

# Wylfa Newydd Project

## Statement of Common Ground between Horizon Nuclear Power Wylfa Limited and Gwynedd County Council

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Examination Deadline 6

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## 1 Introduction

### 1.1 Status of this SoCG

- 1.1.1 This Statement of Common Ground (hereafter referred to as the ‘SoCG’) is being submitted to the Examining Authority as a jointly agreed statement between Horizon Nuclear Power (hereafter referred to as ‘Horizon’) and Gwynedd Council (hereafter referred to as ‘Gwynedd’). It is an accurate reflection of agreed, disagreed and ongoing matters at Deadline 6.
- 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 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 preparation of this SoCG has been informed by a programme of discussions and focus groups between Horizon and Gwynedd since September 2017 onwards, along with joint meetings with Gwynedd Council Officers and other parties including the Isle of Anglesey County Council, Welsh Government and Natural Resources Wales prior to September 2017. Gwynedd Council are also a member of the North Wales Economic Ambition Board (NWEAB) and are party to the SoCG between Horizon and NWEAB.
- 1.2.4 Horizon met with Gwynedd to discuss and document common ground on the following dates:

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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/>

**Table 1-1 SoCG meetings**

Meeting Date	Attendees	Purpose of Meeting
31 <sup>st</sup> August 2017	Horizon Gwynedd	Initial meeting to discuss approach to SoCG / Planning workshop #1
16 <sup>th</sup> October 2017		Housing workshop #1
23 <sup>rd</sup> January 2018		Housing workshop #2
23 <sup>rd</sup> January 2018		Transport workshop #1
16 <sup>th</sup> March 2018		Planning workshop #2
20 <sup>th</sup> March 2018		Jobs and skills, economic development and tourism workshop #1
5 <sup>th</sup> September 2018		Planning workshop #3
5 <sup>th</sup> September 2018		Transport workshop #3
5 <sup>th</sup> September 2018		Housing workshop #3
6 <sup>th</sup> September 2018		Jobs and skills, economic development and tourism workshop #2
9 <sup>th</sup> November 2018		Welsh Language and Culture workshop #1
14 <sup>th</sup> January 2019		Quadripartite Draft s.106 agreement meeting between Gwynedd, IACC, Welsh Government and Horizon
14 <sup>th</sup> January 2019		Welsh Language and Culture workshop #2
15 <sup>th</sup> January 2019		Transport workshop #3
15 <sup>th</sup> January 2019		Housing workshop #4
15 <sup>th</sup> January 2019		Planning workshop #4

1.2.5 This SoCG has evolved through a series of iterative drafts, as set out in Table 1-2. The purpose of the SoCG is to set out agreed factual information about the application for development consent to be made by Horizon for the construction and operation of a new nuclear power station at the Wylfa Newydd Development Area (hereafter referred to as 'WNDA') together with on and off-site associated development (hereafter referred to as 'the Wylfa Newydd DCO Project'). In addition to agreed factual information the SoCG records agreements and areas of difference in respect of relevant policy, environmental baselines, methodologies, assessment conclusions, mitigation and compensation.

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

**Table 1-2 Date draft SoCGs shared between parties**

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

## 1.3 Description of Development

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

1.3.1 The Wylfa Newydd Project includes:

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

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

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

1.3.4 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.

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

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

## The Nationally Significant Infrastructure Project (NSIP)

- Power Station: the proposed new nuclear power station at Wylfa, including two UK Advanced Boiling Water Reactors, the Cooling Water System, supporting facilities, buildings, plant and structures, radioactive waste and spent fuel storage buildings and the Grid Connection;
- other on-site development: including landscape works and planting, drainage, surface water management systems, public access works including temporary and permanent closures and diversions of public rights of way, new Power Station Access Road and internal site roads, car parking, construction works and activities including construction compounds and temporary parking areas, laydown areas, working areas and temporary works and structures, temporary construction viewing area, diversion of utilities, perimeter and construction fencing, and electricity connections;
- Marine Works comprising:
  - Permanent Marine Works: the Cooling Water System, the Marine Off-loading Facility, breakwater structures, shore protection works, surface water drainage outfalls, waste water effluent outfall (and associated drainage of surface water and waste water effluent to the sea), fish recovery and return system, fish deterrent system, navigation aids and Dredging;
  - Temporary Marine Works: temporary cofferdams, a temporary access ramp, temporary navigation aids, temporary outfalls and a temporary barge berth;
- Off-site Power Station Facilities: comprising the Alternative Emergency Control Centre (AECC), Environmental Survey Laboratory (ESL) and a Mobile Emergency Equipment Garage (MEEG).

## Associated Development

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

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

### **Licensable Marine Activities**

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

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

## 2 Consultation with Gwynedd

- 2.1.1 Horizon has engaged with Gwynedd throughout the pre-application period.
- 2.1.2 Full details are provided in the Consultation Report (APP-037).
- 2.1.3 Following Horizon's Stage Two Pre-Application Consultation, Horizon set up a series of topic based Focus Groups (see Table 2-1 below). These were supplemented by more detailed technical meetings on specific issues.
- 2.1.4 DCLG Guidance recognises that the topics on which agreement might be reached in any particular instance (or those areas where agreement might not be reached) will depend on the matters at issue and the circumstances of the case. The Focus Groups that Gwynedd was invited to are listed in Table 2-1.

**Table 2-1 Focus Group Themes**

Focus Group Theme	Attendance	Frequency
Tourism	IACC, Welsh Government, Gwynedd County Council	4 meetings between January and May 2017
Transport	IACC, Welsh Government, Gwynedd County Council	6 meetings between December 2016 and May 2017

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

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

2.1.7 Gwynedd provided comments on these documents on 20 December 2017 with Horizon responding on 01 February 2018. The comments made were taken into account in the development of final documents to support the DCO. These documents also served to develop, and inform on-going discussions associated with this SoCG.

## 3 Project Vision and Objectives

### 3.1 Project Vision

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

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

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

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

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

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

### 3.2 Project Objectives

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

- Help to meet the energy challenge in the UK, by providing a reliable source of low carbon electricity;
- Complying with all safety and security requirements to ensure a secure and safe project with robust emergency planning;
- Provide employment through well paid jobs on fair and consistent terms for everyone working on the Project;
- Develop education and skills support for people of all ages and backgrounds to compete for the jobs on offer;
- Support for businesses to take up sourcing and supply chain opportunities;
- Promotes the sustainable movement of people and materials and provides resilient transportation infrastructure capable of attracting and sustaining economic growth and creating sustainable communities;
- Improvements in the quality of life and health and wellbeing of residents;
- Enhancement of Welsh Language and Culture;

- Develop a green and sustainable approach in the development and management of the buildings and operational activities;
- Be a good neighbour; keeping local disruption to a minimum throughout the project life cycle;
- Build on the legacy of the existing power station, and help to create a positive legacy for Anglesey; thinking about each significant investment and how it can create a positive future for the area, where appropriate;
- Ensure that all the elements are designed to connect with the varied beauty and character of Anglesey and conserves and enhances the Island's distinctive environment and resources, taking into account climate change, as much as possible;
- Respect and support cohesive local communities and ensure that the effect of the Project on them is minimised and that opportunities to provide enhancements are taken, as far as possible.

## 4 Current Position

### 4.1 Position of Horizon Nuclear Power and Gwynedd Council

- 4.1.1 The following schedule sets out the position of Gwynedd alongside Horizon's position.
- 4.1.2 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.
- 4.1.3 Gwynedd do not wish to raise objections in relation to any other areas of the Project.

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

**Planning policy**

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Planning Policy	N/A	National Policy Statement, including need for the development and suitability of the Wylfa Newydd Site.	GC01	National Policy Statement for Energy (EN-1)  National Policy Statement for Nuclear Generation (EN-6)  Chapter 5 of the Planning Statement (APP-406)  Written Ministerial Statement, December 2017	Both parties agree that the Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Nuclear Power Generation (EN-6) are the National Policy Statements relevant to the Wylfa Newydd DCO Project as set out in the accompanying Planning Statement. Both parties also agree that Wylfa Newydd is recognised as a potentially suitable site for the deployment of a new nuclear power station in paragraph 4.1.1 of NPS EN-6. Revisions to the construction programme show the deployment of Wylfa Newydd in 2027. The Written Ministerial Statement (dated December 2017) clarifies that sites listed in EN-6 on which a new nuclear power station is anticipated to deploy after 2025 will continue to be considered to be appropriate sites and retain strong Government support during the designation of the new NPS and that both NPSs are documents to which the Secretary of State should have regard. It is therefore agreed that the need for a new nuclear power station on the Wylfa Newydd site is established and that this does not fall to be considered by the examining authority.	Agreed	Matter Agreed No further action required	
	N/A	Relationship between National Policy Statement and Development Plan	GC02	Chapter 6 of the Planning Statement (APP-406)	The relationship between the National Policy Statements and the Development Plan as set out in the accompanying Planning Statement is agreed. It is agreed that NPS EN-1 and NPS EN-6 form the primary basis for decision making for the Wylfa Newydd DCO Project and that in the event of a conflict between these and local and regional policy, the NPS prevails for the purposes of decision making (paragraph 4.5.1 of the NPS EN-1) insomuch as the NPS's are to be had regard to, under Section 105 (2) c of the Planning Act and the Written Ministerial Statement (dated December 2017).	Agreed	Matter Agreed No further action required	
	N/A	National, Regional and Local Planning Policy	GC03	Chapter 5 of the Planning Statement (APP-406)	The adopted key national, regional and local planning policy documents relevant to the Wylfa Newydd DCO Project are as set out and identified in chapter 5 of the Planning Statement.	Agreed	Matter Agreed No further action required	
	N/A	Well-being of Future Generations (Wales) Act 2015	GC04	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)  Welsh Language Impact Assessment (APP-432).  Equality Impact Assessment (APP-434)  Health Impact Assessment Report (APP-429)	The Well-being of Future Generations (Wales) Act 2015 places duties on public bodies and these duties do not automatically extend to developers such as Horizon. Horizon maintains that the approach taken across the Wylfa Newydd Project is in accordance with the Act. Horizon wishes to support public bodies in discharging their duties in respect to the Act. To this end, the links to the Well-being Goals are identified in ES Volume C - Project-wide effects C1 - Socio-economics, Welsh Language Impact Assessment, Equality Impact Assessment and the Health Impact Assessment.	Agreed	Matter Agreed No further action required	

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
	N/A	Weight to be given to planning policy	GC05	Chapter 6 of the Planning Statement (APP-406)	Reference is made to Planning Policy Wales at Paragraph 5.10.18 of NPS EN-1. It is therefore considered that the NPS does take into account Planning Policy Wales (PPW), although it is recognised that this is not stated at Paragraph 4.1.5 of NPS EN-1. The Planning Statement assesses the scheme against the current version of PPW where it differs from the pre-NPS version.		Agreed	Matter Agreed No further action required
	N/A	Local Planning Guidance	GC06	Chapter 5 and Appendices 11-2 and 11-3 of the Planning Statement (APP-406)	The key local planning guidance relevant to the Wylfa Newydd DCO Project as set out, and identified, in chapter 5 and Appendices 11-2 and 11-3 of the Planning Statement are agreed. It is agreed that the Secretary of State is likely to consider the following document is both an important and relevant matter, to the extent to which it is consistent with the Anglesey and Gwynedd Joint Local Development Plan: Nuclear Build at Wylfa: Supplementary Planning Guidance (May 2018).		Agreed	Matter Agreed No further action required
Planning Policy (assessment)	N/A	Policy assessment	GC07	Planning Statement (APP-406)	The policy assessment and conclusions made within the Planning Statement are agreed, subject to agreeing the planning obligations and associated monitoring within the Draft s.106 agreement.		Agreed	Matter Agreed subject to ongoing s.106 discussions
Planning Policy (sites)	N/A	Policy position	GC08	This SoCG	Gwynedd is satisfied that its interests will not be affected by the following matters and therefore has no comments to make with regard to the planning policy position: Power Station and other on-site development; Marine Works; Off-site Power Station Facilities; A5025 Off-line Highway improvements; wetland habitat creation and enhancement works; and, Licensable Marine Works. Definitions of these elements of the Wylfa Newydd DCO Project are set out at Paragraph 1.2.6.		Agreed	Matter Agreed No further action required

### Environmental Statement

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Environmental Statement Topics	N/A	Environmental statements Vol A-1	GC09	This SoCG	Gwynedd is satisfied that its interests are unlikely to be affected by the following matters and therefore has no comments to make with regard to the following ES topics on any of the elements forming the Description of Development: Public Access and Recreation; Air Quality; Noise and Vibration; Soils and Geology; Surface Water and Groundwater, Terrestrial and Freshwater Ecology; Ornithology; Landscape and Visual; Cultural Heritage; Marine Environment; Radiological Effects; and, Shipping and Navigation.		Agreed	Matter Agreed No further action required

## Housing and accommodation strategy

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Housing and Accommodation Strategy	Baseline and data collection	Housing capacity	GC10	Workforce Accommodation Strategy (APP-412)	Gwynedd is concerned that the Gwynedd latent and Private Rented Sector (PRS) spare capacities based upon its knowledge of the local housing market are lower than assumed by Horizon. It is agreed that the central case (reliance on use of 3,000 bed spaces in existing accommodation across Anglesey and parts of the mainland) is reasonable. It is recognised that different patterns of demand could arise and lead to other adverse impacts, however the proposed plan, monitor and manage approach is an appropriate response, providing that Gwynedd is included in the relevant engagement group which will be responsible for establishing what is to be monitored. The engagement group should also be able to consider the results of monitoring and identify the mitigations (if required) particularly if effects within Gwynedd are identified		Agreed	Matter Agreed No further action required
	Effect of Horizon allowance on the local housing market		GC11	Workforce Accommodation Strategy (APP-412)	Gwynedd is concerned that the Horizon housing allowance is significantly greater than the local housing allowance, which could distort the market by increasing rent levels. Whilst recognising that all housing markets are different, evidence from Hinkley Point C is that most demand from workers is not competing with entry level points for single households. However, ongoing analysis will be required to monitor local impact up to and beyond the peak. Demand from workers has been at higher price points for smaller units or for larger units that workers share. The WAMS, which would be secured through the Draft s.106 agreement, will monitor the rents that are offered to workers and it is in workers' interests, as well as Horizon's, to keep rent increases to a minimum. Horizon do not consider that increases to rent levels are likely, but accepts they are possible and therefore propose a plan, monitor and manage approach.		Agreed	Matter Agreed subject to ongoing s.106 discussions
				Draft s.106 agreement	It is agreed that provision of the WAMS, being part of the WAMS Oversight Board, and the provision of a Worker Accommodation (Capacity Enhancement) Contribution and Accommodation Contingency Fund, are sufficient measures in principle to adequately monitor and mitigate rent levels, subject to agreeing the quantum, monitoring methodology and threshold triggers for release of funding.		Agreed	Matter Agreed subject to ongoing s.106 discussions
	Modelling and assumptions	Housing suitability	GC12	Workforce Accommodation Strategy (APP-412) Draft s.106 agreement	Where PRS take-up from workers is having a significant adverse impact on the availability of Rent Smart Wales compliant homes to existing Gwynedd residents, it is agreed in principle that the Worker Accommodation (Capacity Enhancement) Contribution and Accommodation Contingency Fund, is an appropriate tool to provide mitigation. The Worker Accommodation (Annual) Contribution is also an appropriate mechanism in principle to conduct early research and market testing on the quality of latent capacity to provide further evidence at an early stage of the probability of the impact occurring. The Worker Accommodation (Annual) Contribution is paid to IACC and the Draft s.106 agreement states that IACC must work "with Gwynedd Council to undertake such monitoring."		Agreed	Matter Agreed subject to ongoing s.106 discussions
	Sensitivity of local housing market to changes in demand		GC13	Workforce Accommodation Strategy (APP-412) Wylfa Newydd Code of Construction Practice	Whilst Gwynedd remains concerned that increased demand may lead to displaced tenants or increased rents for vulnerable people, it is recognised that some landlords will want to house construction workers rather than housing benefit tenants and neither the Council nor Horizon can influence this. It is agreed that the plan, monitor and manage approach is reasonable and where significant adverse impacts arise then mitigation will be provided, on the basis that Gwynedd is part of the WAMS Oversight Board secured in the Draft s.106 agreement and this would include monitoring framework, methods of reporting and mitigation measures. Appropriate mechanisms and resources are required for timely intervention when adverse impacts are identified.		Agreed	Matter Agreed No further action required

Topic	Sub topic	Issue	SoCG ID	Document Reference/Signpost/Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Mitigation	Labour churn	GC14	Workforce Accommodation Strategy (APP-412) Draft s.106 agreement	Whilst it is acknowledged that high levels of labour churn (in the context of the demand for housing accommodation) could result in housing impacts not currently assessed, it is agreed that the plan, monitor and manage approach, including the proposed Wylfa Newydd Employment and Skills Service (WNESS), which would be secured through the Draft s.106 agreement, provides an appropriate framework in principle to help to keep labour churn to a minimum and provide mitigation where impacts occur. Details of the service will be agreed through the appropriate Jobs and Skills Engagement Group including: methodology; timing; and, mitigation measures.				Agreed Matter Agreed subject to ongoing s.106 discussions
				Mitigation will be provided through the Worker Accommodation (Annual) Contribution, Worker Accommodation (Capacity Enhancement) Contribution and Accommodation (Contingency) Fund, secured through the Draft s.106 agreement, where significant adverse housing impacts in Gwynedd are unavoidable. Mitigation would be provided throughout the construction period and would not focus solely on the period with the maximum workforce.				Agreed Matter Agreed subject to ongoing s.106 discussions
	Accommodation Fund	GC16	Workforce Accommodation Strategy (APP-412) Draft s.106 agreement	It is agreed that the contributions identified in GC15 are an appropriate mechanism in principle to manage the impacts of workers on the housing market, with agreed interventions based on triggers or pressure on the local market.				Agreed Matter Agreed subject to ongoing s.106 discussions
	Indirect effects on housing market	GC17	Workforce Accommodation Strategy (APP-412)	Horizon should mitigate or compensate for any significant adverse housing impacts arising due to induced migration from wider economic growth that may in part be triggered by the Project.	Horizon does not consider this is necessary to make the development acceptable in planning terms, nor is it directly related to the development. Notwithstanding this, Horizon considers that as these workers would not be directly related to construction activities and would not benefit from a subsistence allowance, they are therefore likely to mainly comprise third-party service industry workers that are home-based.		On-going	Gwynedd to consider further.
	Mitigation lag-time	GC18	Workforce Accommodation Strategy (APP-412)	It is agreed that part payment of the Worker Accommodation (Capacity Enhancement) Contribution and Accommodation (Contingency) Fund on implementation may allow mitigation to be provided by the point of exceedance as far as reasonably practicable.				Agreed Matter Agreed subject to ongoing s.106 discussions
	Campus delivery	GC19	Phasing Strategy	The Phasing Strategy states that the Site Campus will be delivered in time for peak construction. Horizon would also deliver the Site Campus in the following three phases: <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> Gwynedd support the addition of these controls and restrictions.				Agreed Matter Agreed subject to ongoing s.106 discussions

**Transport and infrastructure**

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Transport and infrastructure	Baseline data and collection	Traffic flow surveys	GC20	Transport Assessment (APP-101)	The findings regarding the mainland network and bridge crossings are robust as the Automatic Traffic Count (ATC) surveys cover all shift start and end times.  Modelled and assessed hours in the Transport Assessment are concentrated on the AM and PM peak periods, which ATC surveys confirm are the highest flows per 24 hour period. These hours are secured in Chapter 4.3 of the Main Power Station Site sub-CoCP.  ATCs were undertaken over a 9 day period, as set out in Chapter 2 of the Transport Assessment.		Agreed	Matter Agreed subject to ongoing review of Main Power Station Site sub-CoCP
				ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix I - VISSIM Model Results (APP-110)				
	Modelling and assumptions	Peak traffic period	GC21	Main Power Station Site sub-CoCP  Transport Assessment (APP-101)  ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix I - VISSIM Model Results (APP-110)  Wylfa Newydd Code of Construction Practice	The measures identified below collectively make peak spreading and a secondary peak period very unlikely and therefore it is agreed that the Transport Assessment assesses the reasonable worst-case scenario.  Project traffic is accounted for in all hours of the day as shown in Figures 11-3 and 11-4 of the Transport Assessment. The VISSIM model of Britannia Bridge models three hours in the AM peak (06:00-09:00) and three hours in the PM peak (15:00-18:00) as shown in Table 11-9 of the Transport Assessment. Therefore the Transport Assessment assesses periods either side of the AM and PM peak hour.  The majority of Project traffic over the Britannia Bridge is comprised of construction worker traffic as shown in Figures 11-3 and 11-4 of the Transport Assessment. These movements are directly related to the start and end timings of shift patterns, which are controlled by the Wylfa Newydd CoCP.  The Wylfa Newydd CoCP has also now been updated with further controls on traffic as follows: <ul style="list-style-type: none"><li>• Commitment to control worker vehicle numbers by committing to an average vehicle share ratio of 2.0 workers per vehicle across the project in the peak construction year, as assessed in the Transport Assessment.</li><li>• Commitment to limit HGV movements on the A5025 pre-opening of the A5025 Off-Line Highway Improvements to that assessed in the Transport Assessment:<ul style="list-style-type: none"><li>- 2,500 per month per direction</li><li>- 160 per day per direction</li><li>- 22 per hour per direction</li></ul></li><li>• Further changes coming in the next version of the Wylfa Newydd CoCP include:<ul style="list-style-type: none"><li>- Mode share targets for worker travel for each year of the construction programme in-line with assumptions made in the Transport Assessment (previously shared with GCC)</li><li>- More detail on how construction traffic will be managed, including AILs</li><li>- More detail on how traffic impacts will be monitored</li><li>- More detail on enforcement</li></ul></li></ul> The controls are therefore in place to limit the impacts of Wylfa Newydd project related traffic to that assessed in the Transport Assessment.		Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP
	Methodology and guidance	GC22	Transport Assessment (APP-101)	The methodologies and guidance referred to, and the modelling methods utilised in the Transport Assessment, are sound.			Agreed	Matter Agreed No further action required

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Sensitivity test	GC23	Transport Assessment (APP-101)  Wylfa Newydd Code of Construction Practice	Given the controls listed in GC21, it is agreed that the sensitivity test, which increases the proportion of workers from the mainland, shows that there would be a negligible additional impact on the Britannia Bridge.		Agreed	Matter Agreed No further action required
		Proportion of workers travelling home during leave period	GC24	Transport Assessment (APP-101)  Wylfa Newydd Code of Construction Practice  Main Power Station Site sub-CoCP	It is agreed that the levels of traffic flow associated with weekend travel should not cause any additional impacts on the highway network over and above those assessed for the weekday peak hours, given the control measures set out in the Wylfa Newydd Code of Construction Practice and Main Power Station Site sub-CoCP, including staggered worker shift patterns. These ensure that traffic flows should be spread over numerous hours and outside of the peak period.		Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP and Main Power Station Site sub-CoCP
		Construction worker weekend traffic	GC25	Transport Assessment (APP-101)  Wylfa Newydd Code of Construction Practice  Main Power Station Site sub-CoCP	It is agreed that off-peak traffic levels are substantially lower than traffic levels during the peak hours assessed in the Transport Assessment (see Figures 11-3 and 11-4). The HGV delivery window and limits to HGV movements apply to all hours of the day as secured in the Wylfa Newydd Code of Construction Practice. The construction worker shift patterns are also secured via the CoCP. Therefore, it is not deemed necessary to have similar caps placed on construction worker traffic.  As has been demonstrated via the sensitivity tests provided to date, significant changes in assumptions do not correlate to substantial changes to traffic modelling results.		Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP
		Early years modelling	GC26	Transport Assessment (APP-101)	It is agreed that construction vehicles for the early years developments have been included in the Transport Assessment. Figure 7-6 and Chapter 10 of the Transport Assessment sets out all the construction vehicle movements included in the assessment, broken down by project element.		Agreed	Matter Agreed No further action required
		Early years modelling	GC27	Transport Assessment (APP-101)  Wylfa Newydd Code of Construction Practice	It is agreed that a delay in delivery of the MOLF would not change the requirement to adhere to the HGV limits secured in the Wylfa Newydd Code of Construction Practice set out in GC21. This Wylfa Newydd CoCP also controls the total amount of material arriving by sea to at least 60% of the total material required to construct the Wylfa Newydd DCO Project.		Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP
		Care share target	GC28	Transport Assessment (APP-101)  Wylfa Newydd Code of Construction Practice	It is agreed that the average vehicle share ratio of 2.0 workers per vehicle during the peak year of construction contained in Chapter 5.7 of the Wylfa Newydd Code of Construction Practice is appropriate.		Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Fly-parking of cars as part of car-share meet-ups	GC29	Wylfa Newydd Code of Construction Practice  Workforce Management Strategy (APP-413)	Horizon is confident that its DCO application contains all of the necessary parking (onsite and at Dalar Hir) to meet the requirements of the Wylfa Newydd Project and minimise the traffic and transport impacts.  However, Horizon will consider the use of the proposed Park and Share facilities (including as stops on the shuttle bus network, where demand exists) at Four Crosses, Gaerwen, Bangor and Caernarfon, on the basis that these Park and Share facilities are delivered by others, as a complementary component of the transport strategy for the Wylfa Newydd Project.  Any incidences of fly-parking will be investigated and enforcement action taken, as secured in the Workforce Management Strategy.  It is agreed that this proposed approach would sufficiently address the potential issue of fly-parking.	Agreed	Matter Agreed No further action required	
		Effects of poorly controlled parking		Wylfa Newydd Code of Construction Practice  Workforce Management Strategy (APP-413)	The Wylfa Newydd Code of Construction Practice states that “Horizon commits to manage, monitor and regulate the availability of car parking spaces to reflect the number of workers on the Wylfa Newydd DCO Project, balancing an over-provision of car parking (which could encourage car travel) with an under-provision of car parking (which could encourage fly parking).”  This, in combination with the disincentive identified in the Workforce Management Strategy (see GC29) is agreed to sufficiently control and manage parking levels.		Agreed  Matter Agreed subject to ongoing review of Wylfa Newydd CoCP	
		Traffic impacts of abnormal circumstances lasting up to two weeks	GC31	Wylfa Newydd Code of Construction Practice	It is agreed that for the construction period, under normal circumstances, and for the two-week stockpile period the Logistics Centre provides sufficient contingency space to prevent overspill of HGV traffic onto the mainland.	Agreed	Matter Agreed No further action required	
		Traffic impacts of abnormal circumstances lasting over two weeks	GC32	Transport Assessment (APP-101)  Wylfa Newydd Code of Construction Practice	It is agreed that any bad weather or traffic incident event which disrupts deliveries is sufficiently catered for by the two week stockpiling of materials on site. Data over the past five years shows an average of one bridge closure per year, lasting a maximum of 17 hours. Horizon has also committed to limiting HGV movements on the A5025 as set out in GC21. The Transport Assessment also assesses 60% of all construction materials arriving at the MOLF and 40% by road (secured in the Wylfa Newydd Code of Construction Practice), whereas in reality the MOLF is designed to take up to 80% of construction materials leaving 20% to be transported by road. This therefore represents a robust assessment of HGVs on the highway network.	Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP	

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Transport	Operational	Temporary bridge closures	GC33	Wylfa Newydd Code of Construction Practice	<p>It is agreed that the management procedures proposed in Section 5.5 of the Wylfa Newydd Code of Construction Practice are sufficient to communicate traffic incidences (such as a temporary bridge closure). Horizon and its supply chain have no statutory authority in the event of a traffic incident on the road network. However, Horizon and its supply chain will assist with incident management planning through the following measures.</p> <ul style="list-style-type: none"> <li>• Maintaining a site-based delivery management team as a contact point for contractors, emergency services and the highway authorities. This team will help manage and coordinate Horizon and its supply chain's response to an incident.</li> <li>• Controlling the number and frequency of Heavy Goods Vehicles (HGVs) on the designated HGV routes.</li> <li>• Establishing an appropriate communications protocol for workers, bus drivers transporting construction workers and HGV drivers.</li> <li>• Communicating incident management information to all workers, contractors making a delivery and bus operators transporting workers.</li> <li>• Holding HGVs and buses at appropriate locations, including the Logistics Centre, during an incident.</li> </ul>	Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP	
		Assumptions for the operational workforce	GC34	Wylfa Newydd Code of Operational Practice (REP2-031)	<p>The Deadline 5 update to the Wylfa Newydd Code of Operational Practice will include a commitment to a target of 1.5 permanent workers per vehicle in the Operational phase to align with Transport Assessment assumptions.</p> <p>This is agreed to be sufficient.</p>	Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP	
		Methodology and results	GC35	Transport Assessment (APP-101)	<p>The assessment methodology, approach to modelling and the results in the Transport Assessment are reasonable.</p>	Agreed	Matter Agreed No further action required	
		VISSIM model	GC36	ES Volume C - Road traffic-related effects (project-wide App C2-4 - DCO TA Appendix I - VISSIM Model Results (APP-110))	<p>Chapter 11 of the Transport Assessment outlines the headline results of the VISSIM model, with full details provided in APP-110. It is agreed the level of detail is sufficient.</p>	Agreed	Matter Agreed No further action required	
		Sea-borne assumptions	GC37	Transport Assessment (APP-101)	<p>It is agreed that the assumptions around sea-borne transportation of materials is adequately robust and that the resulting road transportation represents a realistic worst case.</p>	Agreed	Matter Agreed No further action required	
	Mitigation	Integrated Traffic and Transport Strategy	GC38	Wylfa Newydd Code of Construction Practice	<p>Section 5.6 of the Wylfa Newydd Code of Construction Practice commits Horizon to undertake monitoring of transport impacts throughout the Project. If unforeseen impacts occur, then this can be raised through the Transport Engagement Group of the Community Liaison Group, and if appropriate, funds can be made available for additional mitigation subject to agreement by IACC.</p>	Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP	

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Integrated Traffic and Transport Strategy	GC39	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)  Wylfa Newydd Code of Construction Practice	NPS EN-1 states that water-borne or rail transport is preferred over road transport, where cost effective. Horizon have chosen to use sea over road for the majority (up to 80%) of the required freight movements to build the power station, as secured in the Wylfa Newydd Code of Construction Practice. This removes many thousands of HGV movements off the road per month of the project. Section 10 of the Integrated Traffic and Transport Strategy sets out the various freight movement options and explains why the current sea based strategy was chosen. It is agreed that the constraints that have influenced the development of the Integrated Traffic and Transport Strategy are clearly set out.		Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP
		Rail travel	GC40	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)  Transport Assessment (APP-101)	Rail travel has been considered for the transportation of construction workers at the start and end of each 11 day shift pattern, as set out in Section 7 (Figure 7-4) of the Transport Assessment. This is agreed to be appropriate.		Agreed	Matter Agreed No further action required
		Shuttle buses, car share, park and share, and park and ride on the mainland	GC41	Wylfa Newydd Code of Construction Practice  Wylfa Newydd Code of Operational Practice (APP-421)	It is agreed that the introduction of shuttle buses, if implemented correctly, should reduce the need for journeys by car from the mainland.  Shuttle Buses will be operational from the start of the Project and Shuttle Bus stops will be agreed with Gwynedd before they are implemented. These changes will be incorporated in to the Deadline 5 version of the Wylfa Newydd Code of Construction Practice.  Mode share targets for bus use will also be incorporated in to the forthcoming version of the Code of Construction Practice.		Agreed	Matter Agreed subject to ongoing review of Wylfa Newydd CoCP
		Phasing of Park and Ride facility	GC42	Phasing Strategy	The park and ride facility is committed to be delivered as set out in the Phasing Strategy submitted as part of the DCO application.		Agreed	Matter Agreed No further action required
		Amount of embedded mitigation to minimise vehicle trips	GC43	ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA Appendix F - Integrated Traffic and Transport Strategy (APP-107)	The extent of measures to reduce the need for HGV movements through the construction programme, including provision of the MOLF is appropriate and welcomed.		Agreed	Matter Agreed No further action required

**Welsh language and culture**

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Welsh language and culture	Baseline and data collection	Schools data	GC44	Welsh Language Impact Assessment (APP-432)	<p>Horizon and Gwynedd that there is sufficient capacity in terms of school places in the Menai Mainland area.</p> <p>Gwynedd have been in the process of school reorganisation and have enhanced the capacity of some of the schools in the Menai Mainland area. This means that there is more spare capacity than has been assessed in the Welsh Language Impact Assessment. In particular, there have been capacity increases in Ysgol Y Garnedd (to 420 places) and Ysgol y Faenol (315 places). The latest pupil level annual school census (PLASC) data on school places was published on 17th January 2019.</p> <p>Gwynedd acknowledge that there is some uncertainty in terms of actual numbers of dependants and are concerned with ensuring there is robust and timely monitoring and information sharing in place (see GC46 and GC47).</p>	Agreed	Matter Agreed No further action required	
	Modelling and assumptions	Assessment of effects on the northerly parts of the County	GC45	Welsh Language Impact Assessment (APP-432) Draft s.106 agreement	<p>Gwynedd is concerned that insufficient consideration has been given to the possible Welsh language and culture effects of the Project on Gwynedd, and specifically the northerly parts of the County. Gwynedd propose an amendment to Measure 16 of Appendix I1 of the Welsh Language Impact Assessment, the Welsh Language and Culture Mitigation and Enhancement Strategy (WLCMES).</p> <p>Gwynedd notes that it is not practical / possible to have one teacher to service years 3 to 9 as this encompasses primary and secondary education which are separate.</p> <p>Gwynedd believe that the Draft s.106 agreement needs to refer to the geographic scope of mitigation in several places, including adding 'in the KSA' to sections 5.3 and 7.2 of Schedule 1.</p>	<p>Measure 16 of the WLCMES is now secured in the Draft s.106 agreement. The Draft s.106 agreement (issued on 23rd January 2019) notes that one teacher will be based in the Menai area and will work with Workforce Children in Years 3 to 9 in Gwynedd. The Draft s.106 agreement includes projections of 'immersion episodes' per year related to Workforce Children, and an obligation for Horizon to provide contingency funding if the projected number is exceeded.</p> <p>In the event that the projected immersion episodes are exceeded Horizon will release funding from the Welsh Language Education (Contingency) Fund to ensure the pupil to teacher ratio in Welsh language immersion service provision does not exceed 16:1 (annually) (or 8:1 based on two intakes per year) and where that funding will be released in accordance with paragraph 5.2 and 5.3.</p> <p>Horizon has included the Menai Mainland, which is a subdivision of Gwynedd, within its assessment of Welsh language and culture, as set out in the Welsh Language Impact Assessment. The Menai Mainland includes the most northerly parts of the County (north-east of Bangor).</p> <p>This subdivision has been used to assess effects that may be felt at this level, comprising: population characteristics; quality of life; cost of housing, infrastructure supply and education; and social and cultural aspects.</p>	On-going	Subject to ongoing s.106 discussions.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Mitigation	Insufficiently flexible mitigation	GC46	Welsh Language Impact Assessment (APP-432) Draft s.106 agreement	Gwynedd require that the monitoring processes are more responsive and share more data with Gwynedd in order to identify effects and mitigate these (see Gwynedd 62).  Gwynedd welcome that the steering group will form the basis of the WLC Engagement Group (previously the WLC engagement group). However, Gwynedd require more detail on the WLC Engagement Group can make access the education contingency fund in a timely way if required.  Gwynedd are concerned that findings from Hinkley Point C indicate that workers did not follow projected patterns of movement and did not all settle and live in the areas predicted.  The concern therefore is that there is not sufficient flexibility in the measures to respond to any effects that could be greater than predicted on certain geographical areas.  Gwynedd are concerned that mitigation will focus on the Island rather than on the KSA in its entirety, potentially leaving adverse direct or indirect effects on the wider area of Gwynedd unaddressed..	Schedule 1 of the Draft s.106 agreement issued on 23rd January 2019 includes a Welsh Language Education (Contingency) Fund which will be accessible if the number of Workforce Children (and therefore number of immersion episodes) exceed the projected number set out in Section 5.1 of Schedule 1. Schedule 1 also sets out the principles that would trigger this funding, as well as governance and timing.	On-going	Subject to ongoing s.106 discussions.	
	Timeliness of evaluation process							
	Commitment to recording and encouraging skills							
	Welsh Language and Culture Co-ordinator - timing of recruitment							

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Commitment to Welsh language data collection of employee partners and children	GC50	Welsh Language Impact Assessment (APP-432)  Draft s.106 agreement	Gwynedd does not accept that steps are reasonable and that Horizon has no control over whether workers submit accurate data in their responses. Further discussion will be needed to ascertain how and when data would be collected and shared to secure proper and timely monitoring and mitigation measures.	Horizon and Gwynedd agree with the information that is to be gathered from workers on registration through the WAMS. However, Gwynedd require this information to be regularly updated and that there is an agreed framework to monitor effects on schools (i.e. how many workforce children are attending schools in Gwynedd). Gwynedd note that they do not collect information on parents' employers and therefore would require Horizon to collect this from workers to enable effects to be monitored (e.g. number of workforce children accessing language immersion service).  The Draft s.106 agreement issued on 23rd January 2019 includes obligations for IACC and Gwynedd to monitor and report on Welsh immersion episodes by Workforce Children and the pupil to teacher ratio for the immersion service on a minimum of a quarterly basis. It also includes an obligation for Horizon to release funding to the Council within 20 Working Days of appropriate reporting evidencing that immersion episodes (cumulatively in Anglesey and Gwynedd) exceed the numbers in the table above).	On-going	Subject to ongoing s.106 discussions.
		Welsh language immersion service teachers		Welsh Language Impact Assessment (APP-432)  Draft s.106 agreement (REP3-042)	Gwynedd consider that the funding for Welsh language immersion teachers will not be sufficient to provide immersion for the school-age pupils that are projected to move to the area during construction. Gwynedd consider that the number of immersion teachers required will depend on where workers with dependents locate and choose to educate their children. Gwynedd believe that to mitigate this uncertainty, the draft s.106 should include provision for a contingency fund to be accessible for funding additional immersion teachers if more than the projected number of pupils move to the KSA.  GC's immersion service operates on a centre-based model. There are four primary centres (Caernarfon, Penrhyneddraeth, Llangybi, Dolgellau) and one secondary centre (Porthmadog). Each centre has two FTE teachers and each teacher works with approximately 24 pupils per year (a cohort of around 8 in each school term). Follow-up provision is also provided by one post-care teacher. Including the post-care teacher, the annual pupil to teacher ratio is therefore around one to 22. The centres are currently	Horizon and Gwynedd agree on the principle of the proposed mitigation measure to fund additional centre-based immersion teachers, but disagree on the scale of the funding (number of teachers required, amount of funding per teacher and transport costs).  Schedule 1 of the Draft s.106 agreement issued on 23rd January 2019 includes a Welsh Language Education (Contingency) Fund which will be accessible if the number of Workforce Children (and therefore number of immersion episodes) exceed the projected number set out in Section 5.1 of Schedule 1. Schedule 1 also sets out the principles that would trigger this funding, as well as governance and timing	On-going	Subject to ongoing s.106 discussions.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
					<p>operating near capacity. A new secondary immersion centre is currently planned in Bangor and expected to open within the next four years. This centre will be likely to focus on pupils in Years 5-8.</p> <p>Gwynedd believe that £40k per teacher is insufficient to cover all costs of employment, such as pension contributions and NI. Gwynedd believe that transport costs for pupils should also be covered in the Draft s.106 agreement. Currently transport costs for the language centres are around £150k per annum.</p>			
	Community Involvement Officer		GC52	<p>Welsh Language Impact Assessment (APP-432)</p> <p>Draft s.106 agreement</p>	<p>Gwynedd consider that Schedule 14 of the Draft s.106 agreement should note that the CiOs will operate across the KSA, and that the geographic focus of their work should follow identified effects of the project.</p> <p>Gwynedd consider that Schedule 1 of the Draft s.106 agreement should note that the Welsh Language Officer will operate across the KSA, and that the geographic focus of their work should follow identified effects of the project.. Gwynedd consider that the role of the Welsh language officer should be more clearly defined in paragraph Schedule 1 of the Draft s.106 agreement, with a role for local language forums to direct their work.</p>	<p>The CIO role is contained within the Draft s.106 agreement and is proposed to be performed by two Horizon staff members and two IACC staff members.</p> <p>The Draft s.106 agreement notes that the Welsh Language Officer will proactively work with Welsh language and education officers in Gwynedd Council and the Welsh Government.</p>	On-going	Subject to ongoing s.106 discussions.
	Welsh language effects in early years education		GC53	<p>Welsh Language Impact Assessment (APP-432)</p> <p>Draft s.106 agreement</p>	<p>Gwynedd are content with the principle of Measure 19 of Appendix I1 of the Welsh Language Impact Assessment. However, they remain of the view that resource associated with this measure should follow the effect rather than be based on the number of employees who bring families with them. The mitigation does not currently appear to take account of any children which could be born while employees are living in the area.</p> <p>Gwynedd welcome that Horizon is pursuing a SoCG with Fforwm Iaith Môn (Anglesey language forum). Gwynedd believe that the monitoring data should include monitoring the number of workforce children born in the KSA during the construction period and that the mitigation should also include these children as an effect of the project.</p>	<p>Schedule 6 of the Draft s.106 agreement issued on 23rd January notes that IACC may utilise the Education (Contingency) Fund for pre-school provision and that the funding can be accessed if effects are identified in Gwynedd.</p> <p>Measure 19 of Appendix I1 of the WLIA [APP-432] recognises the need for ongoing dialogue to ensure that the effects are mitigated. There are no projections of pre-school age children moving with workers as part of the socio-economic assessment. Children of workers that are born in the KSA could be considered as part of the ongoing dialogue..</p>	On-going	Subject to ongoing s.106 discussions.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Management Group	GC54	Welsh Language Impact Assessment (APP-432) Draft s.106 agreement	Horizon and Gwynedd Council agree on the terms of reference and decision-making processes of the WLC Engagement Group (previously referred to as the WLC engagement group), and agree that the group will oversee the Welsh Language Education Contribution and enable access to it in a timely way if effects are identified in Gwynedd. Prior to implementation, Gwynedd Council require further information on how the WLC Engagement Group will interact with other groups mentioned in the Draft s.106 agreement. Schedule 6 of the Draft s.106 agreement issued on 23rd January notes that IACC may utilise the Education (Contingency) Fund for pre-school provision and that the funding can be accessed if effects are identified in Gwynedd. Schedule 1 of the Draft s.106 agreement issued on 23rd January 2019 includes a Welsh Language Education (Contingency) Fund which will be accessible if the number of Workforce Children (and therefore number of immersion episodes) exceed the projected number set out in Section 5.1 of Schedule 1. Schedule 1 also sets out the principles that would trigger this funding, as well as governance and timing		Agreed	Matter Agreed subject to Horizon providing more information on how the WLC Engagement group will interact with other groups.

**Tourism and economic development**

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Tourism and economic development	Baseline data and collection	Bed stock data	GC55	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	Gwynedd intend to complete a bed-stock survey prior to the end of the examination period. Horizon welcome the provision of improved baseline data and will consider the implications once received.		Agreed	Matter Agreed No further action required
		Student accommodation	GC56	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	It is agreed that student accommodation is not incorrectly classified in the baseline data as the data is based on the Census. Horizon have only included what is defined as Private Rented Sector (PRS) in the Census. Shared accommodation (including student halls) are not counted as PRS.		Agreed	Matter Agreed No further action required
		Labour churn	GC57	Jobs and Skills Strategy (APP-411)	Whilst Gwynedd remain concerned that there is no clear evidence on the robustness of the labour market to deal with labour churn. Following, Gwynedd's further review of work undertaken by Welsh Government Gwynedd is concerned that the risk of displacement is greater than that suggested by Horizon.	Horizon consider that the assumptions taken are reasonable and the proposed plan, monitor and manage approach is an appropriate response.	Not agreed	No further action required.
	Modelling and assumptions	Secondary, indirect and cumulative effects	GC58	Jobs and Skills Strategy (APP-411) Wylfa Newydd Code of Construction Practice	Gwynedd remain concerned that the secondary, indirect and cumulative effects of the Project could have a significant adverse impact on certain employment sectors within Gwynedd, such as social care and tourism. Notwithstanding this, it is agreed that the Wylfa Newydd Employment and Skills Service, including the backfilling service, is an appropriate measure to manage this unavoidable risk providing that it can backfill jobs sufficiently quickly to be of use to local businesses. The backfilling service will help mitigate any effects that may arise on businesses whose workers have moved on to the Wylfa Newydd DCO Project. There is an agreed need for the ongoing monitoring of the local labour market. This will be done to an approach agreed by the Jobs and Skills engagement group, as secured by the Draft s.106 agreement.		Agreed	Matter Agreed No further action required
		Engagement groups	GC59	Wylfa Newydd Code of Construction Practice	It is agreed between both parties that Gwynedd will be invited to attend the appropriate engagement groups that cover the themes of accommodation, jobs and skills. The engagement groups are secured by the Draft s.106 agreement. Gwynedd will also be a consultee to the preparation of the Tourism Action Plan, as secured by the Draft s.106 agreement.		Agreed	Matter Agreed subject to on-going s.106 discussions
		Proportion of spend within the region	GC60	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088) Draft s.106 agreement	A regional spend of 2%-4% is agreed to represent the "worst case" scenario for assessment purposes only. This range is based on benchmarking of available information on similar projects. Horizon aims to significantly exceed this range and it is agreed that the Supply Chain Action Plan, which would be secured through the Draft s.106 agreement, is in principle an appropriate mechanism to achieve a higher target. The Supply Chain Action Plan, which will seek to maximise regional spend, will be developed in accordance with the provisions set out in the Draft s.106 agreement.		Agreed	Matter Agreed subject to ongoing s.106 discussions

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Proportion of construction workforce within the region.	GC61	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)  Draft DCO s.106 Agreement (REP3-042)	22% of the construction workforce to be from the local or regional area is agreed to represent the "worst case" scenario for assessment purposes only. The Jobs and Skills Strategy would seek to maximise the potential for local employment on the Project, and increase the current estimation of home-based workers. It also includes the setting up of the Wylfa Newydd Employment and Skills Service, which will aid the recruitment and training of workers to support the construction programme, including upskilling existing workers. The Supply Chain Action Plan is in principle an appropriate mechanism to also help achieve a higher target. Mitigation would be secured through the Draft s.106 agreement.		Agreed	Matter Agreed No further action required
		Proportion of operational workforce within the region.		ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	The target for 85% of the operational workforce to be employed from the local or regional area is welcomed.		Agreed	Matter Agreed No further action required
		High-skilled job opportunities	GC63	Jobs and Skills Strategy (APP-411)	The significant opportunities for higher skilled jobs in the construction and operation phases of the Project are strongly supported by Gwynedd.		Agreed	Matter Agreed No further action required
Mitigation		Long-term use of tourism stock	GC64	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)  Workforce Accommodation Strategy (APP-412)	Gwynedd remain concerned that there is the potential for long-term use of tourism stock to disincentive owners to invest in their properties, meaning the tourism sector may struggle to attract tourists post-construction. The risk is mutually recognised and monitoring will be put in place to identify any trends in this regard. The Workforce Accommodation Strategy and the WAMS will seek to reduce the potential for long-term effects on the quality of the tourism stock manifesting, via support being given to accommodation providers to allow them to share their stock amongst a number of accommodation provider sites, and to ensure they have sufficient time to maintain their properties. Mitigation is secured through the Draft s.106 agreement.		Agreed	Matter Agreed subject to ongoing s.106 discussions
		Principle of mitigation		Jobs and Skills Strategy (APP-411)	Monitoring indicators and measures to assess the impacts upon tourism and economic development need to be identified in advance of construction. Gwynedd will be involved in the identification of measures to be monitored, in its reporting, through their attendance at the WAMS Oversight Board through their membership of the NWEAB for the Jobs and Skills Engagement group, and in the identification and delivery of mitigation.		Agreed	Matter Agreed No further action required
	Tourism Fund	GC66	Draft s.106 agreement		The Tourism (Annual) Contribution will be paid by the Developer to the IACC as follows: • the first payment will be paid prior to Implementation; and subsequent payments will be paid: - annually on the anniversary of Implementation thereafter for the duration of the Construction Period, and thereafter; - annually for a period a two years from the Commencement of Operation of Unit 2, The Tourism (Annual) Contribution will be applied by the IACC to develop and deliver the Tourism Action Plan.		On-going	Further discussion required.

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
		Use of existing skills and experience	GC68	Jobs and Skills Strategy (APP-411)	Mitigation should seek to maximise the use of existing skills and experience, which could potentially include the Trawsfynydd Decommissioning Site and in the Meirionnydd area. The Wylfa Newydd Employment and Skills Service, which would be secured through the Draft s.106 agreement, is an appropriate mechanism in principle to help achieve this and Gwynedd will be involved in the appropriate engagement group as required, through their membership of the NWEAB. Gwynedd will work with Horizon to identify opportunities to engage those with existing skills and experience and will also be involved in the identification of potential impacts to be monitored.		Agreed	Matter Agreed subject to ongoing s.106 discussions

### Cumulative effects

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Cumulative effects	Assessment	Inter-project effects	GC69	ES Volume I - Cumulative effects App I5-1 - Inter-project cumulative effects (APP-395)	Horizon must undertake a high level assessment in terms of cumulative impact that includes the construction of the third bridge. Welsh Government has recently announced the preferred route which is a clear statement of intent that it will be built during the construction period for Wylfa Newydd.	The Third Menai Crossing is not considered a Reasonably Foreseeable Future Project as it has no funding, no planning status, and no environmental impact assessment data has been produced to date. Therefore, it is not considered in the Wylfa Newydd Project. If an application came forward for a Third Crossing in the future, it would be the responsibility of the applicant of that project to take in to account Wylfa Newydd Project traffic.	Not Agreed	No action identified
		Inter-project effects	GC70	ES Volume I - Cumulative effects App I5-1 - Inter-project cumulative effects (APP-395)	With the exception of the above, it is agreed that the inter-project cumulative effects of Reasonably Foreseeable Future Projects (RFFPs) has been undertaken based on the correct list of other projects, including the North Wales Connection Project and the decommissioning of the existing power station, in accordance with guidance set by the Planning Inspectorate's Advice Note Seventeen: Cumulative effects assessment.		Agreed	Matter Agreed No further action required

## Site selection

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Site Campus	Assessment	Alternatives	GC71	Site Selection Report - Volume 4 - Temporary Workers' Accommodation (APP-439)	The Council has some residual concerns over the methodology used to consider alternative sites and its implementation. However with respect to Gwynedd it concludes that the direct impacts arising from the site chosen are unlikely to be significant for Gwynedd and therefore is willing to agree the Temporary Workers' Accommodation site selection methodology.		Agreed	Matter Agreed No further action required
Park and Ride	Assessment	Alternatives	GC72	Site Selection Report - Volume 5 - Park and Ride (APP-440)	The Council has some residual concerns over the methodology used to consider alternative sites and its implementation. However with respect to Gwynedd (and separate from any comments it may make in its role as the JPPU) it concludes that the direct impacts arising from the site chosen are unlikely to be significant for Gwynedd given: control measures added to the Wylfa Newydd Code of Construction Practice: control measures added to the Main Power Station Site sub-CoCP; and, Horizon's agreement to consider the use of the proposed Park and Share facilities (including as stops on the shuttle bus network, where demand exists) at Four Crosses, Gaerwen, Bangor and Caernarfon, on the basis that these Park and Share facilities are delivered by others, as a complementary component of the transport strategy for the Wylfa Newydd Project. On this basis Gwynedd is willing to agree the Park and Ride site selection methodology.		Agreed	Matter Agreed No further action required
Logistics centre	Assessment	Alternatives	GC73	Site Selection Report - Volume 6 - Logistics Centre (APP-441)	The Council has some residual concerns over the methodology used to consider alternative sites and its implementation. However with respect to Gwynedd (and separate from any comments it may make in its role as the JPPU) it concludes that the direct impacts arising from the site chosen are unlikely to be significant for Gwynedd given control measures added to the Wylfa Newydd Code of Construction Practice and the Main Power Station Site sub-CoCP. On this basis Gwynedd is willing to agree the Logistics Centre site selection methodology.		Agreed	Matter Agreed No further action required

## Draft s.106 agreement

Topic	Sub topic	Issue	SoCG ID	Document Reference/ Signpost/ Routemap	Gwynedd Position	Horizon Position	Status	Further actions required to progress discussion on the issue
Draft s.106 agreement	Draft s.106 agreement schedules	Areas of Draft s.106 agreement	GC74	Draft s.106 agreement	Gwynedd has no comments on the content of the following schedules of the Draft s.106 agreement, as they are not likely to affect the Gwynedd Council administrative area: <ul style="list-style-type: none"> <li>• Schedule 9, Emergency Services</li> <li>• Schedule 10, Construction Noise Mitigation</li> <li>• Schedule 11, Environment and Historic Heritage</li> <li>• Schedule 13, Public Rights of Way</li> </ul> Other schedules of the Draft s.106 agreement are subject to ongoing discussions.		Agreed	Matter Agreed subject to ongoing s.106 discussions