Geological Disposal Facility (GDF) after decommissioning of the Power Station.	<b>Matter Agreed</b> No further action required.	
Associated development sites	Principle of development	WG04	Planning Statement (APP-406)	The principle of the location of the associated development sites is agreed, although it is noted that Welsh Government considers that further resilience is required in relation to the provision of park and ride facilities on the mainland (see section on Traffic and Transport for further details).	<b>Matter Agreed</b> No further action required.	
Off-site Power Station facilities	Principle of development	WG05	Planning Statement (APP-406)	The principle of the location of the Off-site Power Station Facilities is agreed.	<b>Matter Agreed</b> No further action required.	

## 3.4 Planning Policy

### Introduction

3.4.1 This section outlines matters relating to planning policy which are relevant to the Wylfa Newydd DCO application.

### Matters Agreed

3.4.2 Table 3.2 sets out the matters which have been agreed between the Welsh Government and Horizon at the time of drafting this final version of the SoCG.

**Table 3.2 Planning Policy – Matters Agreed**

Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Relationship between National Policy Statement and Development Plan	WG06	Chapter 6 of the Planning Statement (APP-406).	It is agreed that the relationship between the National Policy Statements and the Development Plan is set out in the accompanying Planning Statement Chapter 6 (APP-406).		<b>Matter Agreed</b> No further action required.
National, Regional and Local Planning Policy	WG07	Chapter 5 of the Planning Statement (APP-406).	The adopted key national, regional and local planning policy documents relevant to the Wylfa Newydd DCO Project as set out, and identified, in chapter 5 of the Planning Statement (APP-406) are agreed. In addition, it is noted that Planning Policy Wales (PPW) Edition 10 was published in December 2018. Horizon considered PPW10 in their response to the Welsh Government's Written Representation [REP3-034].		<b>Matter Agreed</b> No further action required.
Weight to be given to extant and emerging national and local planning policy	WG08	Chapter 5 of the Planning Statement (APP-406)	<p>The policy background to the Project is set out in chapter 5 and Appendix G of the Planning Statement. Paragraph 4.1.4 of NPS EN-1 states that the decision maker should take into account “environmental, social and economic benefits and adverse impacts, at national, regional and local levels” and that these may be identified in NPS EN-1, in the application or elsewhere (including in local impact reports).</p> <p>Paragraph 2.2.4 of NPS EN-1 recognises the role of the planning system to provide a framework which permits the types of infrastructure needed, where it is acceptable in planning terms. It sets out the importance of the planning system in ensuring that development consent decisions take into account view of affects communities and respect the principles of sustainable development.</p> <p>In terms of the weight to be applied to extant national and local planning policy Paragraph 4.1.5 of the NPS states:</p> <p><i>“The policy set out in this NPS and the technology-specific energy NPSs is, for the most part, intended to make existing policy and practice of the Secretary of State in consenting nationally significant energy infrastructure clearer and more transparent, rather than to change the underlying policies against which applications are assessed (or therefore the “benchmark” for what is, or is not, an acceptable nationally significant energy development). Other matters that the IPC may consider both important and relevant to its decision-making may include Development Plan Documents or other documents in the Local Development Framework. In the event of a conflict between these or any other documents and an NPS, the NPS prevails for purposes of IPC decision making given the national significance of the infrastructure. The energy NPSs have taken account of relevant Planning Policy Statements (PPSs) and older-style Planning Policy Guidance Notes (PPGs) in England and Technical Advice Notes (TANs) in Wales where appropriate.”</i></p> <p>It is recognised that for national and local planning policy published after the NPS (July 2011), consideration is required as to what weight should be applied, and ultimately this will be for the Examining Authority and UK SoS to determine.</p>		<b>Matter Agreed</b> No further action required.

### **Matters Not Agreed**

3.4.3 The following table sets out those aspects of 'planning policy' where Welsh Government and Horizon Nuclear Power have not reached agreement.

**Table 3.3 Planning Policy – Matters Not Agreed**

Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
National Policy Statement	WG09	National Policy Statement for Energy (EN-1) National Policy Statement for Nuclear Generation (EN-6) Chapters 5 and 6 of the Planning Statement (APP-406). Written Ministerial Statement December 2017	<p>Both parties agree that the existing Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Nuclear Power Generation (EN-6) are the National Policy Statements relevant to the Wylfa Newydd DCO Project as set out in the accompanying Planning Statement Chapter 6 (APP-406). The emerging new NPS for nuclear power will also be an "important and relevant" consideration to the Secretary of State pursuant to s.105 PA 2008, in addition to any relevant national and local planning policy, which, in the context of S105(2)(c) of the Planning Act 2008, are "important and relevant considerations" which must also be afforded significant weight when assessing and determining the application, recognising that the planning policy model in Wales is different to England.</p> <p>It is agreed that the following planning policy documents are relevant material considerations and relevant to the consideration of the application;</p> <ul style="list-style-type: none"> <li>• Planning Policy Wales Edition 10 (December 2018);</li> <li>• Technical Advice Notes (TANS).</li> <li>• TAN 1: Joint Housing Land Availability Studies (2015);</li> <li>• TAN 2: Planning and Affordable Housing (2006);</li> <li>• TAN 4: Retail and Commercial Development (2016);</li> <li>• TAN 5: Nature Conservation and Planning (2009);</li> <li>• TAN 6: Planning for Sustainable Rural Communities (2010);</li> <li>• TAN 12: Design (2016);</li> <li>• TAN 13: Tourism (1997);</li> <li>• TAN 18: Transport (2007);</li> <li>• TAN 19: Telecommunications (2002);</li> <li>• TAN 20: Planning and the Welsh Language (2017);</li> <li>• TAN 21: Waste (2014);</li> <li>• TAN 23: Economic Development (2014);</li> <li>• TAN 24: The Historic Environment (2017);</li> </ul> <p>Welsh Government has set out the relevant national policy considerations in their Written Representations.</p>	<p>Horizon agrees with the Welsh Government's Statement, except in relation to the weight to be afforded to relevant national and local planning policy.</p> <p>The Written Ministerial Statement of December 2017 makes it clear at paragraph 1.23 that the: "Government is confident that both EN-1 and EN-6 incorporate information, assessments and statements which will continue to be important and relevant for projects which will deploy after 2025 including statements concerning the need for nuclear power – as well as environmental and other assessments that continue to be relevant for those projects. As such, in deciding whether or not to grant development consent for such a project, the Secretary of State would be required, under 105(2)(c) of the Act, to have regard to the content of EN-1 and EN-6, unless they have been suspended or revoked. In respect of matters where there is no material change in circumstances it is likely that significant weight would be given to the policy in EN-1 and EN-6."</p> <p>As neither EN-1 and EN-6 have been suspended or revoked, they continue to have significant weight.</p> <p>Horizon considers that the NPS has equal weight in Wales as it does in England and that national and local planning policy can be important and relevant considerations in determining the application under S105 of the Planning Act, but in areas of conflict that the NPS takes precedence (see WG10 below).</p>	<b>Matter not Agreed</b>

Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Technical Advice Notes	WG10	Chapter 5 and Appendix A-F of the Planning Statement (APP-406)	<p>Technical Advice Notes (TANs) relevant to the Wylfa Newydd DCO Project are set out, and identified, in <b>WG09</b>. The weight to be given to these is as set out in <b>WG09</b>.</p> <p>These are considered to be important and relevant considerations for the purposes of Section 105 of the Act, to the extent that they have relevance to the Wylfa Newydd DCO Project.</p> <p>In relation to Horizon's view of primacy, the Welsh Government disagrees because this application falls under S105 and not S104 of the Planning Act 2008, and therefore the requirement to determine in accordance with the NPS, unless other considerations indicate otherwise, does not apply.</p>	<p>Horizon agrees that the TANs listed at WG09 are the relevant ones for the consideration of the Wylfa Newydd Project.</p> <p>These are considered to be important and relevant considerations for the purposes of Section 105 of the Act, to the extent that they have relevance to the Wylfa Newydd DCO Project, but in the event of any conflict the NPS takes primacy for the purposes of decision making.</p>	<b>Matter not Agreed</b>

## 3.5 Cumulative Effects

### ***Introduction***

3.5.1 This section outlines matters relating to cumulative effects which are relevant to the Wylfa Newydd DCO application.

### ***Matters Agreed***

3.5.2 The following table sets out matters related to cumulative effects that are agreed.

**Table 3.4 Cumulative effects – Matters Agreed**

Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Stena Line, Holyhead Port	WG11	ES Volume I: Cumulative Impact Assessment (APP-384 to APP-397)	The Stena Line Ports Ltd proposal to develop Holyhead Port [AN30] has been included in the cumulative effects assessment.		<b>Matter agreed</b> No further action required.
List of RFFPS	WG12	ES Volume I: Cumulative Impact Assessment (APP-384 to APP-397)	It is agreed that the list of Reasonably Foreseeable Future Projects for the purposes of the Cumulative Impact Assessment is appropriate.		<b>Matter agreed</b> No further action required.

### ***Matters Not Agreed***

## 3.6 There are no not agreed matters in relation cumulative effects.

## Welsh Language and Culture

### Introduction

3.6.1 Welsh Government, through *Cymraeg 2050: Welsh Language Strategy*, is committed to increasing the number of Welsh speakers, increasing the use of Welsh, and creating favourable conditions for Welsh language and culture through strategic frameworks, programmes and planning policy. As stated in Welsh Government's Relevant Representation (submitted to PINS on 10 August 2018), Welsh Government welcome the 24 mitigation measures proposed in the Welsh Language Impact Assessment (Application Reference 8.21), but further detail and discussions are required before Welsh Government can agree to all matters presented in this section.

### Matters Agreed

3.6.2 The following table sets out matters related to Welsh Language and Culture that are agreed.

**Table 3.6 Welsh Language and Culture – Matters Agreed**

Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Method	Welsh Language Impact Assessment Methodology (WLMA)	WG15	Welsh Language Impact Assessment (APP-432 and APP-433)	The WLIA methodology is agreed.		<b>Matter Agreed</b> No further action required.
Method	WLIA Study Area	WG16	Welsh Language Impact Assessment (APP-432 and APP-433)	The WLIA Study Area is agreed.		<b>Matter Agreed</b> No further action required.
Method	Assumptions, methodology, and purpose of Gravity Model	WG17	Welsh Language Impact Assessment (APP-432 and APP-433)	The assumptions, methodology and purpose of the Gravity Model has been discussed between both parties and there is agreement that the Gravity Model presents a best fit approach to inform assessments of distribution of construction workers.		<b>Matter Agreed</b> No further action required.
Modelling and Assumptions	Modelling and Assumptions	WG18	Welsh Language Impact Assessment (APP-432 and APP-433) and ES Volume C - Project-wide effects Socio-economic technical appendix (APP-096)	Welsh Government acknowledge that Horizon have provided the appropriate detail on the number of dependents assumed as part of the Welsh Language assessment. At the time of writing, the proposed detail set out in the third iteration of the S106 (submitted at Deadline 6, 19 February 2019) in relation to the commitment to monitoring the effects of the Wylfa Newydd is, in principle, adequate.	Horizon assumptions regarding number of dependents during construction are set out in the Welsh Language Impact Assessment (APP-432) sections B.4.375 to B.4.382. Assumptions regarding the number of dependents during operation are set out in sections B.4.352 to B.4.355. Horizon has committed to monitoring the effects of the Project through the WAMS (APP-412 and APP-413), and developing appropriate mitigation. Horizon will develop a monitoring strategy for further discussion with Welsh Government.	<b>Matter Agreed</b> No further action required.
Baseline and Data Collection	WLIA Baseline	WG19	Welsh Language Impact Assessment (APP-432 and APP-433)	The WLIA baseline is agreed.		<b>Matter Agreed</b> No further action required.
Baseline and Data Collection	National and Local Language Policies	WG20	Welsh Language Impact Assessment (APP-432 and APP-433)	Horizon acknowledge the national and local language strategies and where possible, seeks to support Welsh Government. Focus of mitigation and enhancement measures workshops reflected the key themes of IACC Welsh Language Strategy, which reflects Welsh Government strategy: a million Welsh speakers by 2050. It is agreed that the WLIA gives the appropriate consideration to adopted national and local language strategies as set out in the WLIA.		<b>Matter Agreed</b> No further action required.

Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	WLCMES: Welsh Language Strategy & Language Skills Competency Framework and Assessment Tool	WG24	Draft DCO S106 agreement submitted at Deadline 5	<p>Welsh Government is looking for a commitment from Horizon to appoint the Welsh Language and Culture Co-ordinator (WL&amp;CC) as soon as possible.</p> <p>Welsh Government is looking for a firm commitment on the delivery of the Welsh language Strategy and Language Skills Competency Framework and Assessment Tool.</p> <p>Horizon are already recruiting for the project; Welsh Government has had no clarity or information on how they are assessing the Welsh language requirements of those posts. Welsh Government has provided guidance to Horizon on sifting Welsh application forms and deciding what language to use during interviews – document reference <i>'Guidance on sifting Welsh application forms and deciding what language to use during interviews'</i>.</p> <p>Welsh Government have responded to Horizon's S106 seeking a clause under Schedule 1 for a commitment for the production of a Welsh Language and Culture Strategy to be agreed with the Welsh Language and Culture Engagement Group in advance of development commencing.</p>	<p>Horizon has committed through the draft DCO S106 agreement to appoint a Welsh Language and Culture Co-ordinator prior to implementation.</p> <p>The WLCMES states that Horizon will develop and implement a Welsh language skills competency framework using a recognised model such as the Association of Language Testers in Europe (ALTE) levels 0-5 (APP-432 and 433, paragraph 4.2.19).</p> <p>The Draft DCO s.106 (shared with Welsh Government and IACC on 23 January 2019) provides a commitment that Horizon will develop, in consultation with the IACC and Welsh Government, a Welsh language skills competency framework and assessment tool (paragraph 1.1 of schedule 1). This will utilise the emerging Welsh Government Diagnostic Toolkit and follow the IACC's 5-level workplace Welsh Language Skills Strategies document. It will also identify job roles which require Welsh language skills and the skill level or range of levels required; identify those job roles which require level 3 or above Welsh Language Skills; identify periodic timings for updates in consultation with the IACC and Welsh Government. Horizon will implement the Welsh language skills competency framework and assessment tool until the end of the operational period. Horizon will seek the advice of the National Centre for Learning Welsh in developing this framework.</p> <p>The WLCMES measures are secured through the draft s.106 agreement.</p>	<p><b>Matter Agreed (in principle)</b></p> <p>Horizon has shared an updated Draft DCO s.106 with Welsh Government and IACC on 23.01.19. Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).</p>
Mitigation	WLCMES: Welsh language immersion teaching	WG26	<p>Welsh Language Impact Assessment (APP-432 and APP-433)</p> <p>Draft DCO S106 agreement submitted at Deadline 5</p>	<p>Welsh Government need assurances that the provision will be available to children who move to the area without delay – that is, they will start on the immersion provision immediately after they move to the area. Not doing so will have a detrimental effect on the children and the community.</p> <p>In principle, Welsh Government are happy with the provision for funding for Welsh Language immersion education. However, at time of writing, Welsh Government have outstanding concerns about the contingency funding, which are currently under discussion.</p>	<p>The updated draft s.106 agreement issued to Welsh Government on 23 January 2019 includes the provision of funding for Welsh language immersion education, with the scope of funding set out per annum to address the direct need created by the Wylfa Newydd DCO Project. The first payment will be paid prior to implementation with subsequent payments made on the annual anniversary of the implementation.</p> <p>A Welsh Language Education (Contingency) Fund has been provided, where funding will be released on set triggers, in the event that monitoring indicates that it is required.</p>	<p><b>Matter Agreed (In Principle)</b></p> <p>Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).</p> <p>Welsh Government agree with the principle for Contingency Fund, however, have raised concerns relating to the trigger and release of funds.</p>
Mitigation	WLCMES: Community Involvement Officers and community languages services	WG28	<p>Welsh Language Impact Assessment (APP-432 and APP-433)</p> <p>Draft DCO S106 agreement submitted at Deadline 5</p>		<p>The Welsh Language and Culture Coordinator and the Community Involvement Officers are secured by the draft s.106 agreement. Clause 1.3, Schedule 1 of the Draft DCO s.106 (shared with IACC and Welsh Government on 23.01.19) states that the Welsh Language and Culture Coordinator will work closely with the Community Involvement Officers to deliver the Community Impact Joint Work Plan (as defined in Schedule 14 of the draft DCO s.106); will assist IACC with the operation of the community translation service; and liaise with external partners, including local authorities and Welsh Government, on matters relating to the Welsh language. Horizon considers that further level of detail, which relates to detailed ways of working, can be agreed by the Welsh Language and Culture Engagement Group.</p>	<p><b>Matter Agreed (In Principle)</b></p> <p>Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).</p>

Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	WLCMES: The role of the Welsh language in the recruitment process	WG27	Welsh Language Impact Assessment (APP-432 and APP-433)  Draft DCO S106 agreement submitted at Deadline 5	<p>The WLCMES in the WLIA (APP-432 and 433) includes the following measure:</p> <p>“Horizon will ensure a Welsh-speaking member of staff is included on interview panels for jobs where candidates are required to have Welsh language skills so that the candidate's linguistic skills can be properly assessed.”</p> <p>This is secured through Schedule 1 clause 1.3 of the draft s.106 agreement.</p> <p>Schedule 1 clause 2.5 of the draft DCO s.106 (shared with IACC and Welsh Government on 23.01.19) state that a Welsh speaker will be included on interview panels for job applicants whose preferred language is Welsh, provided that where the job role demands English language skills, those skills will also be considered in such interview process.</p>		<b>Matter Agreed (In Principle)</b> Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).
Mitigation	Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMES): Lack of details with regards to proposed timescales for delivery of mitigation and enhancement measures.	WG23	Welsh Language Impact Assessment (APP-432 and APP-433)	<p>Whilst the mitigation measures proposed within the Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMES) are a good starting point, Welsh Government's position is that there is insufficient detail in the WLCMES to ensure the mitigation measures will be implemented effectively.</p> <p>General concerns:</p> <ul style="list-style-type: none"> <li>Trigger points do not go far enough to determine when each mitigation measure will need to be implemented. Welsh Government wish to see clearer timeframes and triggers for all mitigation measures.</li> <li>Very little information has been provided on how all the impacts will be monitored and mitigation secured/implemented. Further details must be provided on how the Major Permissions Oversight Panel and Sub-Groups will manage each of the measures.</li> </ul> <p>Welsh Government request a commitment to monitoring this number through the Worker Accommodation Management Service (WAMS) and developing mitigation to address any impacts which may arise.</p> <p>WG have requested to see more detail included in the CoCP in respect of the WNMPOP and sub groups in relation to how impacts will be monitored, how mitigation will be secured, including inclusion of appropriate triggers and greater certainty around availability of mitigation funds and how they will be delivered.</p> <p>Welsh Government have responded to Horizon's S106 seeking a clause under Schedule 1 for a commitment for the production of a Welsh Language and Culture Strategy to be agreed with the Welsh Language and Culture Engagement Group in advance of development commencing.</p>	<p>Schedule 1, clause 9.1 states that Horizon will collect aggregate and anonymised data on the Workforce Dependents through the Worker Accommodation Management Service and this will include detail on locations of where Workforce Dependents are living, their Welsh language skills and number of children and their ages.</p> <p>Horizon has committed to collecting information on workers, their dependants and their linguistic capabilities, using unique IDs for data protection purposes. This data can inform both the targeting of WLCMES measures and the WAMS, which will need to balance a range of effects when deciding whether to turn accommodation on or off in particular areas.</p> <p>Schedule 1 clause 10 of the draft DCO s.106 (shared with IACC and Welsh Government on 23.01.19) provides a commitment to establishing a Welsh Language and Culture Engagement Group.</p> <p>Schedule 1 clause 10.3 sets out the duties and responsibilities of the Welsh Language and Culture Engagement Group. These include monitoring the obligations set out in Schedule 1 of the Draft DCO s.106 in relation to Welsh language and culture</p> <p>See Horizon position on WG29.</p> <p>The measures in the WLCMES, in the WLIA [APP-432] including appropriate triggers for their implementation, are secured through the draft DCO s.106 agreement.</p>	<b>Agreed Matter (In Principle)</b> Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).

Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	WLCMES: National Centre for Learning Welsh	WG25	Welsh Language Impact Assessment (APP-432 and APP-433)	Welsh Government would like further clarity and certainty on the role of the National Centre for Learning Welsh as part of the Welsh Language Skills Strategy and mitigation proposals.	As set out in Horizon's position to WG24, the Welsh language skills competency framework and assessment tool which will be developed by Horizon will utilise the emerging Welsh Government Diagnostic Toolkit, which is being produced by the National Centre for Learning Welsh.	<b>Agreed matter (In Principle)</b> Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).
Mitigation and monitoring	Approach to monitoring	WG29	Welsh Language Impact Assessment (APP-432 and APP-433) and Workforce Accommodation Strategy (APP-412) S106 Agreement	Welsh Government considers that there should be continuous monitoring of workers and the developing patterns of where they choose to live to determine impacts in sensitive linguistic communities. Welsh Government have responded to Horizon's S106 seeking a clause under Schedule 1 for a commitment for the production of a Welsh Language and Culture Strategy to be agreed with the Welsh Language and Culture Engagement Group in advance of development commencing.	Schedule 1, clause 9.1 states that Horizon will collect aggregate and anonymised data on the Workforce Dependents through the Worker Accommodation Management Service, and this will include detail on locations of where Workforce Dependents are living, their Welsh language skills and number of children and their ages. Schedule 1 clause 10 of the draft DCO s.106 (shared with IACC and Welsh Government on 23.01.19) states that Horizon and the IACC agree to constitute a Welsh Language and Culture Engagement Group. Schedule 1, clause 10.2 provides details of the membership of the group and chairmanship. Schedule 1 clause 10.3 of the draft DCO s.106 (shared with IACC and Welsh Government on 23.01.19) sets out the duties and responsibilities of the Welsh Language and Culture Engagement Group. These include monitoring the obligations set out in Schedule 1 of the Draft DCO s.106 in relation to Welsh language and culture, review monitoring responses and provide feedback to Parties on issues relating to Welsh language and culture. Timescales for monitoring and reporting to the Welsh Language and Culture Engagement Group are set out in Schedule 1, clause 10.4 of the Draft DCO s.106, including a commitment to an annual review of the Wylfa Newydd Project on Welsh Language and Culture. The draft DCO s.106 also includes an obligation to complete an evaluation of the impact of the Wylfa Newydd Project on the Welsh language at key stages throughout the construction period	<b>Agreed matter (In Principle)</b> Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).

### ***Matters Not Agreed***

3.6.3 The following table sets out those matters relating to Welsh Language and Culture where Welsh Government and Horizon have not reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- Some of the detailed measures within the Welsh Language & Culture Mitigation and Enhancement Strategy (WL&CMES);
- Sensitivity testing of construction workers and their distribution within the study area; and
- Code of Construction Practice (approach to monitoring impacts and mitigation for Welsh language and culture).

**Table 3.7 Welsh Language and Culture – Ongoing Matters**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Method	Distribution of construction workers (outside of the Site Campus)	WG21	ES Volume C - Project-wide effects Socio-economic technical appendix (APP-096)	<p>Welsh Government has requested further sensitivity analysis of the distribution of non-home-based construction workers to inform potential future scenarios and monitoring requirements.</p> <p>Area based targets through the Worker Accommodation Management Strategy (WAMS) could be used to monitor and manage the effect of worker choices on Welsh language. Welsh Government would like these targets to be agreed through the Welsh Language and Culture Sub-Group.</p>	<p>Sensitivity testing has been carried out on potential future scenarios in relation to transport issues which are considered below in section 3.9. It is not intended to carry out further sensitivity testing given that this is not likely to be informative of likely future scenarios and given the obligations now in the s106 in relation to monitoring.</p>	<b>Not Agreed Matter</b>
Method	Range of Scenarios assessed as part of the WLIA	WG22	<p>Welsh Language Impact Assessment (APP-432 and APP-433)</p> <p>Workforce Accommodation Strategy (APP-412)</p>	<p>Welsh Government has requested further sensitivity testing regarding the overall distribution of construction workers.</p>	<p>It is agreed between both parties that the WLIA (APP-432 and APP-433) is based on a worst-case scenario for Welsh Language and that the assessment within the WLIA will not therefore consider a range of scenarios. The Worker Accommodation Management Service secured through the draft s.106 agreement will consider a range of monitoring indicators when setting thresholds and managing the location of the workforce, including impact on Welsh language and culture.</p>	<b>Not Agreed Matter</b>
Monitoring	Increased demand for accommodation affecting affordability of housing for local people	WG30	Volumes B of WLIA and WL&CMES - Appendix I1 (APP-432)	<p>Welsh Government agree, in principle, to the inclusion of monitoring the workforce's accommodation choices, including location and the type of accommodation through the WAMS Oversight Board as set out in Schedule 5, Paragraph 8.2 of the draft S106 Agreement. However, Welsh Government consider that there should be explicit reference within the S106 to commit the sharing of anonymised accommodation data with the Welsh Language and Culture Engagement Group, so that the potential impacts on sensitive linguistic communities can be monitored and addressed.</p>	<p>See Horizon position on WG29</p>	<b>Ongoing matter</b> <p>Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).</p>

## 3.7 Economic Development and Supply Chain

### Introduction

3.7.1 Wylfa Newydd is one of the largest investments in Wales in a generation and provides the potential to make a significant contribution to the North Wales economy. If the activity of all stakeholders can be aligned to induce the maximum impact, the legacy benefit of the project's investment could be substantial. However, the Welsh Government considers that the potential impact of economic displacement in the region arising from such a large development should not be underestimated and wish to ensure that any adverse effects are adequately mitigated. Whilst Horizon accepts that there is a risk of displacement, the scale and impact of this potential risk is not agreed; nevertheless, Horizon has been working with Welsh Government to identify appropriate mitigation strategies.

### Matters Agreed

3.7.2 The following table sets out those aspects of the potential impacts on economic development and supply chain that are agreed.

**Table 3.8 – Economic Development and Supply Chain – Matters Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Over-arching Strategy	Supply Chain Action Plan	WG31	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	It is agreed that a Supply Chain Action Plan (SCAP) to maximise local supplier engagement in the supply chain should be provided as part of the Wylfa Newydd Project. It is agreed that this will be developed in accordance with the terms in Schedule 4 of the draft DCO s106 agreement.		<b>Matter Agreed</b>
Mitigation	Supply Chain Portal	WG32	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	It is agreed that a Supply Chain Portal should be developed to enable local and wider North Wales businesses to access the opportunities available through the Project. The operation and maintenance of the Supply Chain Portal is secured through the draft DCO s106 agreement which has been shared with Welsh Government. The Supply Chain Portal will be maintained and operated in accordance with the SCAP during the Construction Period.		<b>Matter Agreed</b>
Mitigation	Setting of targets for local jobs or local investment values	WG33	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	It is agreed that specific targets for local jobs and investment values should not be set but Key Performance Indicators' (KPI) and monitoring would be more appropriate. KPIs will be agreed through the development of the SCAP and monitored and reported on. The draft DCO s106 agreement includes an obligation for the Developer to monitor and report on the effectiveness of the Supply Chain Portal on a quarterly basis and to have due regard to recommendations made by the Welsh Government in terms of updating the SCAP or improving the operation of the Supply Chain Portal.		<b>Matter Agreed</b>

### Matters Not Agreed

3.7.3 The following table sets out those issues relating to Economic Development and Supply Chain where Welsh Government and Horizon Nuclear Power have not reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- Reliability of baseline information to inform socio-economic assessment

**Table 3.9 – Economic Development and Supply Chain – Ongoing Matters**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Baseline	North Wales Economic Board Survey (2015)	WG35	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	<p>Welsh Government has noted that the DCO documents rely on the North Wales Economic Board Survey (2015) which had a poor response rate. Although possibly unavoidable due to timescales, it is noted that the economic data was collected during the recession, where there was a greater availability of labour. There needs to be a contingency which recognises the uncertainty and limitations of the baseline.</p>	<p>It should be noted that the assessment of effects on the local labour market as presented in the DCO are not solely based on survey responses, but also the consideration of existing turnover in the market, the good practice mitigation in place, and recognition of the local concerns raised on the issues. The details of the business survey are outlined in socio-economic technical appendix (APP-096), section 5.2. It is noted that the purpose of undertaking the survey was to gauge the sentiment among North Wales businesses about general business conditions and the Wylfa Newydd Project.</p> <p>The business survey received a total of 376 responses. It is Horizon's position that this response rate is very good and provides a robust response from the business sector to the questions asked. Table 5-1 in that report shows that more than two fifths of respondents (43%) were located on Anglesey, with 53% from elsewhere in North Wales and the remainder not providing a response to that question.</p> <p>It is agreed that the monitoring and reporting mechanisms in the SCAP will provide for a flexible approach to mitigation to address this uncertainty.</p>	<b>Matter Not Agreed</b>

## 3.8 Tourism

### Introduction

3.8.1 Welsh Government considers that the construction and operation of Wylfa Newydd is likely to have significant effects on the tourism sector in Anglesey with wider impacts felt within Gwynedd and Conwy. It is the objective of Welsh Government to ensure mitigation for the tourism sector, from both the short and long term adverse impacts associated with Wylfa Newydd, and continue to grow a world-class sector. Horizon agree with the importance of the tourism sector to Anglesey and north Wales, but do not agree that the Wylfa Newydd Project will have significant impacts.

### Matters Agreed

3.8.2 The following table sets out those aspects of the potential impacts on tourism that are agreed.

**Table 3.10 Tourism – Matters Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Method	Scope of Assessment	WG37	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	The scope of the assessment for tourism, including the consideration of short and long-term effects such as; potential reduction of visitors to attractions; potentially reduced quality of accommodation stock and potential risk of trading down of food offer is agreed.		<b>Matter Agreed</b> No further action required
Baseline and Data Collection	Visitor Behaviour Study (VBS)	WG39	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	Whilst Welsh Government and Horizon disagree on the use of the VBS as an appropriate data source, it is agreed that the Tourism Action Plan (see WG44 below) will manage and collate relevant monitoring data, including data from the Wales Tourism Surveys.		<b>Matter Agreed</b>
Mitigation	Tourism Fund	WG42	Draft DCO S106 agreement submitted at Deadline 5	The draft DCO S106 includes the provision of a Tourism (Annual) Contribution, which will be paid annually, with the first payment prior to implementation until two years following commencement of the operation of Unit 2. The principle of an annualised contribution is agreed, but the amount is not yet agreed. See Section 3.16 of this SoCG.		<b>Matter Agreed (in principle)</b>
Mitigation	Tourism spend displacement	WG43	Draft DCO S106 agreement submitted at Deadline 5	It is agreed that the Tourism Action Plan will be used amongst other things to identify appropriate measures to address impacts relating to displacement of tourism spend. The Tourism (Annual) Contribution will be used to deliver the Tourism Action Plan.		<b>Matter Agreed</b>
Mitigation	Tourism Action Plan	WG44	Draft DCO S106 agreement submitted at Deadline 5	The draft DCO S106 includes provision for a Tourism Action Plan to be prepared by the IACC in consultation with Welsh Government, Gwynedd Council, Destination Anglesey Partnership and the Developer <sup>3</sup> . The Tourism (Annual) Contribution will be used to develop and deliver the Tourism Action Plan.		<b>Matter Agreed (in principle)</b>
Mitigation	Monitoring	WG45	Draft DCO S106 agreement submitted at Deadline 5	It is agreed that the Tourism (WG Annual Monitoring) Contribution will be paid annually for a period of four years from the commencement of operation of Unit 2.		<b>Matter Agreed</b>

<sup>3</sup> Welsh Government has made comments on the draft S106 agreement requesting that the Developer is not a consultee in the development of the TAP, but Horizon does not agree

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation / monitoring	Tourism Legacy	WG48	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088) Wylfa Newydd Code of Construction Practice (APP-414)	Welsh Government is satisfied, in principle, that the revised S106, in relation to the Jobs and Skills Implementation Plan, will now make provision to include the tourism and food sector as part of Skills and Training (paragraph 2.2.5, Schedule 4).	The Wylfa Newydd Project is providing a significant, long lasting legacy for Anglesey through the provision of local employment and enhanced opportunities for local businesses, the apprenticeship scheme and support to education through commitments in the draft S106 agreement. The increased local spending as a result of the Project will also provide long term benefits to the local communities on Anglesey. Workers living in existing tourism accommodation will also enable local providers to make use of vacancies to achieve long term benefits.  The draft DCO S106 agreement includes the agreement of a Jobs and Skills Implementation Plan which includes the identification of skills and training gaps and monitoring the impacts on the local labour market, including the tourism and food sector.	<b>Agreed Matter (in principle)</b>

### **Matters Not Agreed**

3.8.3 The following table sets out those issues relating to Tourism where Welsh Government and Horizon Nuclear Power have not yet reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- The baseline and expected impacts reported in the tourism impact assessment; and
- Tourism legacy commitments.

**Table 3.11 Tourism –Matters Not Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Method	Study Area	WG38	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	Welsh Government considers that further consideration should be given to the value to tourism on the wider North Wales region given the reliance on the A55 North Wales Expressway (particularly in the early years of construction). Welsh Government has completed further research into the estimated tourism value against the 60-minute and 90-minute drive times from site: <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>	The assessment of the effects of the project on tourism are considered within the Key Study Area, which includes Anglesey and parts of the Menai mainland. Impacts are not considered beyond this area as it is not anticipated that significant effects would occur.	<b>Matter Not Agreed</b> Although this matter is not agreed, both parties recognise that their focus is on ensuring the delivery of appropriate mitigation and that the Tourism Action Plan includes liaison with Welsh Government and Gwynedd Council on joint initiatives.

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Baseline and Data Collection	Baseline Capacity of Tourism Stock	WG40	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	<p>Evidence captured through the IACC bed stock survey (2018) and IACC JLP Tourism Topic Paper (2015) indicates tourist accommodation stock available to the Wylfa Newydd construction workers is considerably below the capacity shown in the Accommodation Strategy and the required demand.</p> <p>In the Joint Housing Position Paper (Appendix A, REP4-053), submitted at Deadline 4, paragraph 1.30 and 1.31, set out below:</p> <p><i>That Horizon's methodology for calculating 'headroom' in the tourism sector is flawed, and could result in virtually 90% of all commercial vacancies in the sector being rented by construction workers over the five years up to Y7Q4. This is clearly unacceptable.</i></p> <p><i>That Horizon's estimates rely almost wholly upon the unknown behaviour of the private owners of their own holiday caravans, and their willingness to forgo their holidays in order to rent their caravan out to construction workers.</i></p>	<p>The June 2018 bedstock survey identifies both capacity in the sector and a willingness of providers to rent to workers. This reported average occupancy levels of 58%, with an August peak of 82% and a total supply of 7,187 currently lettable bedspaces at 97 operators. In addition, there are a further 16,675 privately owned bedspaces (mainly in static caravans) some of which could be made available to workers too. This is significantly lower than the level reported in the JLDP evidence base Tourism Topic Paper which reported 30,000 bedspaces in similar accommodation. Horizon's Workforce Accommodation Strategy (APP-412) assumes that workers will only occupy 450 a small percentage of these available bedspaces.</p>	<b>Matter Not Agreed</b>
Mitigation / monitoring	Non-Home-Based-Workers	WG46	Workforce Accommodation Strategy (APP-412)	<p>Welsh Government is looking for Horizon to confirm their commitment that non-home-based workers (outside the Site Campus) utilising tourist accommodation will not go over 1,100 during the construction phase as assessed in the Environmental Statement.</p>	<p>Horizon has made an assessment of the availability of accommodation for construction workers. This was previously based on IACC's estimate of available capacity that identified capacity in the tourism sector of 532 (other than in caravans) (as set out in the Workforce Accommodation Strategy (APP-412). IACC has further reviewed this position and this is considered further in the SoCG with IACC.</p> <p>Nevertheless, it is not considered appropriate for the DCO to restrict the level of accommodation provided in any sector – this is the role of the Worker Accommodation Management Service (WAMS) as described in the WAS (APP-412).</p>	<b>Matter Not Agreed</b>
Mitigation / monitoring	Phased approach to delivery of Site Campus	WG47	Phasing Strategy (Deadline 4 submission – REP4-014)	<p>Welsh Government is concerned about the current phased approach (1,000 bed spaces, 1,500 bed spaces, and 1,500 bed spaces) to the provision of temporary worker accommodation on the Site Campus and the potential impact on existing tourism stock.</p> <p>Welsh Government provided comments to Horizon on the revised Phasing Strategy (Monday 28 January) setting out concerns regarding the updated triggers.</p>	<p>The updated Phasing Strategy submitted by Horizon at Deadline 4 includes the following triggers for phasing of the Site Campus:</p> <ul style="list-style-type: none"> <li>• Deliver the first 1,000 beds of Site Campus prior to exceedance of 2,200 Non-Home Based workers.</li> <li>• Deliver further 1,000 beds prior to exceedance of 4,200 Non-Home Based workers and</li> <li>• Deliver the final 2,000 beds prior to exceedance of 6,700 Non-Home Based workers.</li> </ul>	<b>Matter Not Agreed</b>

## 3.9 Transport and Infrastructure

### Introduction

3.9.1 Welsh Government's view is that the impact of the increased volume of construction and operational traffic associated to Wylfa Newydd will cumulatively exacerbate existing congestion on the trunk road network, potentially creating new areas of congestion and generally have a negative impact on road users, including response times of the emergency services. The need to move over 1,000 Abnormal Indivisible Loads (AIL) in the first two years along the A55 North Wales Expressway (including Britannia Bridge) could cause significant disruption. Welsh Government consider that these transport impacts are acceptable provided that the travel strategy monitoring process specified in section 5.10 of the amended Code of Construction Practice [APP-414] submitted at Deadline 5 is implemented and that sufficient funds are available to mitigate potential transport impacts.

### Matters Agreed

3.9.2 The following table sets out those aspects of the potential impacts on Transport and Infrastructure that are agreed.

**Table 3.12 Transport and Infrastructure – Matters Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Method	Transport Assessment Scope	WG49	Transport Assessment (APP-101)	It is agreed that the scope of the Transport Assessment is appropriate in its scale, study area, parameters and flexibility to assess the traffic effects of the Wylfa Newydd Project.		<b>Matter Agreed</b> No further action required.
Method	Strategic Traffic Model (STM)	WG50	Appendix G of the Transport Assessment contained at Appendix C2-4 of the ES (APP-108)	It is agreed that the STM is an excel-based spreadsheet used to determine trips and flows across the assessed network and is an appropriate assessment tool to assess the impacts of the Wylfa Newydd Project. It is agreed that the STM follows the principles of WeTAG.		<b>Matter Agreed</b> No further action required.
Method	VISSIM Traffic Model Scope	WG51	Appendix I of the Transport Assessment Appendix C2-4 of the ES (APP-110)	It is agreed that the scope of the VISSIM model is appropriate in its scale, study area, parameters and flexibility to assess the traffic effects of the Wylfa Newydd Project, in particular, impacts to Britannia Bridge.		<b>Matter Agreed</b> No further action required.
Baseline and Data Collection	Accident Data	WG52	Appendix E of the Transport Assessment contained at Appendix C2-4 of the ES (APP-106)	The junctions which are being assessed are appropriate and adequate data has been collected to inform baseline models.		<b>Matter Agreed</b> No further action required.
Baseline and Data Collection	Junctions Assessment(s)	WG53	Appendix H of the Transport Assessment contained at Appendix C2-4 of the ES (APP-109)	The junctions which are being assessed are appropriate and adequate data has been collected to inform baseline models.		<b>Matter Agreed</b> No further action required.

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Modelling and Assumptions	Travel to work area	WG54	Gravity Model Appendix C1.2 of the ES (APP-096)  Wylfa Newydd Code of Construction Practice submitted at Deadline 5.	<p>Using a gravity model for the distribution of start points for trips has been agreed.</p> <p>The gravity model outputs are a function of its inputs. The identification of construction traffic and travel impacts and mitigation depend upon the outputs of the gravity model to provide confidence in assumptions, such as of achieving car sharing targets, confidence in the modelling analysis, which requires traffic flows, and confidence that mitigation measures such as the routes to be served by shuttle buses are appropriate. If the assumptions upon which the gravity model are found to be flawed – for example, the home-based workforce is not available to work at the site or the number of bed spaces are not available to non-home-based workers – then all the dependent assumptions will be weakened.</p> <p>Welsh Government considers that the transport analysis based on the results of the gravity model is acceptable provided that the travel strategy monitoring process specified in the Code of Construction Practice submitted at Deadline 5] is implemented and that sufficient funds are available to mitigate potential transport impacts.</p>	<p>Horizon has used an assumption that 85% of employees will live within a 90-minute travel-to-work area. This is based on experience from other Projects. It is not an area that is actively implemented by Horizon, but an assumed area from where workers are most likely to travel. It is intended that through tools such as the Employment and Skills Service (see draft s.106) and Worker Supply Chain Action Plan (see draft s.106), Horizon will be able to further maximise the number of local people working on the Project. This would tend to reduce the travel to work area and sensitivity tests using VISSIM have been prepared and shared with Welsh Government to understand the impact of more (or less) people living on the mainland (see WG63 below).</p> <p>Amongst other measures, the Wylfa Newydd CoCP includes a target construction worker vehicle share ratio of 2.0 per vehicle across the project in the peak year of construction, in line with ES assessments.</p> <p>The Indicative Year 1 Shuttle Bus Network Map has been shared with Welsh Government.</p> <p>The Deadline 5 version of the Wylfa Newydd CoCP includes construction worker mode share targets per year of construction (see section 5.10 of the CoCP), in line with ES assessments, which have been shared with Welsh Government.</p>	<b>Matter Agreed</b> No further action required.
Modelling and Assumptions	Merge / diverge Assessment	WG56	Appendix J of the Transport Assessment C2-4 of the ES (APP-111)	<p>The methodology for assessing merge / diverge impacts is acceptable. The results of the analysis are predicated on outputs from the Gravity Model.</p> <p>Welsh Government considers that the merge/diverge analysis based on the results of the gravity model is acceptable provided that the travel strategy monitoring process specified the Code of Construction Practice submitted at Deadline 5 is implemented and that sufficient funds are available (to date the quantum of funding has not been agreed) to mitigate potential transport impacts.</p>	<p>Horizon's position is provided in the Transport Assessment submitted within the DCO.</p>	<b>Matter Agreed (In Principle)</b> No further action required.
Assessment	Impact of the Logistics Centre on Junction 2 of the A55	WG57	Appendix H of the Transport Assessment contained at Appendix C2-4 of the ES (APP-109)	<p>It is agreed that the implementation of Parc Cybi distribution centre increases traffic flows through but does not have a significant effect on the operation of the junction. Any issues with junction performance are related to background traffic growth rather than the Wylfa Newydd Project. Once the Logistics Centre has closed following the end of construction there will be no Wylfa Newydd Project related construction traffic travelling through Junction 2. The assessment has considered all vehicle movements, not just deliveries.</p>		<b>Matter Agreed</b> No further action required
Mitigation	Traffic incident management	WG57A	draft DCO submitted at Deadline 5 (draft requirement PW7) and Wylfa Newydd CoCP section 5.9 (Deadline 5 submission version)	<p>Welsh Government wish to see a Traffic Incident Management Plan (TIMP) developed and implemented before the start of construction.</p>	<p>Horizon will prepare a Traffic Incident Management Scheme (TIMS) to be agreed with appropriate Stakeholders including North Wales Police. This is secured through a Scheme to be submitted pursuant to draft Requirement PW7 in the draft DCO submitted at Deadline 5.</p>	<b>Matter Agreed (In Principle)</b> No further action required

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Integrated Traffic and Transport Strategy (ITTS)	Implementation of Integrated Traffic and Transport Strategy (ITTS)	WG58	Chapter 6 and Appendix F of the Transport Assessment provided at Appendix C2-4 of the ES (APP-107) Wylfa Newydd Code of Construction Practice submitted at Deadline 5.	<p>Welsh Government has concerns about the detailed implementation of the ITTS, in particular; the reliance on car sharing, the impact of construction vehicles on the Britannia Bridge, and the extent of road freight traffic across the network.</p> <p>Welsh Government consider that these transport impacts are acceptable provided that the travel strategy monitoring process specified in section 5.10 of the Code of Construction Practice submitted at Deadline 5 is implemented and that sufficient funds are available (to date the quantum of funding has not been agreed) to mitigate potential transport impacts.</p> <p>The Indicative Year 1 Shuttle Bus Network Map has been shared with Welsh Government, and this shows that bus routes will travel via the park and share sites. However, a formal control mechanism to secure this is still required.</p>	<p>Horizon is confident that the proposed ITTS will result in acceptable traffic impacts on the strategic and local road network. The Wylfa Newydd CoCP (APP-414) outlines the approach taken to shuttle buses, car sharing and other mitigation measures.</p> <p>Amongst other measures, the Wylfa Newydd CoCP includes a target construction worker vehicle share ratio of 2.0 per vehicle across the project in the peak year of construction, in line with ES assessments.</p> <p>The Indicative Year 1 Shuttle Bus Network Map has been shared with Welsh Government and is provided as Figure 5.1 on page 34 of the Deadline 5 Wylfa Newydd CoCP.</p> <p>The Deadline 5 version of the Wylfa Newydd CoCP is to include construction worker mode share targets per year of construction, in line with ES assessments, which have been shared with Welsh Government.</p>	<b>Matter Agreed (In Principle)</b> Discussion on securing commitment for bus routes and park and share sites required
Method	Assessment of workers during outage periods	WG59	Transport Assessment (APP-101)	The Welsh Government has requested further information on the assessment of 1,000 additional workers during annual outage periods and how these will be accommodated.	Details are provided in the Transport Assessment (APP-101) paragraphs 5.1.52 and Section 7.4. The management of travel arrangements during an outage is covered by the Code of Operational Practice [APP-421]. This has been updated at Deadline 5 to include a further provision at paragraph 5.3.2 to include the potential use of the shuttle bus network during the first outage as construction activities are expected to be continuing on the rest of the WNDA and hence the shuttle network will be operating.	<b>Matter Agreed</b> No further action required
Method and assumptions	Holyhead Port requirement and considerations	WG62	Paragraph 12.2.4 of the Transport Assessment (APP-101) and Appendix F of the Transport Assessment contained at Appendix C2-4 of the EIA (APP-107)	Welsh Government has requested that Horizon consider the use of Holyhead Port and considers planned Stena Line upgrades as part of their Transport Assessment.	<p>Paragraph 12.2.4 of the Transport Assessment (APP-101) provides the current position of Horizon. If facilities at the port change in the future, and the need arises from the Project for the use of more port facilities, (e.g. to reduce traffic impacts or because the MOLF is delayed), or there is a request from IACC, Horizon is willing to discuss the potential use of Holyhead Port in the future.</p> <p>Appendix A of the ITTS (APP-107) provides an analysis of rail freight options, including port requirements and considerations. The conclusions of those documents confirm that the proposed transportation modes and routes for different types of goods are appropriate.</p>	<b>Matter Agreed</b> No further action required
Modelling and Assumptions	VISSIM Sensitivity Analysis - 1	WG63	Section 9.5, Section 11.4 and Appendix I of the Transport Assessment provided at Appendix C2-4 of the ES (APP-110)	<p>Further sensitivity tests using VISSIM have been provided as part of the SoCG process and were shared with Welsh Government in September 2018.</p> <p>Overall, the sensitivity test analysis shows that by ensuring construction worker traffic does not cross the Britannia Bridge during the commuter peak hours of 08:00-09:00 and 17:00-18:00, then differing levels of mainland construction traffic do not have a significant impact on the operation of Britannia Bridge.</p>		<b>Matter Agreed</b> No further action required
Modelling and Assumptions	Travel Plan Sensitivity Analysis - 2	WG64	Section 9.5, Section 11.4 and Appendix I of the Transport Assessment provided at Appendix C2-4 of the ES (APP-110)  Wylfa Newydd Code of Construction Practice submitted at Deadline 5	<p>Further sensitivity tests using VISSIM have been provided as part of the SoCG process and were shared with Welsh Government in September 2018.</p> <p>Overall, the sensitivity test analysis shows that by ensuring construction worker traffic does not cross the Britannia Bridge during the commuter peak hours of 08:00-09:00 and 17:00-18:00, then differing levels of mainland construction traffic do not have a significant impact on the operation of Britannia Bridge.</p> <p>This analysis included double the number of workers living on the mainland and all worker trips over Britannia Bridge taking place in private cars.</p> <p>Amongst other measures, the Wylfa Newydd CoCP includes a target construction worker vehicle share ratio of 2.0 per vehicle across the project in the peak year of construction, in line with ES assessments.</p>		<b>Matter Agreed</b> No further action required

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Baseline and Data Collection	Traffic Data Report	WG65	Appendix D of the Transport Assessment Appendix C2-4 of the ES (APP-105)	Information in the ITTS (Figure 7-2) shows that the peak year for construction vehicle movements across the Britannia Bridge is 2023. Further analysis completed since October 2017 has examined the operation of the road network near the Britannia Bridge in the summer peak period. This analysis shows that while total daily flows in the summer are higher than the assessed period (i.e. March), peak hour flows are lower. This means that the VISSIM model of the peak hours of traffic flow across the Britannia Bridge is suitable for considering impacts in March and in the summer months. This analysis is presented in paragraph 11.4.7 of the DCO Transport Assessment [APP-101] and DCO Transport Assessment Appendix I VISSIM Model Results [APP-110].		<b>Matter Agreed</b> No further action required
Assessment	Early Years Strategy	WG66	Transport Assessment (APP-101)  Wylfa Newydd Code of Construction Practice submitted at Deadline 5	Welsh Government originally requested that sea-borne transportation of materials requires further investigation by Horizon for the early year's scenario  Based on the information now provided for the early years (WG61) and comments on the use of Holyhead Port (WG62) no further information is required.	Horizon's position is that the number of construction vehicles required to access the Wylfa Newydd Development each day has been calculated assuming that the MOLF receives 60% of construction materials. This target is secured in the Wylfa Newydd CoCP. This is a conservative estimate and the target is for the MOLF to receive up to 80% of bulk materials. This confirms that the assessment therefore represents a realistic worse case. This is presented in the Transport Assessment (APP-101) and supporting documents.	<b>Matter Agreed</b> No further action required.
Assessment	Road Safety Audits	WG67	Appendix K of the Transport Assessment contained at Appendix C2-4 of the ES (APP-112)	Road Safety Audits for the Logistics Centre, Off-site Power Station Facilities, Park and Ride and the A5025 Highways Improvements (online and offline) have been undertaken and are contained in Appendix K of the submitted Transport Assessment (APP-112).		<b>Matter Agreed</b> No further action required
Mitigation	Abnormal Indivisible Loads	WG69	Paragraph 7.6.10 to 7.6.14 of Transport Assessment Appendix C2-4 of ES (APP-101)  Wylfa Newydd Code of Construction Practice submitted at Deadline 5	Welsh Government would like to see a commitment to no movement of abnormal loads on the trunk road network during peak periods.	Information on AILs is provided in the submitted Transport Assessment (APP-101). Horizon is proposing a requirement which would provide further details on management of AILs through the submission of an AIL Scheme.  Changes to be included in the version of the Wylfa Newydd CoCP submitted at Deadline 5 include more detail on how construction traffic will be managed, including AILs.	<b>Agreed (in principle)</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.
Mitigation	Wylfa Newydd Travel Plan for construction workers – Park and Share Sites	WG70	ITTS contained at Appendix F of the Transport Assessment (APP-107). Details also provided in paragraphs 6.3.6 to 6.3.36 of Transport Assessment Appendix C2-4 of the ES (APP-101)  Section 6.3 of the Transport Assessment provided at Appendix C2-4 of the ES (APP-101).  Wylfa Newydd Code of Construction Practice submitted at Deadline 5	Welsh Government has raised concerns about the over-arching principles and objectives of the Wylfa Newydd Construction Workers Strategy in terms of early years provision, car share measures, enforcement of travel plan, effectiveness of travel plan in light of churn of workforce, and ability to monitor compliance.  Welsh Government considers the Travel Plan needs to be altered and enhanced, which would include a role for park and share sites to support/complement the Horizon Travel Plan and ITTS. The sites would contribute to a reduction in the number of cars arriving at Dalar Hir and the WNDA and would result in a reduction in worker vehicles crossing the Menai Strait bridges.  Welsh Government now considers that the transport strategy is acceptable provided that the travel strategy monitoring process specified in section 5.10 of the Wylfa Newydd Code of Construction Practice submitted at Deadline 5 is implemented and that sufficient funds are available to mitigate potential transport impacts.	Welsh Government agrees that such sites would form additional, complementary and early years provision, rather than as a substitute for the parking proposed through the DCO application.  Amongst other measures, the Wylfa Newydd CoCP (Deadline 5 submission version) includes a target construction worker vehicle share ratio of 2.0 per vehicle across the project in the peak year of construction, in line with ES assessments.  The Indicative Year 1 Shuttle Bus Network Map has been shared with Welsh Government.  The Deadline 5 version of the CoCP includes construction worker mode share targets per year of construction, in line with ES assessments, which have been shared with Welsh Government.	<b>Matter Agreed</b> No further action required

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	Code of Construction Practice	WG71	Code of Construction Practice, Code of Operational Practice (APP-414 to APP-420), Transport Assessment (APP-101).	Horizon have provided very limited information within the Code of Construction Practice (CoCP) submitted as part of the DCO in relation to the delivery of Abnormal Indivisible Loads. Welsh Government considers that as a minimum the DCO should include a requirement for the submission of an AIL Management Plan prior to development commencing that has been developed in conjunction with North Wales Trunk Road Agency, Welsh Government Transport, Gwynedd Council, Isle of Anglesey County Council, and North Wales Police.	<p>Information on Abnormal Indivisible Loads (AILs) is provided in section 54 of the submitted CoCP (APP-414) and section 7.5 of the submitted Transport Assessment (APP-101). Access routes for HGVs, buses and abnormal indivisible loads (AILs) to the individual sites which comprise the Wylfa Newydd Project have been identified. The prioritised routing to be used is along the A55 from the mainland via Britannia Bridge to Valley and then the A5025 north. There would be some exceptions to this, for example, the north and east of Anglesey shuttle buses which would be routed via the A5025 on the eastern side of Anglesey to transport construction workers living in settlements in eastern Anglesey to and from the Wylfa Newydd Development Area and other Wylfa Newydd Project sites.</p> <p>It should be noted that there are relatively few AIL deliveries throughout the course of the Wylfa Newydd Project. The Transport Assessment (APP-101) states at paragraph 7.5.12 that it is expected that the peak in AIL by road activity would occur in the first two years of construction, where an average of approximately 12 AILs are expected per week. Over the course of the Project there are anticipated to be 1,150 AIL deliveries by road (paragraph 7.5.11 of the Transport Assessment - APP-101).</p> <p>Horizon is proposing a requirement which would provide further details on management of AILs through the submission of an AIL Scheme.</p>	<p><b>Agreed</b></p> <p>Further discussions between Welsh Government and Horizon are required in relation to this matter.</p>

### **Matters Not Agreed**

3.9.3 The following items of Transport and Infrastructure are not agreed between the Welsh Government and Horizon at the time of drafting this final version of the SoCG.

**Table 3.13 Transport and Infrastructure – Matters Not Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	Bus emissions	WG72	Code of Construction Practice updated at Deadline 5	Welsh Government requires all buses to be used on the Wylfa Newydd Project to meet the Euro VI standard for engines.	<p>The Wylfa Newydd Code of Construction Practice has been updated at Deadline 5 to state:</p> <p>'All buses procured for the Wylfa Newydd DCO Project will meet a minimum standard for emissions (Euro IV diesel engines or equivalent), and the environmental element of the quality assessment undertaken as part of the procurement assessment will give greater weight to suppliers who can better this emission standard'.</p> <p>This arrangement is proposed to ensure that local operations who wish to bid to run bus services are not excluded if they have older vehicles which only meet the Euro IV standard.</p> <p>In addition, The Air Quality effects of traffic are reported in chapter C4 of the Environmental Statement and this assessment finds that there is no requirement in air terms of air quality for the Project to use Euro VI buses. The highest emissions on the A5025 predicted before the opening of the A5025 Offline Highway Improvements are 16.2 µg/m<sup>3</sup> as an annual average which represents a 6% increase in NO<sub>2</sub> levels compared to the baseline environment. This number represents less than half (~40%) of the Air Quality Objective for NO<sub>2</sub> of 40 µg/m<sup>3</sup>. This information can be found in table C4-11 of chapter C4 of the Environmental Statement (APP-091).</p> <p>For the peak year of construction, the highest NO<sub>2</sub> level along the A5025 predicted by the modelling summarised in chapter C4 is 16.5 µg/m<sup>3</sup>. This represents a 9% increase compared to the baseline environment. This NO<sub>2</sub> level is not significant as it represents ~41% of the Air Quality Objective for NO<sub>2</sub> of 40 µg/m<sup>3</sup>. This information can be found in table C4-20 of chapter C4 of the Environmental Statement (APP-091).</p>	<b>Matter Not Agreed</b>

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Method	Britannia Bridge Sensitivity Analysis - Traffic volumes on Britannia Bridge during construction and operation of Wylfa Newydd	WG60	Section 9.5, Section 11.4 and Appendix I of the Transport Assessment provided at Appendix C2-4 of the ES (APP-110)	<p>Welsh Government require further information on the anticipated volume of traffic using Britannia Bridge. Horizon to:</p> <p>a) Demonstrate the assumed number of Wylfa-related vehicles crossing Britannia Bridge in each direction per hour for each year of construction and during an outage; and</p> <p>b) Identify during which periods of the day traffic will be queuing on the A55/A487/A5 in the region of Britannia Bridge, and how far the queuing extends. Thresholds are to be provided regarding workers and HGV movements over Britannia Bridge, to avoid peak traffic flow periods.</p> <p>Welsh Government suggests ongoing discussion around securing appropriate controls that would prevent empty vehicles leaving the WNDA prior to 7.30am so that impacts can be avoided.</p>	<p>Traffic flows for all assessment years on all areas of the highway network assessed in the ES are contained in Appendix C2-3 of the ES.</p> <p>The assumptions and results for items a) and b) are provided in Section 11.4 and Appendix I of the Transport Assessment (APP-110). These results show that the Wylfa Newydd Project does not have a significant impact on the operation of Britannia Bridge due to the implementation of mitigation measures such as the shuttle bus service and car sharing, which are secured via the Wylfa Newydd CoCP.</p> <p>Further sensitivity tests using VISSIM have been provided as part of the SoCG process and were shared with Welsh Government in September 2018.</p> <p>Overall, the sensitivity test analysis shows that by ensuring construction worker traffic does not cross the Britannia Bridge during the commuter peak hours of 08:00-09:00 and 17:00-18:00, as secured via the shift times in the Wylfa Newydd CoCP then differing levels of mainland construction traffic do not have a significant impact on the operation of Britannia Bridge.</p>	<b>Matter Not Agreed</b> No further action required
Method and assumptions	Early Years Strategy	WG61	Paragraph 5.1.45 to 5.1.51 of Transport Assessment C2-4 (APP-101) Phasing Strategy (APP-447) updated at Deadline 4 Wylfa Newydd Code of Construction Practice submitted at Deadline 5	<p>Welsh Government has requested further information on the proposed strategy to deal with construction traffic prior to the operation of the Park and Ride, MOLF, Logistics Centre and Site Campus. In order to ascertain the potential impact on the strategic and local road network prior to the embedded mitigation measures being delivered.</p> <p>Welsh Government consider that the transport impacts in the early years are acceptable provided that the travel strategy monitoring process specified in section 5.10 of the Code of Construction Practice [APP-414] is implemented and that sufficient funds are available to mitigate potential transport impacts.</p> <p>Welsh Government have provided comments to Horizon on Monday 28 January regarding the revised Phasing Strategy (this highlighted the current lack of interrelationship between the various key elements of mitigation) – Welsh Government are awaiting a revised Phasing Strategy and are not aware if those comments have been taken into consideration.</p>	<p>The traffic impacts of the early years have been fully assessed in the Transport Assessment submitted as part of the DCO application. The years assessed (2020 (with and without A5025 Off-line Highway Improvements), and 2023) are described in Chapter 10 of the Transport Assessment. This document includes the number of HGVs expected per quarter of the construction programme (see Figure 7-6 of the Transport Assessment). Results for the traffic movements in the early years i.e. 2020, are provided in Chapter 11 of the Transport Assessment (Table 11-1).</p> <p>The Phasing Strategy (APP-447) secures the delivery of this key mitigation.</p> <p>Any delay to the delivery of the A5025 On-Line Highway Improvements, A5025 Off-Line Highway Improvements, MOLF, Park and Ride Facility, or Logistics Centre will not lead to increases in HGV movements above that committed to in paragraph 5.4.13 of Chapter 5 of the Wylfa Newydd CoCP (APP-414) which now includes early years (before the Off-Line Highway Improvement Works are open) HGV caps on the A5025 to limit HGV numbers to that assessed in the Transport Assessment.</p>	<b>Matter Not Agreed</b> No further action required

Mitigation	Peak hour HGV restrictions on Britannia Bridge	WGAA	Code of Construction Practice updated at Deadline 5)	Welsh Government requires there to be a restriction on the movement of HGVs across the Britannia Bridge during peak hours to help reduce traffic delays.	<p>Based on discussions with the Welsh Government on the use of Britannia Bridge, Horizon has further considered the need to limit HGV movements across the Britannia Bridge. In the morning period (08:00-09:00), the busiest direction on Britannia Bridge is eastbound i.e. towards the mainland (see Figure 4-7 of DCO Transport Assessment [APP-101]). During this morning period only a small number of HGVs associated with the Wylfa Newydd Project are expected to travel eastbound towards the mainland. This is because the earliest time deliveries can start from the Logistics Centre is 07:00. It will then take approximately 30 minutes to reach the WNDA i.e. HGVs will arrive at 07:30. Given it takes approximately 40-45 minutes to travel from the WNDA to the Britannia Bridge, an HGV would need to be processed to enter the WNDA site, reach the off-loading point, turnaround, and then be processed for departure within approximately 45 minutes (i.e. by 08:15) to enable an HGV to travel across the Britannia Bridge in the eastbound direction before 09:00. In practice, the time required for a delivery to be unloaded and processed is expected to be much longer than 45 minutes – and hence this means HGVs from the Wylfa Newydd Project are not expected to travel eastbound over the Britannia Bridge in the morning peak period.</p> <p>If an HGV has waited overnight at the WNDA (and this is not anticipated to be a regular occurrence given the potential security issues – in practice HGVs would be directed to wait at the Logistics Centre) then the earliest an HGV could depart would be 07:00. Again, the HGV would have travelled eastbound over the Britannia Bridge before the busiest hour of travel begins at 08:00. This therefore means that further restrictions on the movement of HGVs to avoid travel in the morning peak period across Britannia Bridge are not considered necessary. In the evening period (17:00-18:00), the busiest direction on the Britannia Bridge is westbound i.e. towards Anglesey. During this period HGVs could be travelling towards the Logistics Centre and / or WNDA. The impact of these HGV movements on the operation of the Britannia Bridge has been assessed in the DCO Transport Assessment [APP-101] with results provided in Table 11-9. The resulting modelled increase in delay of 23 seconds per vehicle is not considered significant and is not considered to require the introduction of further additional mitigation. In addition, it is noted that the expected number of HGVs on the Britannia Bridge in the evening peak hour is approximately 13-14 HGVs per hour per direction (160 HGVs per direction per day divided by the 12 hours when deliveries can be made). This compares with a flow of 1,800 vehicles per hour in the eastbound direction (see Figure 4-7 of DCO Transport Assessment [APP-101]). The HGVs therefore form less than 1% of the traffic flow on the bridge. In practice, HGV flows in the evening peak are expected to be less than 13-14 HGVs per hour as HGVs are expected to travel to the Wylfa Newydd Project over a longer period than the 12-hour delivery window and wait (if required) at the Logistics Centre until their delivery slot. This further reduces the potential impact of HGV movements on the Britannia Bridge in the evening peak period. All these reasons mean</p>	Matter Not Agreed
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Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
					that further restrictions on the movement of HGVs to avoid travel in the evening peak period across Britannia Bridge are not considered necessary.	
Mitigation	Allocation of car parking	WGBB	TBC	<p>Evidence from Hinkley Point C suggests that car parking at the Wylfa Newydd Development Area (WNDA) should be allocated only to those with accommodation on the Site Campus (long stay parking) to reduce the daily traffic movements in the vicinity of the WNDA. No long stay parking should be provided at Dalar Hir to maximise the available spaces for daily commuters. Daily (commuter) car parking at the WNDA should be reserved for disabled and essential workers only, managed using strict criteria that Horizon should detail and enforce. This approach simplifies parking management at the WNDA as there would be no need to monitor and enforce minimum vehicle occupancy. If long stay parking spaces are not required at Dalar Hir, then parking spaces at the park and ride site can be completely allocated to commuting shift workers with onward travel to the WNDA using the dedicated park and ride bus service. Welsh Government do not consider that Horizon's position around Alternative 1 or Alternative 2 provides compelling reasons to justify their approach. The Transport Assessment has not modelled flexibility.</p>	<p>Parking provision is based on assumptions concerning use of shuttle buses, Park and Ride, Site Campus and car sharing and parking is to be made available in a regulated way as per paragraph 5.10.1 of the CoCP (updated at Deadline 5). Car parking for daily workers is split between the WNDA and the Park and Ride facility at Dalar Hir to reduce the number of vehicles travelling to WNDA site (as workers parking at the Park and Ride facility at Dalar Hir will travel to WNDA by bus). Car parking for residents of the Site Campus is split between the WNDA and the Park and Ride facility at Dalar Hir to provide flexibility in the operation of the Site Campus and make it an attractive place for workers to live.</p> <p>Potential Alternative 1: Providing all car parking for residents of the Site Campus at the WNDA would mean limited car parking space for daily workers to the WNDA. This would reduce the attractiveness of the Wylfa Newydd Project to potential workers as travelling to the Site each day via the Park and Ride facility would be more difficult. This would make it harder to deliver the Project.</p> <p>Potential Alternative 2: Providing all car parking for Site Campus residents at the Park and Ride facility at Dalar Hir would reduce the attractiveness of the Site Campus for non-home-based workers. This could potentially lead to more travel by road (especially on the A5025) as more workers will need to travel in each day using the road network rather than walk to work from the Site Campus.</p> <p>In summary, the total number of number of car parking spaces at the Park and Ride facility at Dalar Hir (1,900) and the WNDA (1,900) is fixed but the actual allocation of car parking spaces for different uses (e.g. daily worker, residents of Site Campus) to be kept under review during construction of the Project. This helps balance operational flexibility with delivering the transport strategy.</p>	<b>Matter Not Agreed</b> No further action required
Assessment	Empty HGVs	WG68	Paragraph 7.6.8 of Transport Assessment C2-4 (APP-101)	Welsh Government request clarification on how empty HGVs will be marshalled on-site to ensure that there is no negative impact on the highway network.	<p>The release of HGVs from the WNDA will be managed and controlled. This is described in the submitted Transport Assessment (APP-101).</p> <p>Horizon has changed the Main Power Station Site sub-CoCP (updated at Deadline 5) which states that construction vehicles will be held and released at regular intervals to avoid convoying, as far as practicable, from the WNDA Site.</p>	<b>Matter Not Agreed</b> No further action required

## 3.10 Digital Infrastructure

### ***Introduction***

3.10.1 Businesses and communities who live and work near to Wylfa Newydd and the associated logistics hubs are likely to suffer the effects of network congestion as a result of the degradation of mobile broadband service. These effects could have a detrimental impact on local trade, public services, as well as the social well-being of the local population. Horizon recognises that there is a risk that digital infrastructure will be affected by the Wylfa Newydd Project.

### ***Matters Agreed***

3.10.2 It is agreed between both parties that a Requirement will be included in the draft DCO to require the provision of a review/assessment of broadband, digital infrastructure and mobile capacity. This study will:

- a) Develop a specification for a full technical assessment in consultation with Welsh Government;
- b) Include a full technical assessment of mobile and broadband availability across the site to be carried out prior to commencement of the authorised development;
- c) Require the applicant to provide the results and conclusions of the assessment to Welsh Government; and
- d) Require the applicant to provide an implementation plan which clearly demonstrates how the Applicant is going to provide sufficient digital connectivity across the site for all workers.

## 3.11 Education, Skills and Labour Supply

### Introduction

3.11.1 The Welsh Government considers that Wylfa Newydd will provide great opportunities to the economy and communities in North Wales, but it will also bring significant risk to the skills landscape and the local employer base. The risk of displacement of skilled and experienced individuals is significant and could destabilise what is already a fragile economy. There could be potential impacts on Anglesey, Gwynedd and Conwy, as well as the wider North Wales region and further into Wales. Horizon does not agree with this position and whilst it is agreed that there is a risk of potential displacement, it is considered that the suite of mitigation secured through the DCO and accompanying s.106 agreement ensures that these risks are minimised as far as possible and that opportunities are taken to maximise local benefits.

### Matters Agreed

3.11.2 The following table sets out those aspects of the potential impacts on Education, Skills and Labour that are agreed.

**Table 3.14 Education, Skills and Labour Supply – Matters Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Modelling and Assumptions	Definition of Suitably Qualified and Experienced Personnel	WG74	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Jobs and Skills Strategy (APP-411)	The definition on Suitably Qualified and Experienced Personnel (SQEP) is agreed. Horizon definition aligns to that set by ONR - Site Licence Condition 12 which requires Horizon to <i>“make and implement adequate arrangements to ensure that only suitably qualified and experienced persons perform any duties which may affect the safety of operations on the site”</i> . For each Role within Horizon the associated Role Profile and Competency Definition details what is deemed as suitable in terms qualifications and experiences of the role holder: Level 1 – Supervised Level 2 – Unsupervised Level 3 - Advising and guiding others Level 4 – Company “expert” or “skill expert” Level 5 – Externally recognise “expert”.		<b>Matter Agreed</b> No further actions required.
Modelling and Assumptions	Impact of BREXIT	WG75	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Jobs and Skills Strategy (APP-411)	The J&SS does not provide any contingency planning for the potential impacts of Brexit (or other external factors) on the workforce demographic. However, it is agreed that there is limited scope to predict the impacts of Brexit as part of considering further economic conditions within the socioeconomic assessment. However, Welsh Government will expect to see suitable contingency planning as part of an agreed mitigation strategy and monitoring programme.		<b>Matter Agreed</b> No further actions required.
Modelling and Assumptions	Breakdown of construction phase workforce and operational phase workforce	WG77	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Jobs and Skills Strategy (APP-411) Draft DCO S106 agreement submitted at Deadline 5	It is agreed that the breakdown of activities, skills, and roles of the construction phase workforce and operational phase workforce will be used to inform the development of the Jobs and Skills Implementation Plan to be developed in accordance with the obligations in Schedule 4 of the draft DCO s106 agreement.		<b>Matter Agreed</b> No further actions required.
Assessment	Cumulative Impacts	WG80	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Inter-Project cumulative effects (APP-388). Draft DCO S106 agreement submitted at Deadline 5	Whilst Welsh Government consider that the cumulative impacts on the displacement of the local workforce because of other large infrastructure projects across the United Kingdom has not been considered as part of the socio-economic impact assessment (Horizon do not agree with this), it is agreed that the Jobs and Skills Implementation Plan will include, amongst other things, joint working on skills gaps in the nuclear sector and wider construction sector.		<b>Matter Agreed</b> No further actions required.

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	Construction Phase Skills and Employees	WG82	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088) Draft DCO S106 agreement submitted at Deadline 5	Welsh Government wish to work with Horizon to increase the level of local employment during the construction phase of the project. Horizon is proposing a Jobs and Skills contribution which would be paid to IACC for onward payment to specialised training providers including Grwp Llandrillo Menai. The Jobs and Skills Contribution must be used to deliver the training identified in the Jobs and Skills Implementation Plan. This is to be developed in consultation with the Jobs and Skills Engagement Group. Welsh Government will be a member of the Jobs and Skills Engagement Group.		<b>Matter Agreed (in principle)</b> Discussions still ongoing relating to the S106 on the trigger for first payment of Jobs and Skills contribution.
Mitigation	Employment and Skills Brokerage	WG84	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088) Draft DCO S106 agreement submitted at Deadline 5	The draft DCO S106 agreement secures the provision of the Wylfa Newydd Employment and Skills Service throughout the construction period. The role of this service includes support to employers who may lose employees to the Wylfa Newydd DCO Project to backfill their roles.		<b>Matter Agreed</b> No further actions required.
Mitigation	Timing of Mitigation	WG85	Jobs and Skills Strategy (APP-411) Draft DCO S106 agreement submitted at Deadline 5	The draft DCO S106 agreement secures the development of a Jobs and Skills Implementation Plan, to be developed with the Jobs and Skills Engagement Group. Welsh Government will be a member of the Jobs and Skills Engagement Group. This will consider, amongst other things, the programme for delivery of training to fill identified skills and training gaps and opportunities.		<b>Matter Agreed (in principle)</b> Discussions still ongoing relating to the S106 on the trigger for first payment of Jobs and Skills contribution.
Mitigation	Skills Fund	WG86	Planning obligations Heads of Terms chapter 7 of Planning Statement (APP-406) Draft DCO S106 agreement submitted at Deadline 5	The draft DCO S106 agreement includes the provision of a Jobs and Skills contribution which would be paid to IACC for onward payment to specialised training providers including Grwp Llandrillo Menai. The Jobs and Skills Contribution must be used to deliver the training identified in the Jobs and Skills Implementation Plan, which is to be developed in consultation with the Jobs and Skills Engagement Group. Welsh Government will be a member of the Jobs and Skills Engagement Group. Although the principle of the contribution is agreed, there is not yet agreement on the amount.		<b>Matter Agreed in principle</b> Ongoing discussions on quantum of contribution

### Matters Not Agreed

3.11.3 The following table sets out those issues relating to Education, Skills and Labour where Welsh Government and Horizon have not reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- Definition and profile of construction workforce;
- Commitments in relation to use of local workforce during construction phase and operational phase;
- Cumulative impacts and displacement impacts;
- Impacts and opportunities further education; and
- Mitigation and monitoring strategy.

**Table 3.15 Education, Skills and Labour Supply – Matters Not Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Modelling and Assumptions	Definition of 'Local' and 'Worker' Defining home-based workers and non-home-based workers.	WG76	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Jobs and Skills Strategy (APP-411)  Draft DCO S106 agreement submitted at Deadline 5	<p>Welsh Government has requested further clarity on the definition of 'local', 'visitor', and 'worker'.</p> <p><b>Permanent Worker</b> Welsh Government agree with the definition of a 'Worker' as this is capable of being monitored.</p> <p>Permanent Worker: is a "Worker" with a badge allowing access to work at WNDA who has either worked five full days in a 30-day period or who has worked at the Site for more than a total of 40 hours in any 30-day period.</p> <p><b>DCO Site Visitor</b> Welsh Government do not agree with the title, it should only be a 'Site Visitor', rather than a 'DCO Site Visitor'. Welsh Government do not agree that the definition of 'Visitor' as it is not clearly defined and easily enforceable.</p> <p>Welsh Government agree that information on home-based workers and their identified roles will be shared through the Jobs and Skills Engagement Group. The role of the Engagement Group is set out in the revised draft DCO S106 agreement issued on 23 January 2019.</p>	<p>Paragraph 1.5.118 of Chapter C1 of the Environmental Statement (APP-411) submitted with the DCO defines "local" as "already resident within the Daily Construction Commuting Zone".</p> <p>The DCCZ is defined in Chapter B2 of the Environmental Statement as a 90-minute commute time from the Wylfa Newydd Development Area.</p> <p>Horizon proposes the following definitions for a worker and visitor:</p> <p>Permanent Worker: is a "Worker" with a badge allowing access to work at WNDA who has either worked five full days in a 30-day period or who has worked at the Site for more than a total of 40 hours in any 30-day period.</p> <p>DCO Site Visitor: Someone who is not badged to access the site and is visiting or temporarily working on the WNDA.</p> <p>Information on home-based workers and their identified roles will be shared through the Jobs and Skills Engagement Group. The role of the Engagement Group is set out in the revised draft DCO S106 agreement issued on 23 January 2019</p>	<p><b>Ongoing Matter</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.</p>
Modelling and Assumptions	Operational Phase Employees	WG78	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Jobs and Skills Strategy (APP-411)	<p>Welsh Government wish to work with Horizon to increase the level of local employment during the operational phase.</p> <p>Horizon to confirm commitment to use reasonable endeavours to secure 90% operational workforce from local area (with definition about what local area is).</p> <p>With sufficient training in place during the construction period, it will be possible to employ 850 people from across the DCCZ area in permanent jobs in the operation of Wylfa Newydd. Therefore, Welsh Government's aspiration for 90% from the DCCZ (as indicated by Horizon) would be achievable.</p>	<p>Horizon has assumed 85% of operational workforce as being local, based on what was achieved at the existing Wylfa Power Station. Horizon is happy to work with Welsh Government to increase this where possible.</p> <p>See WG76 for definition of "local".</p> <p>It is not considered appropriate to set hard targets on the level of local employment, but this could be a KPI against which the Wylfa Newydd Employment and Skills Service (WNESS) is tested. Further details on the WNESS is provided in chapter 5 of the Jobs and Skills Strategy (APP-411).</p>	<p><b>Matter not Agreed</b></p>

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Modelling and Assumptions	Payment terms for construction staff	WG79	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Jobs and Skills Strategy (APP-411)	Previously, Horizon assured Welsh Government that construction workers would be paid the standard rates agreed in the National Agreement for the Engineering and Construction Industry (NAECI) and/or by the Construction Industry Joint Council (CIJC). This position has now changed. Welsh Government has requested further information in order to understand the wage profile in the context of the risk of local and regional displacement.	This is confirmed in the Job and Skills Strategy (APP-411) Section 5.3. This states it should be noted that within the construction roles, it is likely that the project will be paying the standard rates agreed in the National Agreement for the Engineering Construction Industry and/or by the Construction Industry Joint Council. As a result, there will be a wage premium only for people with higher skills not for people already in the construction industry changing jobs. The ES Socio-economic chapter (APP-088) also confirms that Information on potential wage rates for workers on the Wylfa Newydd Project is not available at present and it is likely to vary significantly across the types of roles. It is likely that they would be paid the standard rates for construction workers according to the National Joint Council for the Engineering Construction Industry or Construction Industry Joint Council. Given the role variability in these rates, data on average earnings is considered. These data show that the median wage for Anglesey residents was around £21,900 in 2015, and for the construction sector in Wales it was slightly higher at £24,000.	<b>Matter Not Agreed</b> No further discussions between Welsh Government and Horizon have taken place in relation to this matter.
Assessment	Displacement	WG81	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	Welsh Government is concerned that Horizon are considering displacement effects on Anglesey only and that a wider approach is required to consider displacement from wider North Wales, in particular, the established travel to work area. Welsh Government has set out this argument at Appendix B of our Written Representation (REP2-367).	Horizon's labour market assessment is the DCCZ which extends onto the mainland and therefore displacement has been considered at a wider than Anglesey level. The area which it is acknowledged is most vulnerable is Anglesey itself as it has the most remote labour market. Horizon acknowledges that some people may choose to move from other sectors to work on the Wylfa Newydd Project and intends to support backfilling of any vacancies through the Wylfa Newydd Employment and Skills Service (see Jobs and Skills Strategy (APP-411) for further details). The WNESS is secured through the draft s.106 agreement, including its role in relation to backfilling.	<b>Matter Not Agreed</b> Whilst the level and impact of displacement is not agreed, it is agreed that the WNESS will have a role to play in backfilling vacancies arising as a result of displacement.
Mitigation	Higher Education	WG83	Jobs and Skills Strategy (APP-411) Planning obligations Heads of Terms chapter 7 of Planning Statement (APP-406)		The ability to make provisions for Higher Education will be secured in schedule 4 paragraph 2 on the revised draft s.106 agreement issued on 23 January 2019. In this revised obligation, the Welsh Government would, as part of the Jobs and Skills Engagement Group, work to develop the final Jobs and Skills Implementation Plan which will include developing training programmes in connection with training establishments. Direct funding will be provided to IACC, and via IACC to training establishments including Grwp Llandrillo Menai. Horizon is proposing to constitute the Jobs and Skills Engagement Group in the s.106 agreement, the Welsh Government would be a member.	<b>Agreed</b> No further action

## 3.12 Health and Wellbeing

### Introduction

3.12.1 Welsh Government's view is that in line with the Well-being of Future Generations Act 2015, it is essential that Wylfa Newydd does not have an adverse effect on health and well-being. This includes physical, mental and social well-being of both the Wylfa Newydd workforce and the local population. There is a need to ensure that an increase in population during the construction phase does not lead to a reduction and/or deterioration in the access and quality of services for the local communities and population of North Wales. Horizon agree with the principle of ensuring that the Wylfa Newydd Project does not lead to a reduction and/or deterioration in access and quality of services for the local communities and population of North Wales, but considers that the mitigation secured through the DCO and its ongoing work with the health care authorities will ensure that this is not the case.

### Matters Agreed

3.12.2 The following table sets out those aspects of the potential impacts on Health and Wellbeing that are agreed.

**Table 3.16 Health and Wellbeing – Matters Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Assessment	Safeguarding vulnerable groups	WG89	Health Impact Assessment Report (APP-429), Workforce Management Strategy (APP-413), Code of Construction Practice (APP-414)  Draft Development Consent Order [REP2-020]	Horizon will work with Welsh Government and other relevant partners to ensure that safeguarding matters are appropriately addressed in the Community Safety Management Strategy (CSMS).  The principles of the CSMS are secured through the Wylfa Newydd CoCP (APP-414), with a detailed CSMS to be submitted for approval by requirement PW11 on the draft DCO.  The Workforce Management Strategy (APP-413) also sets out employer requirements in terms of safeguarding impact on vulnerable groups.		<b>Matter Agreed (In Principle)</b> Discussions are ongoing between Horizon and Welsh Government regarding specific drafting points within the revised Draft DCO S106 agreement (shared 23.01.19).
Assessment	Displacement	WG90	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Health Impact Assessment Report (APP-429)	Welsh Government has raised concerns about the potential for displacement of health and social care workers from existing services because of increased competition for the workforce. This is a concern for health and social care services that require Welsh language workers.	It is acknowledged that some people may choose to move from other sectors to work on the Wylfa Newydd Project and intends to support backfilling of any vacancies through the Employment and Skills Service.  Horizon will provide mitigation in this respect in the form of information sharing and resources for Welsh Government, IACC and BCUHB to conduct workforce planning. This workforce planning is currently set out to be delivered through the Jobs and Skills Implementation Plan secured through the draft s.106 together with specific workforce planning payments for BCUHB and PHW.	<b>Matter Agreed</b> No further action
Mitigation	Wylfa Newydd workers (and their families) - Access to local NHS services outside the Site Campus	WG92	Health Impact Assessment Report (APP-429), Environmental Statement chapter B2 (APP-067), Wylfa Newydd Mitigation Route Map (APP-422), Workers Accommodation Strategy (APP-412)  Draft DCO S106 agreement submitted at Deadline 6	It is agreed that the draft DCO S106 agreement provides for monitoring data from the Worker Accommodation Management Service (WAMS) to be shared with the Health and Wellbeing Engagement Group, subject to data protection laws.  Mitigation will be secured through provision in the S106 Agreement for an NHS (Dependence Use) Payment. The principle of provision of a fund is agreed, but discussions are still ongoing regarding a quantum.		<b>Matter Agreed</b> No further actions required.

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	Site Campus medical centre and facilities: On-site facilities	WG93	Draft Development Consent Order (APP-029) Draft DCO S106 agreement submitted at Deadline 6	<p>It is agreed that the obligations in Schedule 8 of the draft DCO S106 secure appropriate facilities to meet the health care needs of Wylfa Newydd workers, subject to agreement of the detailed scope of services in consultation with BCUHB. The detailed design and specification of the site campus health facility will be submitted for approval by IACC as part of draft DCO Requirement WN18. It will be prepared in consultation with the local healthcare authorities / representatives and will be operated by a suitable healthcare service provider.</p>		<b>Matter Agreed</b> No further actions required.
Mitigation	Community Involvement Officers	WG94	Health Impact Assessment Report (APP-429), Equality Impact Assessment (APP-434), Welsh Language Impact Assessment (APP-432 / 433)	<p>Welsh Government has requested further information about how the Community Involvement Officers will work with the local communities, emergency services, and healthcare services.</p>	<p>Community Involvement Officers appointed by, and funded by, Horizon will be a key interface between the local community, key stakeholders and Horizon management. The CIOs will be involved with implementation of HIA measures as well as relevant ES, WLIA and EqIA mitigation. Responsibilities will include the facilitation and implementation of mitigation during construction and operation. The CIOs will be responsible for facilitating and co-ordinating a series of ongoing regular communication meetings with key stakeholders and local communities, to keep all stakeholders informed of issues arising throughout the operation of the Wylfa Newydd DCO Project. This will include consultation with groups representing people with protected characteristics.</p> <p>The role of the CIOs is set out in the draft s.106 agreement which has been shared with Welsh Government (Schedule 14).</p>	<b>Matter Agreed</b> No further actions required.
Mitigation	Off-site community health facilities	WG95	Health Impact Assessment Report (APP-429)	<p>The draft s.106 agreement shared with Welsh Government has provisions in relation to dentistry and pharmaceutical services to support the off-site construction workforce and an interim payment to address healthcare needs of the workforce in advance of the Site Campus medical facility being provided.</p> <p>Schedule 8 of the draft DCO S106 agreement includes contributions towards monitoring, to be carried out by the Health and Well Being Engagement Group.</p>		<b>Matter Agreed</b> No further actions required.
Monitoring	Health and wellbeing services (including (but not limited to) impacts on the local community, safeguarding of vulnerable groups, healthcare services)	WG97	Health Impact Assessment Report (APP-429), Planning obligations Heads of Terms chapter 7 of Planning Statement (APP-406) Draft DCO S106 agreement submitted at Deadline 6	<p>It is agreed that the draft DCO S106 agreement includes obligations for the Health and Well Being Engagement Group to monitor the effects of the Wylfa Newydd Project against a range of health indicators.</p> <p>The Health (Contingency) Fund is then available to mitigate impacts according to the triggers set out in Schedule 8 of the draft DCO S106 agreement.</p>		<b>Matter Agreed</b> No further actions required.

### **Ongoing and Not Agreed Matters**

3.12.3 The following table sets out those issues relating to Health and Wellbeing where Welsh Government and Horizon Nuclear Power have either not, or not yet, reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- Baseline survey and monitoring;
- Health insurance checks for EU citizens and international workers;
- Safeguarding vulnerable groups through the Community Safety Management Strategy;
- Displacement of healthcare and social care service workforce;
- On-site and off-site workforce behaviour – monitoring and enforcement of behavioural code of conduct;
- The role of community involvement officers;
- Off-site facilities for the Wylfa Newydd workforce;
- Contingency planning for emergency services; and
- Monitoring proposals for timely and effective mitigation.

**Table 3.17 Health and Wellbeing – Ongoing and Not Agreed Matters**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Baseline	Community survey	WG87	Health Impact Assessment Report (APP-429)	<p>The Community Survey Forms a fundamental part of the baseline work. Welsh Government is concerned that the Community Survey conducted in 2015/16 reflected a much smaller Site Campus than currently proposed as part of the DCO application.</p> <p>Welsh Government has requested further clarification about whether the community survey will be updated to reflect a more robust baseline scenario. Welsh Government has also requested that Horizon consider how the community survey will be implemented through the monitoring programme.</p>	<p>The community survey was undertaken between late September and October 2016 to support the HIA and other assessments, providing an overview of the scale of people's concerns and aspirations for the Project.</p> <p>The survey provides evidence for the assessment of subjective issues within the Project impact assessments for example, HIA, EIA, WLIA and EqIA for which evidence sources are limited.</p> <p>The Site Campus will provide temporary worker accommodation and would only be present during construction of the Power Station. The survey is considered to be robust for the purposes of the above assessments and it is not considered necessary to update it.</p>	<b>Matter Not Agreed</b> No further discussions between Welsh Government and Horizon have taken place in relation to this matter.
Methodology	Assumptions on construction worker profile – estimated number of oversea workers and procedures for health insurance checks	WG88	Health Impact Assessment Report (APP-429)	<p>Horizon have provided an indicative breakdown (by country) for the non-local international labour force.</p> <p>Welsh Government has requested further clarification regarding Horizon's procedures to check health insurance for international workers (noting that this may need to include EU citizens following BREXIT).</p>	<p>The HIA provides the estimated indicative breakdown by county for the non-international labour force in section A.3 of the HIA.</p> <p>Horizon would require its construction workforce to register with, and to prioritise the use of, the onsite medical and healthcare services that would be provided at the Site Campus, rather than make use of the community NHS services (secured through the Workforce Management Strategy, APP-413). Horizon, BCUHB and the wider health economy are considering the ways in which healthcare would be provided to the construction workforce. This is detailed in section C.6 of the HIA.</p>	<b>Matter Not Agreed</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Assessment	Anti-social behaviour: On-site and off-site	WG91	Health Impact Assessment Report (APP-429), Workforce Management Strategy (APP-413)	<p>Welsh Government has asked for clarification about the on-site and off-site behavioural code of conduct, for example, how it will be implemented and what sanctions and measures will be enforced.</p> <p>Welsh Government has requested that emergencies / incidents associated with the Wylfa Newydd workforce are effectively monitored against existing baseline datasets available through the emergency services and health board.</p> <p>Horizon are in the process of undertaking further work on the Workforce Management Strategy (WMS) to develop the behavioural code of conduct. Horizon have agreed to consult with Welsh Government as part of this process before the end of the examination period.</p>	<p>Horizon would safeguard the welfare of its employees and its supply chain and, in relation to the activities of its construction workforce, the general public. This is in accordance with the Hitachi Group Code of Conduct and the Horizon Nuclear Power 'Modern Slavery Act 2015 Statement' and through the Workforce Management Strategy (WMS, APP-413). This mitigation will monitor and control the conduct of the workforce and will seek to protect the workforce and the wider community. Horizon also supports work towards community cohesion and well-being. Horizon will discuss resources with Welsh Government concerning analysis of safeguarding information.</p> <p>HIA Report section C.7 assesses safeguarding. Table C-8 of the HIA Report sets out additional HIA mitigation relevant to their being healthy and safe communities during construction. The HIA mitigation include an ongoing monitoring role for the Health and Well-being Engagement Group related to safeguarding vulnerable adults and children. This is secured via the draft s.106.</p> <p>Horizon are also reviewing the WMS (APP-413) in relation to sanctions and enforcement measures and is intended to submit a revised version to the examination at Deadline 4..</p>	<p><b>Ongoing matter</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.</p> <p>Horizon shared the draft WMS (Version 2.0) on the 01 February 2019.</p>
Mitigation	Emergency services	WG96	Health Impact Assessment Report (APP-429), Planning obligations Heads of Terms chapter 7 of Planning Statement (APP-406),	<p>Welsh Government has requested further detail about the contingency plan for the emergency services and proposed financial contribution attributed to the contingency plan. Welsh Government is particularly concerned about increased congestion and travel times during the construction period.</p>	<p>An appropriate financial contribution will be provided for the emergency services, to address the impacts of the Wylfa Newydd Project. This is set out in the HIA, specifically in section C.6. This will be secured by a s.106.</p> <p>The draft s.106 shared with Welsh Government included provisions for the police, fire and rescue service and ambulance service.</p> <p>Horizon is continuing discussions with the emergency services relating to resource planning to inform the contribution in the s.106 obligation.</p>	<p><b>Ongoing matter</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.</p> <p>Further discussions between Welsh Government, Isle of Anglesey County Council (IACC), and Horizon are required in relation to the Section 106 document.</p>

### 3.13 Housing and Accommodation Strategy

#### Introduction

3.13.1 Horizon have estimated that Wylfa Newydd will require up to 9,000 construction workers at peak. Welsh Government considers that the inadequate consideration for the accommodation of the workforce could give rise to several adverse impacts, including pressure on the local housing stock and tourist accommodation, reduced provision of affordable housing (both for first time buyers and private renters), risk of displacement within the local community (including Welsh speakers), and an increased level of commuting putting greater strain on the transport network. Horizon accept that there is a risk of this occurring, but consider that the mitigation secured through the DCO is appropriate to mitigate these effects.

#### Matters Agreed

3.13.2 The following table sets out those aspects of the potential impacts on Housing and Accommodation that are agreed.

**Table 3.18 Housing and Accommodation Strategy – Agreed Matters**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	Housing Fund and contingency planning	WG98	Planning obligations Heads of Terms in Planning Statement (APP-406)  Draft DCO S106 submitted at Deadline 6	Horizon is proposing a Housing Fund that would mitigate, monitor, and enhance the local housing market in North West Wales, to address the impacts of the workforce.  The principle of the Housing Fund is agreed and it is proposed to be secured through the s.106 agreement. It is agreed that the fund should be flexible to ensure that it is most appropriately used to address the impact of the Wylfa Newydd Project.  There are discussions ongoing as to the size and proportion of the Housing Fund in relation to both the Accommodation Capacity Enhancement Contribution and the Accommodation Contingency Fund.		<b>Matter Agreed (in principle)</b>  Further discussions between Welsh Government and Horizon are required in relation to this matter and s.106.  Welsh Government is looking to work proactively with IACC and Horizon to agree the structure, content, timing, triggers, and implementation of the Housing Fund.
Planning Obligations	Housing Fund	WG107A	Planning obligations Heads of Terms in Planning Statement (APP-406)  Draft DCO S106 agreement submitted at Deadline 6	Welsh Government is concerned as to what would happen if either the Site Campus is not provided and occupied on time or wider impacts of Wylfa on the local housing market in Anglesey and the adjoining local authorities are greater than anticipated.  Welsh Government believes that in addition to the main s.106 fund there should be a further Contingency Fund, with appropriate monitoring arrangements, which could be accessed if there was an unplanned increase in housing stress which could be attributed to Wylfa (i.e. similar increases in housing stress were not observed in comparator Welsh authorities).	The draft s.106 includes an Accommodation (Contingency) Fund which in the revised s.106 agreement is able to be released where set exceedances are met for workers living in certain areas	<b>Matter Agreed (in principle)</b>  Welsh Government have raised comments in relation to the draft s106 agreement regarding the triggers and the link if Horizon fail to deliver a particular phase of the TWA
Mitigation	Commitment to bring empty homes back into use	WG99	Workforce Accommodation Strategy (APP-412) and Planning Obligations Heads of Terms in Planning Statement, (APP-406)  Draft DCO S106 agreement submitted at Deadline 6	It is agreed that one of the purposes of the Accommodation Capacity Enhancement Contribution secured through the draft s.106 should be bringing empty homes back into use. This is provided for in the draft s.106 shared with Welsh Government.		<b>Matter Agreed</b>  Further discussions between Welsh Government and Horizon are required in relation to this matter.  Further discussions between Welsh Government, IACC, and Horizon are required in relation to the s.106.

## Ongoing Matters

3.13.3 The following table sets out those issues relating to Housing and Accommodation where Welsh Government and Horizon Nuclear Power have either not, or not yet, reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- Baseline information for Private Rental Sector stock, latent accommodation stock, and tourist accommodation stock;
- Distribution of construction workforce and assumed accommodation types over the life of the construction period;
- The terms of reference of the Worker Accommodation Management Service (WAMS);
- a commitment to ensuring the TWA is delivered and phased ahead of demand;
- Monitoring indicators and confirmed approach to monitoring in the draft DCO s106 agreement; and
- Appropriate contingency and s.106 arrangements if the TWA is not delivered and occupied on schedule or if there is wider evidence of emerging housing stress which exceeds that recorded in comparator Welsh authorities.

**Table 3.19 Housing and Accommodation Strategy – Ongoing and Not Agreed Matters**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Baseline	Baseline Capacity of Private Rental Sector (PRS) Stock	WG100	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088)	Welsh Government do not agree with the baseline capacity figures for PRS stock which have been used to inform the housing impact assessment. There is a concern about the use of turnover and vacancy rates and national statistics, compared to a local analysis of PRS occupation, take up or condition.	Horizon's assessment is based on the best available data. We acknowledge that the data is not local and are working with IACC to reach agreement on what the capacity is. The indications from IACC data are that their numbers on capacity are not very far apart from Horizon's (for both PRS and owner occupied). There is an acknowledged issue relating to PRS capacity in the north of the island, which we are working with IACC on to address.	<b>Matter Not Agreed</b>
Baseline	Latent accommodation	WG101	Environmental Statement chapter C1 - Project wide effects - Socio-Economics (APP-088), Workforce Accommodation Strategy (APP-412)	Welsh Government has not been provided with the baseline resident surveys which inform Horizon's assumption about the number of households willing to offer latent accommodation.	The Workforce Accommodation Strategy (APP-412) section 6.3 provides detail on latent accommodation. It confirms that Horizon undertook two surveys in July and September 2015 to gauge the likely level of market response. This exercise identified a possible 400 bed spaces. IACC has also commissioned research into the sector and concluded that availability may be higher still, around 740. It is also likely that these figures will grow as the project progresses and more people are aware of the opportunity. However, this has not been included in the baseline assessment of capacity for the WMS.  The commitment to encourage latent accommodation can be achieved through the Housing Fund, which is secured via the s.106.	<b>Matter Not Agreed</b>

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Baseline	Tourist accommodation	WG102	Workforce Accommodation Strategy (APP-412)	<p>Evidence captured through the IACC bed stock survey (2018) and IACC JLP Tourism Topic Paper (2015) indicates tourist accommodation stock available to the Wylfa Newydd construction workers is considerably below the capacity shown in the Accommodation Strategy and the required demand.</p> <p>In the Joint Housing Position Paper (Appendix A, REP4-053), submitted at Deadline 4, paragraph 1.30 and 1.31, set out below:</p> <p><i>That Horizon's methodology for calculating 'headroom' in the tourism sector is flawed, and could result in virtually 90% of all commercial vacancies in the sector being rented by construction workers over the five years up to Y7Q4. This is clearly unacceptable.</i></p> <p><i>That Horizon's estimates rely almost wholly upon the unknown behaviour of the private owners of their own holiday caravans, and their willingness to forgo their holidays in order to rent their caravan out to construction workers.</i></p>	<p>See response to WG40 and WG41. Horizon do not agree that this shows less accommodation, but instead demonstrates that Horizon's assumptions are robust.</p>	<b>Matter Not Agreed</b>
Modelling and Assumptions	Construction Worker Profile – Distribution and timing by accommodation type	WG103	Workforce Accommodation Strategy (APP-412)	<p>Welsh Government would like to be more proactive to understand the construction worker profiles and how they can support the distribution and monitoring of accommodation availability. However, in order to do this Welsh Government has requested further clarification about the distribution of construction workers and their associated accommodation type over the life of the construction period from Horizon.</p>	<p>The ES Socio-Economics chapter (APP-088) Section 1 Figures C1-4 illustrates the indicative construction workforce profile and Figure C1-5 illustrates the profile showing a trade breakdown. Figure C1-7 also in Section 1 illustrates the jobs and skills engagement plan during operation.</p> <p>Horizon's position is that the Gravity Model presents a best fit approach to inform assessments of the distribution of workers.</p>	<b>Matter Not Agreed</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.
Baseline	Owner Occupied Housing Stock	WG104	Environmental Statement chapter C1 - Project wide effects - Socio-Economics APP-088, Workforce Accommodation Strategy (APP-412)	<p>Welsh Government is concerned that the owner-occupied housing stock available to Wylfa Newydd construction workers has been overstated. Welsh Government is concerned that a reduced supply of market housing and potential for house price rise could introduce displacement on residents and increased pressure on the local housing market.</p>	<p>IACC is planning through the Anglesey and Gwynedd Joint Local Development Plan (July 2017) for higher delivery of housing to support the increase in jobs that will arise as a result of Wylfa and other Energy Island projects.</p> <p>This was the approach taken in IACC's January 2017 Mitigated Scenario.</p> <p>In the owner-occupied sector, there must be a willing buyer and seller. It is not possible for Wylfa workers to displace existing residents from their homes unless they want to sell. Wylfa workers would be competing with existing residents who wish to buy a property and with non-residents who wish to move to the island and who, in the absence of new jobs would have to commute off the island.</p> <p>This is simply the normal working of the housing market for which IACC has properly planned through its JLDP.</p>	<b>Matter Not Agreed</b>

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation	Workforce Accommodation Management Service (WAMS)	WG105	Workforce Accommodation Strategy (APP-412) and Planning obligations Heads of Terms in Planning Statement, (APP-406)  Draft DCO S106 agreement submitted at Deadline 6	<p>The Workforce Accommodation Strategy outlines a significant number of construction workers on site within the first 12 months of construction. Without appropriate mitigation being in place at that time, there is the potential for immediate pressure on the housing sector.</p> <p>Welsh Government has requested further clarification on the terms of reference of the Worker Accommodation Management Service (WAMS) and how it will influence worker choices and take potential capacity thresholds into account.</p> <p>Welsh Government also wishes to understand more about how Horizon proposes to respond if WAMS shows that workers are not occupying the various housing options along the lines envisaged in the s.106 Agreement – i.e. what is the contingency plan?</p> <p>This remains an ongoing matter – Welsh Government wish to clarify that the draft S106 Agreement submitted at Deadline 6 has now removed the Accommodation Engagement Group and the reliance for monitoring and ensuring effective mitigation now sits solely with the WAMS Oversight Board. Welsh Government has raised concerns that it is not proposed that they sit on the Oversight Board.</p>	<p>The WAMS will be operational by the time the main DCO-related construction works start, this is secured through the draft s.106 agreement. The Worker Accommodation Management Service (see draft terms of reference in the Workforce Accommodation Strategy - APP-412) will monitor where workers live and mitigation could be targeted. This is consistent with local policy in the Anglesey and Gwynedd Joint Local Development Plan (July 2017) which supports use of existing accommodation before building purpose-built, new accommodation, unless it would have unacceptable impacts.</p> <p>The terms of reference for the WAMS have been shared with Welsh Government.</p>	<p><b>Ongoing matter</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.</p>
Mitigation	Site Campus (Temporary Worker Accommodation)	WG106	Workforce Accommodation Strategy (APP-412), Phasing Strategy (APP-447), Draft Development Consent Order (APP-029)  Draft DCO S106 agreement submitted at Deadline 6	<p>The Temporary Worker Accommodation (TWA) is the single largest component of the Workforce Accommodation Strategy. Welsh Government believe it is critical that Horizon provide a commitment to ensuring the TWA is delivered and phased ahead of demand and is in place until there is clear evidence that the TWA is no longer required. Welsh Government has requested a commitment from Horizon on the triggers and mechanisms behind each phase of the TWA. Welsh Government also requires a commitment from Horizon to achieve high occupancy rates (through marketing and incentivisation), and that this will be monitored and managed appropriately.</p>	<p>See response to WG47.</p> <p>The updated Phasing Strategy (APP-447) provides triggers for the Site Campus based on workforce. The Phasing Strategy will be secured by draft DCO Requirement PW2 (APP-029).</p> <p>The draft DCO S106 agreement also now contains an obligation to target an average 85% occupancy rate of the Site Campus.</p>	<p><b>Matter Not Agreed.</b> Welsh Government have provided comments to Horizon on the revised Phasing Strategy submitted at Deadline 4.</p>
Monitoring	Monitoring arrangements / indicators	WG107	Planning obligations Heads of Terms in Planning Statement, (APP-406), Code of Construction Practice (APP-414)  Draft DCO S106 agreement submitted at Deadline 6	<p>It is agreed that Schedule 5 of the draft DCO S106 agreement includes appropriate monitoring data to be collected and to be shared with Welsh Government, although Welsh Government are concerned that the current drafting does not explicitly require the Oversight Board to share this data.</p>		<p><b>Matter Not Agreed.</b> The wording in Schedule 5 of the S106 states that the Oversight Board "may share" data with the Welsh Government. Therefore this matter is not agreed.</p>

## 3.14 Historic Environment (CADW)

### Introduction

3.14.1 The Welsh Government and Cadw have an objective to protect, conserve and promote the historic environment as a resource for the general well-being of present and future generation (paragraph 5.79, draft PPW 10). It is essential that the correct mitigation, enhancement, and compensatory measures are put forward as part of Wylfa Newydd to reduce the impact of the development on nearby heritage assets and the surrounding historic environment.

### Matters Agreed

3.14.2 The following table sets out those aspects of the potential impacts on Historic Environment that are agreed.

Table 3.20 Historic Environment – Matters Agreed

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Methodology	Assessment of impact on Cestyll Garden	WG108	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130), Environmental Statement chapter B11 Introduction to Cultural Heritage (APP-076).	The significance/value of Cestyll Garden as defined in the Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130) is agreed.		<b>Matter Agreed</b> No further action required.
Assessment	Impact on Kitchen Garden	WG109	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130)	Having reviewed the evidence supplied by Horizon and the balancing act that has been applied, it is accepted that there are no reasonable alternatives to the temporary laydown area and the complete removal of the Kitchen Garden during the construction of Wylfa Newydd. It is however acknowledged that both parties are still working on agreeing the detail of the measures to mitigate this loss and enhance Cestyll Registered Park and Garden (See WG114).		<b>Matter Agreed</b> Agreement of appropriate mitigation and enhancement measures still under discussion.
Monitoring	Vibration impacts on heritage assets because of construction activities	WG116	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130), Environmental Statement Chapter D6 (APP-125) and Landscape and Habitat Management Strategy (APP-424 and APP-425)	It is agreed that the draft DCO S106 includes an undertaking that if the Wylfa Newydd DCO Project causes structural damage to Felin Gafnan Corn Mill, Mill House or the Corn-drying House that the Developer will meet the owner of the properties' reasonable costs of making repairs.		<b>Matter Agreed</b> No further action required.

## Ongoing Matters

3.14.3 The following table sets out those issues relating to Historic Environment where Welsh Government and Horizon Nuclear Power have not yet reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- Impact, mitigation, and enhancement of Cestyll Garden and other historic assets located in and around Wylfa Newydd Development Area (including Conservation Management Plan);
- Impact and mitigation strategy of buried archaeology;
- Impact and mitigation strategy of Trefignath Burial Chamber;
- Historic Environment Fund; and
- Monitoring vibration impacts on heritage assets.

**Table 3.21 Historic Environment – Ongoing Matters**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Methodology	Assessment of impact on Cestyll Garden – Sunlight assessment	WG110	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130), Environmental Statement chapter D10 - WNDA Landscape and Visual (APP-129)	<p>Cadw has serious concerns about the potential direct effects of overshadowing on the Cestyll Garden because of the revised design to the Power Station and supporting earthworks.</p> <p>Given that Welsh Government have not received assurances (and there have been no further discussions) that the landscape/earthwork design, as well as the proposed structures within the WNDA, have not considered the indirect impacts on Cestyll Gardens adequately. Welsh Government considers that Cadw should be consulted on items (b) and (c) of proposed Requirement WN9.</p> <p>In addition, Welsh Government considers that Requirement WN11 should be amended to include "(k) Site of Former Cestyll Kitchen Garden". This will ensure that a suitable management scheme will have to be prepared and submitted as part of securing the necessary mitigation.</p>	<p>Horizon has provided further information to Welsh Government on the effects of overshadowing on Cestyll Garden.</p> <p>This concluded that the orientation of Cestyll Garden to the west of the nearest proposed Power Station buildings and the distance from the proposed Power Station buildings to the north-east and south limits potential changes to the amount of sunlight reaching the garden. Shade cast from adjacent proposed buildings to the east would tend to be limited to mornings. The valley garden is an enclosed garden of predominantly woodland character with some more open areas. It is therefore considered that due to the combination of the limited potential for additional shade to be cast on the garden by the Power Station buildings and the limited susceptibility of much of the garden to changes in sunlight, further sunlight assessment is not required.</p>	<p><b>Ongoing Matter</b> Further discussions between Welsh Government and Horizon are required in relation to this matter. Welsh Government to confirm concerns in relation to overshadowing.</p>
Assessment	Impact on Cestyll Registered Park and Garden (Kitchen Garden and Valley Garden)	WG111	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130), Marine Works sub-CoCP (APP-416)	<p>Cadw agree that there will be a major adverse (significant) impact on the registered garden and its setting.</p> <p>In the consultation documents for the marine works licence, the plans include a waste water treatment works located within the essential setting and immediately adjacent to the registered park and garden boundary. The proposed water treatment works also lie within the proposed statutory boundary for the registered park and garden. It is not clear whether the impact of the proposed waste water treatment works on the setting of the registered park and garden has been assessed, including the likely impact of odour on the setting of the garden.</p> <p>Welsh Government is concerned that the impact of the sewerage treatment works have not been captured as part of the EIA, and there are no specific requirements to control its potential impact on the registered park and garden. .</p>	<p>The ES Chapter D11 (APP-130) has assessed the potential cultural heritage effects resulting from development which includes the sewage package plant located within the WNDA.</p> <p>Chapter D1 of the ES (APP-120) states "the package sewage treatment plant would be a modularised system that would be predominately enclosed. This would prevent the emissions of odours from the main process vessels which have the potential to generate odours. Under normal circumstances, the inlet works and settlement tanks would not generate high levels of odour that could lead to annoyance at sensitive off-site locations. Appropriate operational management arrangements would be adequate to reduce the risk of odour becoming a nuisance."</p> <p>These controls are secured through the Main Power Station Site CoCP (updated at Deadline 5), section 7.4.</p>	<p><b>Ongoing Matter</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.</p>

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Assessment / Mitigation	Impact on buried archaeology	WG112	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130), Planning Statement (APP-406)	<p>Whilst the completion of an agreed excavation strategy (including completing the areas of excavation, post-excavation assessment, reporting the results and archiving) is outstanding, nationally important remains may still be subject to scheduling. In any event, NPS EN-1 states that the absence of a designation for such heritage assets does not indicate a lower significance and that the impact on the asset should be subject to the same policy considerations as those that apply to designated assets. As such the applicant would have to meet the policy test of substantial harm to the asset.</p> <p>Welsh Government has requested clarification about Horizons proposals to manage the remaining archaeological hotspots. Horizon have not confirmed whether further excavation works will be completed in advance of the construction period or the feasibility of preservation in-situ. Horizon have made commitments to Cadw, IACC and GAPS, however there is no position set out in the S106 on how this would be secured. Therefore, there is further discussion to be had on this matter.</p>	<p>In cases where substantial harm or loss is identified to any heritage assets a full assessment with the policy tests in NPS EN-1 has been undertaken and this is presented in the Planning Statement (APP-406).</p> <p>The sources used to establish the cultural heritage baseline were identified in section 11.3 of ES chapter D11 (APP-130). As stated in paragraph 11.3.4 of chapter D11: While reports are not yet available, information from the results of the archaeological investigations undertaken in 2017 was used to inform the assessment of value for the following archaeological remains:</p> <ul style="list-style-type: none"> <li>• Pennant Enclosure and Cist Cemetery (Asset 205);</li> <li>• Tregele Romano-British Settlement (Asset 540);</li> <li>• Romano-British Settlement, East of Tyddyn Gele (Asset 547);</li> <li>• Romano-British Settlement, North-east of Tyddyn Gele (Asset 566)</li> <li>• Roman Settlement, North-west of Tregele (Asset 567);</li> <li>• Stone Trackway, North-west of Tregele (Asset 568);</li> <li>• Porth yr Ogof Roman Settlement (Asset 573);</li> <li>• Linears, Pits and Postholes, West of Porth Wylfa (Asset 575);</li> <li>• Roman Industrial Activity, West of Porth Wylfa (Asset 577);</li> <li>• Neolithic Flint Processing Site, West of Porth Wylfa (Asset 579);</li> <li>• Porth Wylfa Cist Cemetery (Asset 580); and</li> <li>• Ditch and Pits, South of Porth Wylfa (Asset 587).</li> </ul> <p>The archaeological discoveries that have been revealed to date following the archaeological investigations have therefore been taken into account. Further summary reports will be provided subject to requirement WN1 in the draft DCO submitted at Deadline 5 which requires an Archaeological Mitigation Scheme to be submitted for approval for the Main Power Station Site.</p> <p>In addition, given that the effects can be mitigated by preservation by record, and this has been accepted by Cadw and GAPS, it is not accepted that the effects on non-designated archaeological remains are commensurate with substantial harm.</p>	<p><b>Ongoing matter</b> Further discussion is required on this matter</p>

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Assessment / Mitigation	Impact on heritage assets because of Associated Development	WG113	Environmental Statement chapter H11 – Logistics Centre Cultural Heritage (APP-365) Logistics Centre Design and Access Statement (APP-410)	<p>Cadw are concerned about the impact of the Parc Cybi Logistics Hub on the setting of Trefignath Burial Chamber (Scheduled Monument).</p> <p>Welsh Government considers that Horizon have only considered the intervisibility of the scheduled monuments as part of their decommissioning strategy.</p> <p>Welsh Government consider that Requirement LC3 should therefore include “in consultation with Cadw”</p>	<p>The ES Chapter H11 Logistics Centre – Cultural Heritage describes the assessment of potential cultural heritage effects resulting from the construction, operation and decommissioning of the Logistics Centre at Parc Cybi, including an assessment of the setting of Trefignath Burial Chamber.</p> <p>The Logistics Centre DAS includes Design Principles at 3.4.9 and 3.4.18 which state:</p> <p><i>“Buildings (with the exception of the security kiosk and driver instruction point) and the HGV parking area will be sited to the north half of the Logistics Centre site to maintain the sight line between the Ty Mawr Standing Stone and the Trefignath Burial Chamber Scheduled Monuments.”</i></p> <p><i>“The design will minimise harm to the setting of, and retain intervisibility between the Ty Mawr Standing Stone and the Trefignath Burial Chamber Scheduled Monuments, as far as reasonably practicable within security and operational requirements.”</i></p>	<p><b>Ongoing matter</b> Further discussions required between Horizon and Welsh Government</p>
Mitigation	Mitigation for Cestyll Registered Park and Garden (Kitchen Garden and Valley Garden)	WG114	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130), and Landscape and Habitat Management Strategy (APP-424 and APP-425)	<p><b>Kitchen Garden</b></p> <p>As discussed in a meeting with Horizon on 23 January, Welsh Government and Cadw have requested that further consideration is given to removing and reinstating the Kitchen Garden in order to mitigate and enhance a designated heritage asset of national importance. As stated in NPS EN-1 (paragraph 5.8.15), any <i>“harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss. Where the application will lead to substantial harm to or total loss of significance of a designated heritage asset the IPC should refuse consent unless it can be demonstrated that the substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm”</i>.</p> <p><b>Cestyll Gardens (Essential Setting)</b></p> <p>Welsh Government and Cadw have requested that Horizon make a commitment to deliver a Conservation Management Plan (CMP) for Cestyll Garden. The CMP would cover the extent of the forthcoming statutory registered area boundary for Cestyll Garden and historic assets outside of the forthcoming statutory registered area boundary but still affected by the Wylfa Newydd development, particularly the listed buildings at Felin Gafnan. The CMP would offer an opportunity to enhance other historic assets on Anglesey through offsetting measures which should be explored through the CMP. Cadw wish for the CMP to include an agreed approach to:</p> <ul style="list-style-type: none"> <li>• Enhanced public access to the valley garden</li> <li>• The management and introduction of interpretation boards (at appropriate locations);</li> <li>• Regular maintenance and restoration of the valley garden;</li> </ul>	<p>As Welsh Government is aware, Horizon does not have control over Cestyll Garden, however, it is proactively discussing the production of a CMP for the garden with the NDA. Horizon's Statement of Common Ground with the NDA includes the following provision:</p> <p><i>“Both the NDA and Horizon agree to produce and implement a Conservation Management Plan for Cestyll Garden. This will identify specific measures to meet the aims of greater interpretation, better public access, regular maintenance and repair, and restoration to meet the overall aim of enhancement of the valley garden.”</i></p> <p>The draft DCO S106 submitted at Deadline 5 includes a cascade approach to securing the CMP for Cestyll Garden, reflecting that Horizon does not currently own the site. Broadly this provides:</p> <ul style="list-style-type: none"> <li>• If the Developer owns Cestyll Garden, it will develop and implement a CMP;</li> <li>• If it does not own Cestyll Garden, it will use reasonable endeavours to work with the landowner to develop and implement a CMP;</li> <li>• If, despite using reasonable endeavours it has not been possible to achieve the above, the Cestyll Garden payment can be spent on enhancing other heritage assets in the vicinity of the WNDA, in consultation with Cadw</li> </ul>	<p><b>Ongoing matter</b> Further discussions between Welsh Government, Cadw and Horizon are required in relation to this matter.</p> <p>In advance of the production of a full plan, the policies of a Conservation Management Plan will be produced by Horizon for the agreement of the NDA and relevant stakeholders including Welsh Government.</p> <p>A draft Conservation Management Plan will be agreed with relevant stakeholders including Welsh Government.</p>

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
				<ul style="list-style-type: none"> <li>• Landscape measures to restore/enhance former location of the kitchen garden;</li> <li>• An Agreed specification for; <ul style="list-style-type: none"> <li>➢ Archaeological Earthwork Survey of Cestyll House;</li> <li>➢ An agreed approach to monitoring impacts of noise and vibration on all listed buildings within the registered boundary and adjacent to development site;</li> <li>➢ Historic building recording, historic landscape survey, and photographic survey of Cestyll Garden; and</li> <li>➢ Proposed translocations of Lady's finger of Lancaster apple trees.</li> </ul> </li> </ul>		
Mitigation and Monitoring	Historic Environment fund	WG115	Environmental Statement chapter D11 - WNDA Cultural Heritage (APP-130), and Landscape and Habitat Management Strategy (APP-424 and APP-425)	<p>As discussed at the meeting on 23 January, Horizon have agreed to provide a breakdown of the Historic Environment Fund. Until this information is provided, Welsh Government cannot comment on the adequacy of the fund.</p> <p>In addition, please can Horizon's position be updated to reflect the formal withdrawal of the Site Preparation and Clearance Planning Application.</p> <p>Cadw have requested a commitment from Horizon regarding a proposed Historic Environment Fund that would mitigate, monitor, and enhance the historic assets on and around the Wylfa Newydd Development Area.</p> <p>Cadw have requested further information about:</p> <ul style="list-style-type: none"> <li>• What mitigation and enhancement measures would be provided as part of the fund;</li> <li>• How and who will manage the fund and over what period; and</li> <li>• The triggers for releasing the fund.</li> </ul>	<p>The s.106 agreement has been amended to include equivalent obligations to the draft s.106 for Site Preparation and Clearance agreement, which provides therefore for historic heritage payments to be made where the SPC works are undertaken under the DCO.</p> <p>Horizon is not proposing a further separate Historic Environment Fund, other than a payment to deliver the CMP for Cestyll Garden (see WG114).</p> <p>The following mitigation measures are identified in the ES chapter D11 (APP-130) table D11-7:</p> <ul style="list-style-type: none"> <li>• Level 2 Historic Building recording.</li> <li>• Level 2 Historic Landscape survey.</li> <li>• Photographic survey.</li> <li>• Translocation of Lady's Finger of Lancaster apple trees from Cestyll Garden kitchen garden.</li> <li>• Horizon would work with the landowner to implement appropriate monitoring of soil pH and a visual inspection of the condition of plants during the bulk earthworks of the construction period.</li> </ul> <p>Related to the above, Horizon is proposing a contribution towards heritage and archaeology through the draft s.106 for Site Preparation and Clearance which includes payments for interpretation of the findings of the current excavation works.</p> <p>In light of these measures, a Historic Environment Fund is not considered necessary or justified.</p>	<p><b>Ongoing Matter</b></p> <p>Further discussions between Welsh Government, Cadw and Horizon are required in relation to this matter.</p>

### ***Matters Not Agreed***

3.14.4 There are currently no aspects of Historic Environment (CADW) which are not agreed between the Welsh Government and Horizon.

## 3.15 Environment

### Introduction

3.15.1 Welsh Government recognise that the special and unique characteristics of the natural and built environment need to be protected for scenic, aesthetic, historic and nature conservation reasons. The Wylfa Newydd Project has the potential to cause significant effects on the air quality, flooding, watercourses, waterbodies, and waste and these are considered in the Environmental Statement submitted with the DCO, together with measures to minimise, mitigate and if necessary, compensate for those impacts. Welsh Government has a commitment to monitor, manage and reduce the impact of development on natural and built environment.

### Matters Agreed

3.15.2 The following table sets out those matters relating to the natural environment that are agreed.

**Table 3.22 Environment – Matters Agreed**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Role of Welsh Government and Natural Resources Wales	Role of Welsh Government and Natural Resources Wales	WG117	N/A	It is agreed that on environmental matters, Welsh Government will provide comments in relation to Welsh environmental policy. However, the Welsh Government's environmental advisor, Natural Resource Wales, will lead on any technical environmental issues (including matters such as Habitats Regulations Assessments).		<b>Matter Agreed</b> No further actions required.
Agricultural Land Classification	Loss of Best and Most Versatile Agricultural Land	WG118	Environmental Statement chapter D7 - Soils and Geology (APP-126)	The agricultural land classification (ALC) has been identified for each development site. The supporting surveys and desk assessments have been accepted by Welsh Government. The area of BMV lost has been quantified for each development site. Sensitivity, magnitude and significance of BMV loss has been assessed. Sensitivity is high for use of BMV land and the magnitude is large for the permanent loss of BMV land; the Welsh Government agrees with this interpretation. Soil types, quality, handling, storage and use has been identified. All appropriate technical guidance and policy has informed proposals. Appropriate mitigation has been considered for soils. Regarding BMV loss for permanent areas, it cannot be mitigated. Whilst a significant area of BMV (>20ha) will be lost, it is fragmented over several sites. Welsh Government considers that any alternative sites / routes would also include similar areas of BMV, potentially greater in area. Considering the above, it is agreed that the proposals are consistent with Planning Policy Wales (Edition 9) paragraph 4.10.1 with regard to BMV agricultural land.		<b>Matter Agreed</b> No further actions required.
Site Waste Management	Waste management	WG119	Code of Construction Practice (APP-414) and sub-CoCP (APP-415).	It is agreed that the Wylfa Newydd CoCP now includes a requirement to produce Site Waste Management Plans, in accordance with the principles set out in the CoCP.		<b>Matter Agreed.</b> No further actions required.

## Ongoing Matters

3.15.3 The following table sets out those environmental issues where Welsh Government and Horizon Nuclear Power have not yet reached agreement at the time of drafting this final version of the SoCG. Principally, this relates to:

- Management of waste as part of the Wylfa Newydd development;
- Flood risk because of Wylfa Newydd;
- Proposed wastewater treatment facilities; and
- Water supply and water stress.

**Table 3.23 Environment - Ongoing Matters**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Flood risk	Flood Consequence Assessment	WG120	Environmental Statement Volume D Flood Consequence Assessment Parts 1 to 8 (APP-150-157).	The Flood Consequences Assessment (FCA) has identified a higher risk of flooding to residential properties upstream of Cemaes during construction and operation. Further mitigation will need to be identified to address the risks. Welsh Government has requested clarification on the businesses and properties impacted by flooding because of Wylfa Newydd and how the TAN15 (Flooding) tests have been considered as part of the DCO.	This issue is subject to ongoing discussions with NRW. Horizon has presented three possible options to NRW to show that there would be no increase in flow to Nant Cemaes, meeting the goal set with NRW. Options are being further developed and will be presented to the Examining Authority to demonstrate that increased flood risk can be managed and that the proposals are compliant with TAN15.	<b>Ongoing matter</b> Further discussions between Welsh Government and Horizon are required in relation to this matter.
Waste water	Waste water treatment for Wylfa Newydd	WG121	Environmental Statement Chapter D1 (APP-120)	Welsh Government has requested further clarification on the proposed waste water treatment for the site.	Waste water disposal and treatment during the operational stage is described in the ES Chapter D1 in sections 1.9 (APP-120). Horizon is entering into a Statement of Common Ground with Dwr Cymru Welsh Water (DCWW) which will set out progress on the solution for the waste water treatment works for the site.	<b>Ongoing Matter</b> Welsh Government is requesting further information on the waste water treatment proposals, given the implications in relation to the Water Framework Directive.
Water supply and demand	Water supply to Wylfa Newydd and water stress	WG122	Environmental Statement Volume D Flood Consequence Assessment Parts 1 to 8 (APP-150-157).	Welsh Government has requested further clarification about water supply and water stress.	Water supply during the operational stage is described in the ES Chapter D1 in section 1.9. Horizon has been working closely with DCWW to agree water supply arrangements to ensure that this will not affect the local potable water supply. Confirmation of the agreed position will be set out within the DCWW Statement of Common Ground.	<b>Ongoing Matter</b> Welsh Government to confirm what further information is being requested.

## Matters Not Agreed

3.15.4 There are currently no aspects of Environment which are not agreed between the Welsh Government and Horizon.

## 3.16 Planning Obligations

### Introduction

3.16.1 This section outlines matters relating to planning obligations which are relevant to the Wylfa Newydd DCO application.

### Matters Agreed

3.16.2 Significant progress has now been made on drafting of the draft agreement and a latest version has been shared with Welsh Government, with comments provided by Welsh Government which are currently being considered by Horizon. This SoCG continues to reflect that the S106 remains a work in progress until it is signed and submitted to the Examining Authority.

### Ongoing Matters

3.16.3 The following table sets out those aspects of the planning obligations where Welsh Government and Horizon Nuclear Power have not yet reached agreement.

**Table 3.24 Planning Obligations**

Sub Topic	Issue	SoCG ID	Document Reference / Signpost / Routemap	Welsh Government Position	Horizon Position	Assessments / Further actions required
Mitigation and Community Benefits	Clarification of the content of the proposed s.106 agreement including proposed mitigation and level of funding available pre-FID, security and implementation of mitigation	WG123	Planning obligations Heads of Terms chapter 7 of Planning Statement (APP-406).	Welsh Government and Horizon to continue to work together to develop the S106 to the stage when it can be submitted as agreed.  A status note on the S106 agreement was submitted to the examination at Deadline 5 and an updated draft is to be submitted at Deadline 6.  It is now agreed that the S106 will be between Horizon and IACC, although there are a number of obligations directly relevant to the Welsh Government, who will need to enter a separate Deed of Covenant with IACC.		<b>Ongoing Matter</b> Further discussions between Welsh Government, Isle of Anglesey County Council (IACC), and Horizon are required in relation to this matter.

## 3.17 Draft Development Consent Order

### ***Overview***

3.17.1 This section outlines matters relating to the Draft Development Consent Order for Wylfa Newydd. Welsh Government has raised a number of comments in relation to draft DCO in its submissions to the Examining Authority.

3.17.2 Horizon and the Welsh Government would refer the Examining Authority to the comments made in Welsh Government's Deadline 4 response at Appendix C and Horizon's response to this submitted at Deadline 5. Horizon and the Welsh Government continue to work collectively to address comments made by Welsh Government on the draft DCO.