

From: [Geraint Hughes \(Siaradwr Cymraeg\)](#)
To: [Wylfa Newydd](#)
Subject: Wylfa Newydd - Deadline 4 Submission
Date: 17 January 2019 16:12:09
Attachments: [Deadline 4 Submission.docx](#)

Good afternoon,

Please find attached Deadline 4 submission presented on behalf of North Wales Fire and rescue Service.

If you have any questions please contact me.

Kindest regards

Geraint Hughes

Gwasanaeth Tân ac Achub Gogledd Cymru/North Wales Fire and Rescue Service

Ffôn/Tel: 07787578402

Ffacs/Fax: 01248 725144

geraint.hughes@gwastan-gogcymru.org.uk / geraint.hughes@nwales-fireservice.org.uk

Rydym yn croesawu gohebiaeth yn y Gymraeg a'r Saesneg - byddwn yn ymateb yn gyfartal i'r ddwy ac yn ateb yn eich dewis iaith heb oedi.

We welcome correspondence in Welsh and English - we will respond equally to both and will reply in your language of choice without delay.

Gwnewch yn siŵr eich bod yn profi'ch larwm mwg yn rheolaidd. Os nad oes gennych larwm, neu os ydy'ch larwm wedi torri, ffoniwch **0800 169 1234, anfonwch e-bost i dtc@gwastan-gogcymru.org.uk neu ewch i www.gwastan-gogcymru.org.uk am gyngor ynglŷn â beth i'w wneud nesaf.**

Please make sure that you regularly check your smoke alarm. If you do not have one, or find that the one that you do have is not working, call **0800 169 1234, e-mail cfs@nwales-fireservice.org.uk or visit www.nwales-fireservice.org.uk for advice on what to do next.**



Cyfrinachedd: Mae'r neges e-bost hon ac unrhyw ffeiliau a drosglwyddir gyda hi, yn breifat ac fe allent fod yn cynnwys gwybodaeth sy'n gyfrinachol neu'n gyfreithiol-freintiedig. Os byddwch yn derbyn y neges hon trwy gamgymeriad, a fydddech mor garedig â rhoi gwybod inni a chael gwared arni o'ch system ar unwaith.

Ymwadiad: Fe allai e-bostio trwy'r We fod yn agored i oedi, rhyng-gipio, peidio â chyrraedd, neu newidiadau heb eu hawdurdodi. Felly, nid yw'r wybodaeth a fynegir yn y neges hon yn cael cefnogaeth GTAGC oni bai fod cynrychiolydd awdurdodedig, yn annibynnol ar yr e-bost hwn, yn hysbysu ynghylch hynny. Ni ddylid gweithredu o ddibynnu ar gynnwys yr e-bost hwn yn unig.

Monitro: Bydd GTAGC yn monitro cynnwys e-byst at ddiben atal

neu ddarganfod troseddau, a hynny er mwyn sicrhau diogelwch ein systemau cyfrifiadurol a gwirio cydymffuriad â'n polisiau.

Gwasanaeth Tân ac Achub Gogledd Cymru
Parc Busnes Llanelwy, Sir Ddinbych. LL17 0JJ

Confidentiality: This email and any files transmitted with it, are private and may contain confidential or legally privileged information. If you receive this message in error, please notify us and then immediately remove it from your system.

Disclaimer: Internet email may be subject to delays, interception, non-delivery or unauthorised alterations. Therefore, information expressed in this message is not endorsed by NWFRS unless otherwise notified by an authorised representative independent of this email. No action should be taken in reliance on the content of this email.

Monitoring: NWFRS monitors email traffic content for the purposes of the prevention and detection of crime, ensuring the security of our computer systems and checking compliance with our policies

North Wales Fire and Rescue Service
St Asaph Business Park, Denbighshire. LL17 0JJ

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

ATAL AMDDIFFYN YMATEB
PREVENTING PROTECTING RESPONDING



Gwasanaeth Tân ac Achub
Fire and Rescue Service

North Wales Fire & Rescue Service

Wylfa Newydd Nuclear Power Station Project

PINs Reference: EN010007

NWFRS Examination Reference: 20011615

Deadline 4 Submission

North Wales Fire and Rescue Service have submitted comments and observations regarding the proposed Wylfa Newydd Nuclear Power Station in their Relevant Representation (RR-095), Written Representation (REP2-344), responses to Examining Authority's (ExA) First Written Questions (REP2-343) and Comments on Responses to ExA's First Written Questions (REP3-053).

Following the Examining Authority's hearings during the week 7th – 11th January 2019, NWFRS submit the following comments and observations.

First Issue Specific Hearing on Socio-Economic Matters

Accommodation

NWFRS recognise that a project of this magnitude will have substantial accommodation needs and are mindful that this will need to be a combination of purpose built Temporary Worker Accommodation (TWA), the use of available Private Rental Sector (PRS) properties and other available accommodation.

NWFRS does not have a position on the location of the proposed Temporary Worker Accommodation (TWA) however any provision should be designed and built in accordance with and compliant with current fire safety legislation to ensure the safety of those who stay and work in such premises. This should also take account of adequate measures to ensure the safety of firefighters who may need to access such premises in the event of a fire.

Further NWFRS are of the opinion that any TWA should be completed at an early stage in the construction to ensure that maximum use is made of such accommodation which would reduce the impact on the available accommodation within the community.

The developer is proposing a Workforce Accommodation Management Service (WAMS) whose role will amongst other matters ensure that available accommodation is registered with it, and that it meets all relevant and appropriate safety standards. NWFRS would wish to understand the process by which available accommodation is quality assured to ensure that it meets relevant standards and how this would be monitored.

Second Issue Specific Hearing on Socio-Economic Matters

Jobs, Skills and Supply Chain

Horizon have proposed the Wylfa Newydd Employment and Skills Service (WNESS) which would act as a brokerage to address displacement of staff from local employers affected by the development. This will seek to identify individuals with relevant skills and to match them with local employers. North Wales Fire and Rescue Service has invested time and resources into the recruitment and retention of Retained Duty System Firefighters, which is an on-going challenge, and that any such displacement of our staff would affect the availability of our appliances. Our concerns are two fold in relation to the role of the WNESS, namely that they would be able to find suitable candidates, who live and /or work in close proximity to a fire station, and secondly the time lag that would be involved in replacing experienced operational firefighters with new recruits with the requirement to

train and develop them to become operationally proficient should NWFRS experience loss of operational staff due to the project.

NWFRS, in our discussions with colleagues at Devon and Somerset Fire and Rescue Service (DSFRS), understand that similar issues have arisen with the construction of Hinkley Point C Nuclear Power Station (HPC) with Retained Duty System (RDS) staff being employed on the project. It is understood that a number of personnel from the nearest RDS station were employed on the same shifts and as a consequence detrimentally impacted the availability of the station. It is understood that the matter was resolved locally however; NWFRS take the position that any mitigation should be bespoke to the locality taking account of the current circumstances ensuring that it is in a position to retain its staff and ensure the availability of resources.

Traffic & Transport and Other Road Users

Since Written Representation have been submitted the potential for a 'No Deal' Brexit has become a real possibility with risks of significant traffic issues on the A55 associated with HGVs travelling to and from the Irish Republic. NWFRS are currently assessing what impact this could present to the service which may involve the instigation of 'Operation Stack' type process and the associated issues that this would present combined with Wylfa and other proposed project traffic increases.

North Wales Fire and Rescue Service wish to be assured that the traffic and transport model considers all known proposed projects and their cumulative impacts. These should include North Wales Connection, Third Menai Crossing and Holyhead Port development.

North Wales Fire and Rescue Service's (NWFRS) primary objective is always to ensure that the provision of service to the communities in the areas impacted by the development are not detrimentally affected by the potential increase in traffic numbers.

It is accepted that there will be a significant increase in traffic and transport along key routes leading to the development and associated sites, in particular the number of Heavy Goods Vehicles (HGVs). This will inevitably lead to an increase in travelling times by NWFRS personnel undertaking normal business, Community Safety and Business Fire Safety Matters.

This will also increase the risk of Road Traffic Collisions (RTCs), which given the nature of vehicles involved and loads carried, will result in technical and time consuming rescues and/or containment of potentially hazardous loads.

Although appliances responding to incidents travel on blue lights progress will be impeded due to the volume of traffic on roads which would result in delays to our response.

Second Issue Specific Hearing on draft Development Consent Order

Proposed s106 Agreement

North Wales Police in their Deadline 2 submission (REP2-345), suggest that an Emergency Services Engagement Group (ESEG) be established and that a representative of the ESEG should be on the

WMMPOP (Programme Board). NWFRS would agree with this position thus ensuring that the emergency services have meaningful input across relevant topic areas.

Comments on Change Request

North Wales Fire and Rescue Service (NWFRS) note the content of the Examining Authority's (ExA) Rule 8(3) letter dated 18th December 2018 requesting comments on the Applicants change request. Further it is noted that the Applicant submitted a letter to the ExA, dated 20th December 2018, identifying that the Request for Change documents were to be formally submitted at Deadline 4 with responses by stakeholders to be submitted at Deadline 5. NWFRS provided a response to the Applicant as part of the Consultation process.

NWFRS have reviewed the content of the documents and provide the following observations:

Request for change Worker Shift Patterns (REP1-014)

No adverse comments/observations

Request for change HGV Movement (REP1-016)

NWFRS note the proposed changes to HGV movements are to enable deliveries to be re-directed via the road network in the event of the Marine Off-Loading Facility (MOLF) being unavailable or due to traffic incidents delaying the use of the road network. The document states that the HGV profile, as submitted in the DCO documents, will not change and is predicated on 60% of deliveries via the MOLF although the intention is to achieve 80% deliveries via the MOLF.

Request for change Working Hours (REP1-017)

No adverse comments/observations