



Ms Kay Sully,
The Planning Inspectorate,
National Infrastructure Planning,
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Dear Kay,

Wylfa Newydd DCO Examination EN010007 - Deadline 8 Submissions.

Since Deadline 7, a substantial amount of time and effort has been invested by the Isle of Anglesey County Council (IACC) and Horizon Nuclear Power (HNP) in reviewing, drafting and agreeing amendments to Requirements, the CoCP's and Protective Provisions, progressing the s106 agreement and also in revising the Statement of Common Ground. Significant progress has been made across all these areas of activity.

In its D7 Submission, the IACC deferred response on certain Action Points and undertook to provide updates on various other issues in its D8 submission. These are now set out below.

1. Car Park Phasing Strategy

The IACC confirms that it is satisfied that it can approve the minimum numbers of car parking at each phase of the project under DCO Requirement PW7. IACC is satisfied with the scope of the Car Parking Phasing Strategy as confirmed in Part 1 of Schedule 21.

The IACC has requested that HNP confirms in the Wylfa Newydd CoCP that the Strategy will be reviewed on a quarterly basis throughout the duration of the construction period and that any changes to the Strategy, following such reviews, are submitted for approval to the IACC/Transport Engagement Group.

2. Traffic and Highway Concerns in Local Communities.

2.1 Traffic Issues affecting Llanfachraeth

A meeting took place between the IACC, North Wales Police, Albert Owen MP and Mr. Bob Wright on 15/03/19 to discuss traffic issues affecting Llanfachraeth. All parties were given the opportunity to convey any existing concerns with the Highway Network and any potential impacts resulting from the Wylfa Newydd Project.

It was agreed that the following actions would be taken forward:-

- a. North Wales Police in future discussions with Mr. Bob Wright to explore the implementation of a Community Speed Watch initiative at Llanfachraeth.

- b. The IACC to commission a speed survey at Llanfachraeth (location to be agreed) with the Gan Bwyll / GoSafe Enforcement Partnership

2.2 Non-Motorised Users along A5025 from Valley to WNDA

A meeting took place between the IACC, HNP and North Anglesey Council Partnership (NACP) on 15/03/19 to discuss non-motorised provision along or adjacent to the A5025 from Valley to WNDA.

The NACP were given the opportunity to raise any concerns with current proposals and discussions took place on each section of the A5025 to assess what further amendments could be undertaken as part of the Project to alleviate any potential negative impacts on non-motorised users at both the construction and operational phase. Where possible, amendments to design suggested by NACP will be implemented by HNP (i.e. Bwlch to Tregele shared-use path), however, a number of suggestions related to the A5025 Online TCPA which was constrained by CPO issues which fall out of the DCO.

It was agreed that the following actions would be taken forward:-

- a. Horizon to submit revised documentation at Deadline 8 to provide detail of the shared-use path from the WNDA access roundabout up to Tregele.
- b. The IACC to discuss this potential alternative diversionary route of the NCR566 with Sustrans.(SOCG)
- c. Horizon to continue discussions with Scottish Power Energy Network regarding the relocation of electricity poles at Llanyngchedl.
- d. The IACC and HNP to continue discussions on Schedule 7 (Transport) of the s.106

2.3 Traffic Issues affecting Mechell Community Council

The IACC notes Mechell Community Council's concerns with regards to potential fly-parking and rat-running issues on Class II, Class III and Unclassified roads approaching WNDA.

The IACC have also raised similar concerns throughout the Pre-Application process and DCO Examination.

The responsibility lies with HNP to ensure all workers comply with their Workforce Management Strategy (which includes suggested disciplinary actions) and Code of Construction Practice. Processes will be in place whereby local residents can report on incidents of rat-running and fly-parking directly to HNP.

In addition, the IACC and HNP are in continued discussions on Schedule 7 (Transport) of the s.106.

3. DCO Schedule 19 - Fees

The IACC confirms that it has presented an alternative schedule of fees to HNP for consideration. IACC will provide a further update at D9.

4. Request for Non-Material Change (RfNMC) no.6: Dalar Hir Park and Ride Junction Improvement (Submitted at by HNP at Deadline 7)

The IACC welcomes HNP's request for non-material change no.6 Dalar Hir Park and Ride Junction Improvement Park and Ride, as it includes for the removal of the internal roundabout at the Park and Ride to provide a single arm from the existing A5 roundabout at the A5/A55 dumbbell junction (Junction 4), as described in section 2.4 and shown in plan P 60506637/SK/54 in Appendix A. The change has been agreed between HNP and IACC as part of its continued engagement.

The IACC is satisfied that no new or different likely significant environmental effects are predicted in relation to the proposed change.

The IACC agrees that the Schedule of consequential amendments to application documents included in section 2.5 of the Non Material Change Report is required to accommodate the change.

5. Storage and Processing of the Excavated Archaeological finds/remains

The IACC confirms that following the March Issue Specific Hearings it has received from Horizon an Outline Recovery Plan which outlines how Horizon proposes to progress matters to establish a workable long term solution to address archaeological issues at the Wylfa Newydd Site. The IACC welcomes the plan and is currently engaging further with HNP in order to confirm the details of a comprehensive Recovery Plan which would allow for details of when each stage of the plan (post-excavation assessment, analysis, reporting, publication, archiving and dissemination), will be undertaken and completed.

6. Phasing Strategy

IACC has received a revised Phasing Strategy from HNP following the March ISH and has provided comments. In summary, whilst we believe that the revised Phasing Strategy is clearer in terms of its role and purpose (i.e. in delivering the key mitigations), concerns remain due to the discrepancy between the indicative phasing (Figure 2-1) and the proposed triggers.

The IACC has requested but not received further detail on the thresholds and when they are likely to be triggered. As confirmed IACC during the March ISH hearings, the Councils requires the inclusion of clear milestones (years and quarters) for each of the key mitigations to ensure that they are delivered on time to mitigate the impacts. Indicative Phasing with conflicting triggers is not acceptable.

IACC therefore requests that the following amendments are made to table 2.2 of the Phasing Strategy in relation to confirming the timing for delivery (triggers) and pre-delivery restrictions;

Key mitigation	Timing for Delivery (Triggers)	Pre-delivery Restriction
Park and Ride Facility at Dalar Hir	Delivered by Q4 Yr 2	Prior to the opening of the Park and Ride facility at Dalar Hir, the number of workers employed on the WNDA is not to exceed 3,000.
Site Campus	Horizon would deliver the Site Campus in the following three phases: <ul style="list-style-type: none">Deliver the first 1,500 beds of Site Campus prior to Q4Y4. This phase would include the delivery of the central amenity block.Deliver further 1,500 beds prior to Q1Y6 andDeliver the final 1,000 beds prior to Q4Y6.	n/a

These triggers are based on the need to meet anticipated demand, which has been calculated by IACC based on Horizon's figures included in the ES.

7. S106 update

The IACC acknowledges the significant effort and amount of time that has been given to the S106 in recent weeks. HNP has engaged extensively with the IACC and stakeholders and the S106 has progressed in terms of detail.

The IACC understands and supports HNP's request that the final S106 will be submitted into the Examination soon after D8 to allow for further drafting to take place.

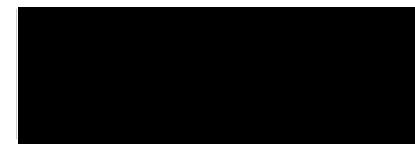
The IACC confirms that further discussion has taken place since D7 regarding the Housing Fund. The Council, HNP and Gwynedd Council are in agreement regarding the percentage split subject to acceptable S106 drafting. Welsh Government remains of the opinion that the Housing Fund is not adequate.

8. Protective Provisions

The IACC and HNP have agreed in principle a set of protective provisions for the protection of the highway authority and lead local flood authority. Most of the drafting of those provisions is also agreed and the remaining outstanding points are minor and are expected to be resolved in short course. The IACC understands that HNP will submit the final, agreed drafting of the Protective Provisions at D9.

Welsh versions will be submitted as soon as translations are available.

Yours sincerely,



Dylan J. Williams
Head of Service
Regulation and Economic Development