Reference	Respondent:	Location:	Question:
4. Section 106			
Q2.4.50 **RhaG**	The Applicant, IACC, GCC and WG	Q	Provide an example of another project/S106 agreement where similar management mechanisms to the WNPOP have been used.
A: Nid ydym yn ymwybodol o enghraiff o brosiect / C106 lle mae mecanwaith tebyg i'r WNPOP wedi ei ddefnyddio. Er hyn, mae trafodaethau yn parhau gyda'r Ymgeisydd, CSYM a LlC mewn perthynas a'r trefniadau llywodraethu fydd yn cael ei cynnwys fel ran o'r C106 *We are not aware of an example of another project / S106 agreement where a mechanisms similar to the WNPOP has been used. However, discussions are ongoing with the Applicant, IACC and WG in relation to the possible governance arrangements to be included as part of the S106 agreement.*			
Q2.4.51 **RhaG?**	IACC, GCC, WG, BCUHB, NWP, NWFR and PHW	Q	In the long term there would be an increase in revenue from Council and Business Tax should the DCO be consented. Would this be used to fund additional services required as a result of the development? At the ISH on the 7 January it was indicated that this would be reflected in the S106 as a number of the contributions sought would be for short term and/or interim measures to cover any shortfall in service provision that might arise before the increase in revenue could be delivered. Indicate which contributions this would apply to. W here a contribution is being sought to cover an existing service long term, why would this be necessary?
A: Os yw arian ychwanegol yn cael ei dderbyn trwy'r Dreth Cyngor, matter i'r Cyngor fydd blaenoriaethu'r cyfryw arian yn ddibynnol ar yr amgylchiadau a'r trefniadau ariannu ar y pryd. Mae'n ymddangos mae'r unig daliad uniongyrchol o dan y Cytundeb 106 sydd wedi ei lunio ar hyn o bryd, fydd cyfraniad tuag at breswyl i weithwyr yn ystod y cyfnod adeiladu. Felly, nid yw'r ymddangos ar hyn o bryd y bydd cyfraniadau tuag at wasanaethau presennol yn y hir dymor. Fodd bynnag, gan fod negodi yn parhau mewn perthynas â'r cytundeb, mae GC yn dymuno cadw'r hawl i ymateb ymhellach. *If additional funds are received through Council Tax, it will be a matter for the Council to prioritise such funds depending on the circumstances and funding arrangements at that time. It would appear that the only direct payment to GC as presently drafted in the 106 agreement would be the contribution towards workers accommodation during the construction period. Accordingly it is not anticipated that at present any direct contribution would cover an existing service long term. However, as negotiations are ongoing in respect of the agreement, GC would wish to reserve the right to comment further.*			

10. Socio Economic			
	Accommodation		
Q2.10.7	Applicant, IACC GCC and WG	ADA	What should the minimum occupancy levels for the TWA be and how should they be secured?

A:

Mae angen i Horizon ymrwymo'n llawn i hyn a dylid cael ymrwymiad trwy'r DCO (A106) i fonitro meddiannaeth (gosod llety). Awgrymir na ddylai meddiannaeth fynd yn is n 85% ar gyfer unrhyw gyfnod o'r gwaith. Dylai ymrwymiad o'r fath arwain at ryddhau taliadau wrth gefn ychwanegol pe bai'r lefel feddiannaeth yn disgyn o dan 85% am gyfnod penodol. Dylid bod gofyn i Horizon ddefnyddio pa bynnag fesurau marchnata, cytundebol a phrisio sydd eu hangen i sicrhau y cyflawnir y lefel feddiannaeth gyfartalog o 85% yn TWA ac y caiff ei chynnal am gyfnod y gwaith.

Binding commitments are required from Horizon and there should be a commitment through the DCO (S106) to monitor occupancy (lettings). It is suggested that that occupancy should not fall below 85% for any phase. Such a commitment should result in the release of additional contingency fund payments should occupancy fall below 85% for an agreed period. Horizon should be required to use whatever necessary marketing, contractual, and pricing measures to ensure that an average occupancy of 85% in TWA is achieved and maintained for the duration of the work.

Q2.10.13	IACC, GCC and WG	Q	At the ISH on 7 January 2019 you raised concerns regarding the actual turnover/availability of stock in the private rented sector indicating you thought it was less than that suggested by the Applicant. What evidence do you have to support this claim?

A:

Mae methodoleg Horizon ar gyfer cyfrifo 'lle y pen' yn y sector rhentu preifat wedi gor-gyfrif faint o le sydd ar gael a byddai angen i bron i chwarter pob lle gwag net yn y sector gael ei rentu gan weithwyr adeiladu dros y cyfnod pum mlynedd hyd at Bl7 Ch4. Byddai hyn yn cael effaith andwyol ar alw ac yn fwy na'r capasiti sydd ar gael.

Mae Horizon wedi methu ag ystyried effaith gweithlu’n tyfu'n gyflym ar y marchnadoedd tai a thwristiaeth, gyda gofyn am 1,600 o wlâu mewn deuddeg mis ym Mlwyddyn 4, a 1,200 o'r rhain mewn cyfnod o 6 mis yn Ch3 a Ch4 Blwyddyn 4, a 700 o fewn un chwarter yn Ch4 Blwyddyn 4, sy'n afrealistig.

Mae Horizon yn dibynnu'n llwyr ar rymoedd y farchnad i ddiwallu'r galw am lety ychwanegol yn y sector preifat. Er bod y Cynllun Datblygu ar y Cyd Lleol (sy'n cynnwys Gwynedd ac Ynys Môn) wedi dynodi digon o safleoedd tai i ddiwallu twf mewn swyddi, prin iawn yw'r tebygolrwydd y bydd adeiladwyr tai preifat yn medru ymateb mewn pryd rhwng gweithredu'r DCO a phan fydd y galw'n cynyddu yn ystod Bl 4.

Nid yw Horizon wedi darparu unrhyw ddata o ran am faint o amser y bydd gwahanol garfannau o'r gweithlu yn bresennol ar y safle, na lefel y trosiant, sy'n ei gwneud yn amhosib amcangyfrif sut fydd y ddeiliadaeth yn cael ei rhannu rhwng pobl fydd yn prynu a phobl fydd yn rhentu, ac nid ydynt wedi llwyr werthfawrogi nifer tebygol y partneriaid a'r dibynyddion, sy'n mynd i gael effeithiau cysylltiedig ar dai teuluoedd, addysg, iechyd a sectorau eraill.

Horizon's methodology for calculating 'headroom' in the private rented sector has over calculated availability and would require nearly a quarter of all net vacancies in the sector being rented by construction workers over the five years up to Y7Q4 this would have an adverse impact upon demand and exceeds the capacity available.

Horizon have failed to consider the impact on the housing and tourism markets very rapid build -up of workforce numbers, requiring 1,600 bed spaces in the twelve months of Y4, with 1,200 of these in the six months of Y4Q3 and Y4Q4, and 700 within the single quarter of Y4Q4 which is unrealistic.

Horizon are relying entirely upon market forces to meet the demands for delivering additional private sector accommodation. While the Joint Local Development Plan (covering Gwynedd and Anglesey) has allocated sufficient housing sites to meet jobs led growth, there is little likelihood that private house builders will be able to respond in the time between DCO implementation and when the demand will increase during Y4.

Horizon have not provided any data on the length of time that different sections of the workforce will be present on site, nor level of churn making it impossible to estimate the tenure split between potential purchasers and renters, and have underestimated the likely numbers of partners and dependents, with associated implications for family housing, education, health and other sectors.

Q2.10.14	Applicant, IACC, GCC, NWP and WG	Q	At the ISH on 7 January 2019 it was suggested that a portal monitoring where workers lived would be needed. Can you provide further detail of how this would operate, how often it would need to be updated, how it could be secured and what it would enable?

A:

Er ein bod yn croesawu ac yn cefnogi darparu system borth, byddwn angen eglurder ar sut y byddai'n gweithredu a sut all gweithwyr gael eu hannog i ddefnyddio'r porth neu sut ellir diweddaru'r wybodaeth yn rheolaidd i sicrhau dilysrwydd y wybodaeth. Efallai y bydd gweithwyr yn fodlon cofrestru wrth gyrraedd, fodd bynnag, bydd angen adolygu'r sefyllfa'n barhaus er mwyn nodi unrhyw newidiadau ym mhatrwm ymddygiad a'r defnydd o wahanol

fathau o lety. Bydd heriau wrth gynnal gwybodaeth oherwydd y lefel uchel o drosiant a dibyniaeth ar weithwyr wedi'u contractio ar gyfer rhai meysydd o weithgarwch.

Whilst we welcome and support the provision of a portal we will require clarification on its operation and how workers can and would be compelled to use the portal or how information can be updated at regular intervals to ensure the validity of information. Workers may be willing to register on arrival however it will be necessary to review on an ongoing basis to identify any changes in patterns of behaviour and use of different types of accommodation. There will be challenges in maintaining information due to the high level of churn and a reliance on contracted workers in some areas of activitiy.

Reference	Respondent:	Location:	Question:
Q2.10.15	Applicant, IACC and GCC	Q	Applicant can you: 1) Provide further detail as to how the £10 million for the proposed Housing Fund was calculated. 2) Indicate when and for how long the fund would be available. 3) How would the Housing Fund enable the delivery of more empty homes than the current schemes run by the IACC and GCC? 4) How could the Housing Fund be pro-active rather than re-active in enabling the delivery of housing? IACC and GCC can you: 1) Advise whether the £10 million proposed would be sufficient and if not why not. 2) Indicate when you consider the fund should be available from and how long it should run for. 3) Indicate how you think the fund could provide the 'capacity enhancement boost' suggested by the Applicant.

A:

1) Nid ydym yn credu fod y dyraniad arfaethedig o £10m yn ddigonol. Cyfrannodd Cyngor Gwynedd, gyda Chyngor Sir Ynys Môn, Cyngor Bwrdeistrefol Sirol Conwy a Llywodraeth Cymru at yr Adroddiad gan 3 Dragons a oedd yn ymgeisio i gyfrifo lefel y mesurau lliniaru fyddai eu hangen. Roedd hwn yn awgrymu gwaelodlin llawer iawn uwch na'r ffigyrau a gyflwynwyd gan Horizon. Rydym yn pryderu nad yw graddfa a hyd cyfnod y datblygiad adeiladu wedi cael eu hystyried yn briodol yn eu hafaliadau a chredwn y bydd yr effeithiau'n ymestyn ar hyd y cyfnod adeiladu yn hytrach na chael eu cyfyngu hyd at y cyfnod prysuraf.

2) I leihau'r effaith, dylai'r arian fod ar gael mewn da bryd cyn cychwyn y gwaith i wneud y mwyaf o'r cyfleoedd i gyflawni newid a dylai gynnwys y cyfnod adeiladu yn ei gyfanrwydd.
3) Da o beth fyddai cael cyfran fwy o arian ar gael ymlaen llaw gan y byddai hyn yn helpu i sicrhau y gellid canolbwyntio ar fuddsoddi mewn ymyraethau rhagweithiol a galluogi comisiynu stoc newydd gan yr adeiladwyr tai, datblygwyr a/neu landlordiaid cymdeithasol i sicrhau nifer y stoc sydd ei angen.

1) We do not believe that the proposed allocation of £10m is sufficient. Gwynedd Council along with the Isle of Anglesey County Council and Conwy Bounty Borough Council and Welsh Government contributed to the 3 Dragons Report which attempted to calculate the level of mitigation required. This suggested a baseline well in excess of the figures presented by Horizon. We are concerned that the scale and length of the development have not been appropriately factored into their equations and believe that impacts will extend across the construction period and not be confined up to the peak.
2) In order to maximize impact the funding should be available well in advance of commencement work to maximize opportunities to deliver change and should cover the construction period in its entirety.
3) It would be helpful if a larger proportion of funding was made available in advance as this would help ensure investment could be targeted towards pro-active interventions and allow new stock to be commissioned from house builders, developers and or social landlord to secure the number of stock required.

Q2.10.18	Applicant, IACC, GCC and WG		1) What could be the effect on accommodation availability on Ynys Môn if the provision of the TWA was delayed? 2) If the effect was thought to be negative would there be alternative arrangements or would there be a need for a Requirement to manage this situation? 3) If a Requirement was considered necessary please provide suggested wording.

A:
1). Byddai gohirio cyflawni'r TWA yn arwain at orboethi'r farchnad a chanlyniad hynny fyddai prisiau rhent ac eiddo uwch fyddai'n dosbarthu'r galw'n ehangach i'r tir mawr gan ddadleoli niferoedd sylweddol o denantiaid presennol a phrynwyr tro cyntaf hefyd o bosib. Os yw eiddo'n trosglwyddo o fod yn gartrefi i fod yn rhan o'r farchnad rhentu preifat bydd hyn yn cael effaith ehangach ar gydlyniad cymdeithasol o fewn cymunedau ac effeithiau andwyol ar yr iaith Gymraeg.
2). Rydym wedi awgrymu strategaeth gyfnod wahanol a all fod o fudd ond credwn y byddai trefniadau gwahanol yn angenrheidiol. Mae ofnau y byddai'n anodd newid neu ddadwneud ymddygiadau unwaith y maent wedi'u sefydlu.

3) Dylid cysylltu'r datblygiadau ar y safle i nifer y gweithwyr sydd ar y safle ac argaeledd y TWA. Dylai diffyg cydymffurfiaeth arwain at lefel uwch o fesurau lliniaru a dylai'r rhain fod yn llawer uwch na chost darparu'r unedau TWA.

Strategaeth fesul cam diwygiedig:

Croesawir y bwriad i gysylltu darapraiaeth y campws i lefel gweithwyr o adref. Pysig fod unedau yn cael ei daraparu cyn ei bod eu hanges, ac hyn sefydlu patrymau o leoliadau cymunedol. Mae dal pryder y bydd yr angen yn fwy / ormod cyn i'r llety gael ei ddarparu.

Dylid daraparu y 2000 olaf yn gynharach.

1). Delayed delivery of TWA would lead to overheating of the market resulting in rent and property price increases leading to a wider dispersal of demand onto the mainland with displacement of significant numbers of existing tenants and potentially first time buyers. If properties transfer from home ownership to private rent this will have wider impacts on social cohesion within communities and adverse impacts on the Welsh language.
2). We have suggested an alternative phasing strategy which may help but believe that alternative arrangements would be necessary. There are fears that it would be difficult to change or reverse behaviours once they have established.
3) Developments on site should be linked to the numbers of workers on the site and availability of TWA. Non adherence should result in increased level of mitigation which should be well in excess of the cost of providing the units of TWA.

The amended Phasing Strategy:

We welcome the intention to link delivery of campus accommodation to level of non-home based workers. It is important that units are delivered and available in advance of need, before patterns of community location are established. Concerns remain that demand will have exceeded or be close to saturation before the accommodation is available. It would be helpful to bring delivery forward and to link workforce numbers to units of 500 rather than a 1000.

The requirement for the final 2000 in particular should be brought forward.

	Employment

Q2.10.19	Applicant, IACC, GCC and WG	Q	Would a Supply Chain Action plan be required? If so what could it deliver, when would it be needed and how should it be secured?

A:

Mae Cyngor Gwynedd yn gadarn o'r farn fod Cynllun Gweithredu Cadwyn Cyflenwi yn angenrheidiol ac y dylid ei sicrhau gan y DCO drwy law'r CoCP a / neu y cytundeb a.106. Mae angen Cynllun Gweithredu Cadwyn Cyflenwi cyn gynted â phosib i sicrhau fod gweithgaredd i ddatblygu gallu busnesau lleol i gwrdd â'r galw rhagwelir.

Ochr yn ochr a chreu swyddi, darparu cyfleoedd newydd i fusnesau lleol ac yn y rhanbarth yn ehangach yw'r prif fudd mae'r ardal yn ei ragweld o Wylfa Newydd ac mae'n reswm allweddol paham fod Cyngor Gwynedd, a'r gymuned yn ehangach, yn cefnogi'r datblygiad.

Fodd bynnag, ni fydd y cyfle'n cael ei uchafu heb waith rhagweithiol gan y Datblygwr a'i gytundebwyr mewn partneriaeth â rhanddeiliaid megis Cynghorau Môn a Gwynedd, Llywodraeth Cymru a Bwrdd Uchelgais Economaidd Gogledd Cymru.

Mae datblygiad y Cynllun Gweithredu Cadwyn Cyflenwi yn ddogfen allweddol a ddylai:

- datgan yr uchelgais ar gyfer gwariant lleol gan HNP a'i gytundebwyr a'u hymrwymiad i gyflawni hyn;
- y gofynion cytundebol i gefnogi busnesau lleol sydd am gael eu gosod ar gytundebwyr HNP;
- dadansoddiad clir o anghenion Wylfa Newydd gan gynnwys yr amserlen;
- y gweithgareddau i'w gwireddu i i uchafu'r cyfleoedd i fusnesau lleol o Wylfa Newydd;
- yr adnoddau i'w hymrwymo gan HNP – a phartneriaid eraill – i wireddu'r uchelgais;
- y trefniadau ymarferol ar gyfer cyflawni a rheoli'r Cynllun Gweithredu;
- y dull o fonitro cyflawni'r Cynllun Gweithredu Cadwyn Cyflenwi a'i ardrawiad dos amser ac ar draws haenau gofodol megis y KSA, DCCZ, Gogledd Cymru a Cymru; ac,
- y cyswllt / perthynas rhwng y Cynllun a dogfennau allweddol eraill megis y Cynllun Gwireddu Swyddi a Sgiliau.

Fel y nodwyd yn ymatebion eraill y Cyngor i'r ExA mae Cyngor Gwynedd yn dymuno chwarae rhan lawn yn datblygu a gwireddu'r Cynllun Gweithredu Cadwyn Cyflenwi.

Gwynedd Council if firmly of the opinion that a Supply Chain Action Plan is necessary and should be secured by means of the DCO via the CoCP and / or s.106 agreement. A Supply Chain Action Plan is required as soon as possible to ensure activity takes place to develop the capacity of local businesses to meet the anticipated demand.

Providing new opportunities for business in the locality and wider region, alongside job generation, is the primary benefit the area anticipates from Wylfa Newydd and is a key reason why Gwynedd Council and the wider community supports the development. *However, this opportunity will only be maximised through proactive action by the Developer and its contractors, working in partnership with stakeholders such as Anglesey and Gwynedd Councils, the Welsh Government and the North Wales Economic Ambition Board.* *The development of a Supply Chain Action Plan is a key document which should:* • *articulate the ambition for local expenditure by HNP and its contractors and their commitment to realise this;* • *the contractual requirements to be placed upon HNP's contractors to support local suppliers;* • *a clear analysis of the requirements for Wylfa Newydd including timelines;* • *the actions to be undertaken to maximise the opportunities for local businesses from Wylfa Newydd;* • *the resources to be committed by HNP – and other stakeholders - to realise the ambition;* • *the practical arrangements for the management and delivery of the Action Plan;* • *the steps to be taken to monitor the implementation of the Supply Chain Action Plan and its impact over time and across various spatial levels e.g. KSA, DCCZ, North Wales and Wales; and,* • *the links / interrelationship between the Plan and other key document such as the Jobs and Skills Implementation Plan.* *As articulated in Gwynedd Council's previous responses to the ExA, Gwynedd Council wishes to be fully involved in the development and delivery of the Supply Chain Action Plan.*			
Q2.10.21	Applicant, IACC, GCC and WG	Q	1) Provide a copy of the terms of reference for the Job Skills and Implementation Plan (JSIP). 2) Explain how the plan would be secured and delivered. 3) Explain who, given the integrated nature of the job market in the area and the extent of the DCCZ, would be involved with the delivery of the JSIP?
A: Nododd Cyngor Gwynedd yn ei ymatebion blaenorol nod oedd wedi derbyn copi o'r Cynllun Gwireddu Swyddi a Sgiliau - mae hyn yn parhau i fod yr achos. Nid yw'r Cyngor wedi derbyn copi o Gylch Gorchwyl y Grŵp Ymgysylltu Sgiliau a Swyddi ychwaith (nodwn, fodd bynnag fod y Cyngor bellach wedi derbyn copi o Gylch Gorchwyl y WNESS).			

Fel ac yn achos y Cynllun Gweithredu Cadwyn Cyflenwi, mae Cyngor Gwynedd yn gadarn o'r farn y dylid sicrhau'r Cynllun Gwireddu Swyddi a Sgiliau gan y DCO drwy law'r CoCP a / neu'r cytundeb a.106.

Fel y nodwyd yn ymatebion eraill y Cyngor i'r ExA mae Cyngor Gwynedd yn dymuno chwarae rhan lawn yn datblygu a gwireddu'r Cynllun Gwireddu Swyddi a Sgiliau a'r Grŵp Ymgysylltu.

Gwynedd Council noted in its previous responses that it is yet to receive a copy of the Jobs and Skills Implementation Plan and this remains the case. The Council has also not received the Terms of Reference for the Jobs & Skills Engagement Group (it should be noted that the council has, however, now received a copy of the Terms of Reference for the WNESS).

As with the Supply Chain Action Plan, Gwynedd Council if firmly of the opinion that the Jobs & Skills Implementation Plan should be secured by means of the DCO via the CoCP and / or s.106 agreement.

As articulated in Gwynedd Council's previous responses to the ExA, Gwynedd Council wishes to be fully involved in the development and delivery of the Jobs & Skills Implementation Plan and the Engagement Group.

Reference	Respondent:	Location:	Question:
Q2.10.22	Applicant, IACC, GCC and WG	Q	Applicant can you: 1) Provide further detail as to how the £10 million for the proposed Employment/Skills fund was calculated. 2) Indicate when and for how long the fund could be available and what could it be used for. IACC, GCC and WG can you: 1) Advise whether the £10 million proposed would be sufficient and if not why not. 2) Indicate when you consider the fund should be available from, how long it should run for and what it would be used for.
A:			

Nid yw Cyngor Gwynedd yn hysbys o sail y £10 miliwn a gynhigir ar gyfer Cronfa Sgiliau a Chyflogaeth ac felly nid oes modd cynnig sylw ystyrlon ar dilysrwydd a phirdoldeb y swm. Fodd bynnag nodwn fod Llywodraeth Cymru yn awgrymu fod y sŵn yn annigonol ac y dylid sicrhau £21 miliwn i'r pwrpas ac rydym yn gefnogol i'w hasesiad o'r angen.

Fel a nodwyd yn flaenorol i'r ExA mae'r Cyngor o'r farn fod y risg o ddadleoli swyddi yn sylweddol uwch na'r hyn a aseswyd gan HNP. Yn hyn o beth, mae'n allweddol bwysig fod darpariaeth digonol yn cael ei sicrhau drwy law y DCO i gwrdd â anghenion uniongyrchol Wylfa Newydd ac i gefnogi ôl-lenwi y swyddi o fewn busnesau lleol fydd yn colli cyflogai i'r cynllun, ac i'r perwyl yma dylid cyfeirio'r Gronfa Sgiliau a Cyflogaeth yn bennaf.. Yn nghyflawni'r perwyl credwn fod yn bwysig sicrhau dull gweithredu allblyg gan ystyried yr angen i ddatblygu sgiliau o fewn yr ystod meysydd y bydd galw ynddynt o ganlyniad i Wylfa Newydd (all amrywio o beirianneg i arlwyo) ac, o gofio fod datblygu sgiliau unigolion yn broses hir, fod y Gronfa yn weithredol yn unionsyth wedi i'r DCO gael ei ganiatáu ac yn parhau hyd at fod y ddau adweithydd yn gwbwl weithredol.

Gwynedd Council is not aware of the basis of the £10 million proposed for the Employment and Skills Fund and therefore cannot provide a considered view on the appropriateness or validity of the sum. However we note that the Welsh Government have suggested that the sum is inadequate and that £21 million should be secured for this purpose and we are support their assessment of the need.

As noted previously to the ExA the Council is of the opinion that the risk of displacement is significantly higher than as assessed by HNP. IN light of this it is critically important that sufficient provision is secured via the DCO to meet the direct needs of Wylfa Newydd and to support the backfilling of posts within local businesses losing employees to the project, and it is to this end that the Employment & Skills Fund should primarily be directed. In fulfilling its purpose we believe the Fund should operate in a broad way, considering the need to develop skills in a range of fields where there will be a demand as a result of Wylfa Newydd (which could range from engineering to catering) and, bearing in mind that developing individuals skills can be a long process, the Fund should be available from the granting of the DCO until the two reactors are fully operational.

Q2.10.25	Applicant, IACC, GCC and WG	Q	Do 'local', 'visitor' and 'worker' need to be defined? If they do what and where should these definitions be located?

A:

Nid yw'r eglur beth yw cyd-desun yn cwestiwn yma

<table>
<tr><td colspan="4">It is unclear within what context this question is asked.</td></tr>
<tr><td>Q2.10.26</td><td>GCC</td><td>Q</td><td>In REP2-294 you raised a concern regarding third sector providers can you indicate who they are, what they would need and how this could be funded.</td></tr>
<tr><td colspan="4">A:

Ar hyn o bryd, mae yna nifer of ddarparwyr trydydd sector yng Ngogledd Cymru, sydd yn arbenigo mewn cefnogi / eirolaeth / ymyriadau therapiwtig / cefnogi tenantiaeth ar gyfer dioddefwyr o drais yn cartref / traids rhywiol a chamddefnyddio sylweddau.

Maent yn aml yn cael eu comisiynu i ddarparu gwasanaethau o’r fath gan gyrff statudol, neu weithiau yn ychwanegol, yn cynnig cefnogaeth weithwyr gwirfoddol.

Os buasai’r canlyniad o gynnydd mewn defnyddwyr yn dod yn reality, yna bydd y gwasanaethau mae’r trydydd sector yn ei ddarparu yn gweld cynnydd yn y galw. Yn y fath amgylchiadau dylid ystyried cyfleoedd i’r drydydd sector yn ardal y KSA i fod yn gallu ceisio am adnoddau ychwanegol drwy’r mecanwaith cytundeb 106.

Currently, there are a number of third sector providers in North wales, who specialize in support/advocacy/therapeutic interventions/tenancy support to victims of Domestic Abuse/sexual abuse and or Substance misuse issues.

They are frequently commissioned to provide such Services by the statutory bodies, or sometimes in addition, offer voluntary support workers.

Should the outcome of increased ‘victims’ become a reality, then their Services might see an increase in demand. In such circumstances, opportunities should be considered for the third sector in the KSA to apply for additional resources through the s106 mechanism.</td></tr>
<tr><td></td><td colspan="3">Welsh Language and Culture</td></tr>
<tr><td>Q2.10.38

GMW</td><td>Applicant, IACC, GCC and WG</td><td>Q</td><td>Applicant – please set out/signpost where it can be found, your proposed monitoring strategy for the Welsh language including how frequently monitoring would be undertaken; what area the monitoring would cover; who would review the monitoring; what actions would result from the monitoring and how the monitoring would be secured/funded. IACC, GCC and WG please set out how frequently you consider monitoring should be undertaken; what area should be monitored; who should review the monitoring; what actions should</td></tr>
</table>

			result from the monitoring and how you would want to see the monitoring secured/funded.

A:

Dylai monitor gael ei gynnal mewn modd sydd yn cynnwys ac sydd wedi ei gytuno gan bob plaid o ddiddordeb, ac sydd yn galluogi targedu amserol ac effeithiol o adnoddau ac arian i liniaru’r effeithiau.

Dylai fod gan y Grwp Lliniaru sydd wedi bod yn gweithio gyda Horizon dros y blynyddoedd diwethaf rôl allweddol yn hyn dan pa bynnag deitl a ffurf y bydd eun ei gymryd dan y drefn newydd. Mae’r grŵp hwn yn cynnwys y prif fudd-ddeiliaid, a’r rheiny fyddai’n gorfod cydweithio gyda HOrizon i weithredu unrhyw gamau lliniaru, felly mae’n sefyll i reswm y dylent chwarae rhan yn asesu a monitro unrhyw effeithiau, yn hytrach na gweithredu ar asesiad eraill i’r effaith.

Dylai monitro ar gyfer agweddau megis addysg a’r gwasanaeth trochi iaith, gael ei fonitro yn dymhorol (pob tymor ysgol) er mwyn cadw golwg ar unrhyw newidiadau. Gallai’r monitro ar gyfer agweddau mwy cyffredinol., fel y camau lliniaru ar gyfer y gweithlu gael eu hadrodd a’u monitro yn flynyddol, ond dylai cwmpas a manylion y monitro yma gael ei gytuno gyda’r Grŵp Iaith Gymraeg a Diwylliant.

Monitoring should be undertaken in a manner that includes and has been agreed by all interested parties, and that allows timely and effective targeting of resources and funds to mitigate effects.

The sub-group that has been working with Horizon over the past few years (the WLIA Steering Group) should have a central role in this under whatever name will be given to them under the new structure. This group consists of the main interested parties, and those who will have to work along side Horizon to implement many mitigations, so it stands to reason that they should play a part in assessing and monitoring, rather than acting on others’ assessment of the impact.

Monitoring for aspects such as education and the immersion services should be monitored every term of the school year in order to keep track of any changes. Other mitigations for more general aspects such as the workforce could monitored and reported yearly, but the scope and detail would have to be agreed with the Welsh language and Culture Engagement Group.

Reference	Respondent:	Location:	Question:
2.10.40 **GMW**	IACC, GCC and WG	Q	You have raised concerns regarding the robustness of the Welsh Language Impact Assessment (WLIA) – was the scope of the WLIA agreed with you prior to submission?
A: Cafodd ystod a chynnwys yr AEIG ei rannu drwy Grwp Llywio yr Iaith Gymraeg ar sawl cam cyn ei gyflwyno, ond mae'n deg dweud bod pryderon wedi eu mynegi o'r cychwyn am wydnwch yr asesiad, ac fe geisiodd aelodau'r Grŵp Llywio ddylanwadu ar newid sawl tro er mwyn cael y ddogfen derfynol i gynnwys mwy o'r manylion oedd eu hangen – yn enwedig felly o ran y risg o beidio monitro yn briodol – ond ni chafodd y newidiadau llawn y bu gofyn amdanynt eu cyflwyno. Un o'r pryderon gyda'r Asesiad yw ei fod yn defnyddio sylfaen tystiolaeth sydd wedi dyddio yn sydyn, ac felly mae'n codi pryder am allu a pharodrwydd y datblygwr i ymateb i'r hyn na ellir ei fesur, ac i ystyried nid yn unig yr effeithiau uniongyrchol ond hefyd yr effeithiau cronnus posib. Er enghraifft, beth yw effaith y gweithwyr a'u dibynyddion ar gymuned a gwasanaethau os oes newidiadau eraill yn digwydd ochr yn ochr gyda'r mewnfudo gweithwyr, er enghraifft os yw'r ALl yn gwneud newid i wasanaethau. A yw'r effeithiau hynny yn lleihau neu'n gwaethygu? *The scope and content of the WLIA was shared with us through the WLIA Steering Group at several stages prior to submission, but we have always had concerns that it was not robust enough, and members of the steering group attempted several times to influence change and to get the details needed in the final document – especially in respect of the risks of not setting out adequate monitoring procedures– but the full changes asked for were never delivered.* *One of our concerns regarding the Assessment is that it uses an evidence base which has dated quickly, and therefore raises concerns about the ability and willingness of Horizon to react to the unknown, and consider not only the direct impact of the development on the area and communities, but of the cumulative effects. For example, does the effect of workers and dependants on services lessen or worsen if you consider it alongside changes implemented by the LA's to those services?*			
11. Traffic			
Q2.11.1 MW/DWJ	IACC, GCC and WG	Q	Provide further details of the proposed park and share sites including: 1) Their location and capacity. 2) Whether the sites already exist or are in the process of being consented/constructed? 3) If sites are subject to consent/construction an indication of when they would be available for use. 4) Whether workers would be charged to use the facilities and if so what the rates would be.

			5) How would workers be encouraged/required to use these sites? 6) Are the proposed sites to be used by workers car sharing or would they be directly connected to the WNDA? 7) How would the park and share sites be linked to the current application?

A:

1, Bydd y ddau safle parcio a rhannu arfaethedig yn:

1a, Parc Busnes Bryn Cegin, Llandygai, Bangor, Gwynedd, LL57 4BG (Cyfeirnod OS: SH 59407 70318). Mae'r safle oddeutu 1km i'r gogledd o Gyffordd 11 yr A55.

Bwriedir cael lle i 195 o gerbydau

1b, Cyfagos ag Ystâd Ddiwydiannol Cibyn, Ffordd Llanberis, Caernarfon, Gwynedd, LL55 2BD (Cyf OS: SH 50109 62832). Bydd y safle’n cael ei leoli'n uniongyrchol oddi ar A487 Ffordd Osgoi Caernarfon.

Bwriedir cael lle i 150 o gerbydau

2, Nid yw’r safleoedd hyn yn bodoli eisoes. Fodd bynnag, mae'r ddau safle wedi derbyn caniatâd cynllunio ac mae peth o'r gwaith dylunio eisoes wedi'i gwblhau.

3, Gall y gwaith adeiladu ddechrau yn y flwyddyn ariannol nesaf (2019/20) a'i gwblhau yn gynnar y flwyddyn ganlynol.

4, Mae trafodaethau ynglŷn â gweithrediad y meysydd parcio yn mynd rhagddynt gyda'r partïon perthnasol.

5, Disgwylir y bydd yr Ymgeisydd yn medru cynnwys y safleoedd hyn yn ei Strategaeth Rheoli Gweithlu a rhoi gwybod i'w weithwyr fod y darpariaethau hyn ar gael.

6, Mae trafodaethau ynglŷn â gweithrediad y meysydd parcio yn mynd rhagddynt gyda'r partïon perthnasol.

7, Mae hwn yn fater i’r ymgeisydd ystyried. Fodd bynnag, byddwn yn disgwyl i'r ymgeisydd gynnwys defnydd y safleoedd yn ei Strategaeth Rheoli Gweithlu.

The two proposed park and share sites will be located at: ***1a,*** *Bryn Cegin Business Park, Llandygai, Bangor, Gwynedd, LL57 4BG (OS Ref: SH 59407 70318). This site is approximately 1km North of Junction 11 on the A55.* *Proposed capacity – 195 vehicles* ***1b****, Adjacent to the Cibyn Industrial Estate, Llanberis Road, Caernarfon, Gwynedd, LL55 2BD (OS Ref: SH 50109 62832). This site will be located directly off the proposed A487 Caernarfon By-pass.* *Proposed capacity – 150 vehicles.* ***2,*** *These are not existing sites. However planning permission has been granted for both sites and some design work has already been undertaken.* ***3,*** *Construction could commence within the next financial year (2019/20) and be completed early the following year.* ***4,*** *Discussions regarding the operation of the car parks are on-going with the relevant parties.* ***5,*** *It is expected that the Applicant would include these sites in its Workforce Management Strategy and inform their employees of the availability of these provisions accordingly.* ***6,*** *Discussions regarding the operation of the car parks are on-going with the relevant parties.* *7, This is something for the Applicant to consider. However, we would expect the Applicant to include usage of the sites within its Workforce Management Strategy.*			
Q2.11.3 MW/DWJ	IACC, GCC or WG	Q	What is the maximum vehicle size that could cross the Menai Bridge?
A: Mae hwn yn fater i Lywodraeth Cymru gadarnhau.			

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<tr><td colspan="4">
This is something for the Welsh Government to confirm</td></tr>
<tr><td>Q2.11.6
MW/DWJ</td><td>Applicant, IACC, GCC, WG and NWP</td><td>Q</td><td>Would an early year’s strategy for highways movements, including any necessary arrangements that may arise if the MOLF or highways works were delayed, be required? If yes could this be delivered by a suitably worded requirement?</td></tr>
<tr><td colspan="4">A:

Oes. Mae'r Cyngor o'r farn fod angen strategaeth i liniaru effeithiau unrhyw oedi yn y gwaith. Dylid ystyried ymrwymo'n gadarn i weithredu unrhyw fesurau lliniaru yn amserol. Dylai'r mesurau lliniaru ddilyn yr effaith, boed hwy wedi'u lleoli ar Ynys Môn neu ar y tir mawr.

Yes. The Council is of the opinion that a strategy to mitigate any effects that may delay the works is required. A firm commitment to deliver any mitigation measures in a timely manner should be considered. The mitigation measures should follow the impact, regardless of whether they are located on the Isle of Anglesey or on the mainland.</td></tr>
<tr><td>Q2.11.8
MW/DWJ</td><td>Applicant, IACC, GCC, WG</td><td>Q</td><td>The proposed level and location of parking is predicated on a significant number of workers car sharing. However, the levels of car sharing at Hinkley Point C are below those originally estimated.
1) How would the necessary levels of car sharing be secured?
2) Should it be secured through a Requirement?
3) What should happen if the necessary levels are not achieved?</td></tr>
<tr><td colspan="4">A:

1, Mae monitro'r sefyllfa'n gadarn yn hollbwysig i sicrhau bod y gweithwyr adeiladu'n cydymffurfio â pholisi rhannu ceir yr Ymgeisydd. Dylid nodi'r mesurau lliniaru a'u gweithredu cyn gynted â phosib.

2, Er mwyn i'r Ymgeisydd weithredu ei gynigion rhannu ceir yn llawn, mae'r Cyngor o'r farn y gellid gwneud y safleoedd parcio a rhannu yn ofynnol yn Nghod Ymarfer Adeiladu Wylfa Newydd (CoCP).

3, Ar hyn o bryd, datgan Adran 5.7, Cod Ymarfer Adeiladu Wylfa Newydd (CoCP) y gallai peidio â chydymffurfio â'r polisi rhannu ceir arwain at wrthod mynediad i Ardal Ddatblygu Wylfa Newydd neu i'r meysydd Parcio a Theithio.</td></tr>
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Mae'r Cyngor yn credu y dylai'r CoCP gadarnhau y byddai (nid y gall) camau gweithredu positif yn cael eu gweithredu pe na fyddai'r gweithwyr yn cadw at y polisi ac y dylid amlinellu'r gosb am beidio â chydymffurfio.

***1,** Robust monitoring of the situation is essential to ensure that construction workers comply with the Applicant's policy on car sharing. Mitigation measures should be identified and implemented as early as possible.*

***2,** In order for the Applicant to be able to fully implement its car share proposals, the Council is of the opinion that the usage of park and share sites should be included as a requirement in the CoCP.*

***3,** Section 5.7 of the Wylfa Newydd Code of Construction Practice (CoCP) currently states that non-adherence to the car share policy could result in refusal of entry to the Wylfa Newydd Development Area or Park and Ride car parks.*

The Council believes that the CoCP should confirm that positive action would (not could) be taken in the event of workers not adhering to the policy and that the penalties for non-compliance are set out.

Reference	Respondent:	Location:	Question:
Q2.11.11 MW/DWJ	GCC	Q	Your [REP2-297] has suggested that limits should be set for all construction vehicles not just HGVs. Can you: 1) explain why you consider this would be necessary; 2) advise what you consider the necessary thresholds should be; 3) outline how you would want to see it secured, and 4) explain who it could be monitored

A:

1,2, 3 a 4. Mae trafodaethau eisoes wedi'u cynnal rhwng y Cyngor a'r Ymgeisydd ynghylch yr elfen hon. Mae'r Ymgeisydd wedi cadarnhau mewn Datganiad Tir Cyffredin cyf: GC21, y bydd newidiadau'n cael eu hymgorffori yn fersiwn nesaf y CoCP fydd yn cynnwys manylion ynghylch rheoli'r holl draffig adeiladu.

1, 2, 3 & 4 Discussions have already taken place between the Council and the Applicant regarding this element. The Applicant has confirmed in Statement of Common Ground ref: GC21 that changes will be incorporated into the next version of the CoCP which will include details of the management of all construction traffic.

Q2.11.16 MW/DWJ	Applicant, IACC, GCC and WG	Q	The pre-commencement works proposed would be quite wide ranging and would require a significant number of vehicle movements. Would these works need to be managed and if so how should this be secured?
A: Ni fwriedir cynnal unrhyw waith yn ystod y cyfnod cyn dechrau ar y tir mawr. O'r herwydd, mae'r tebygolrwydd y bydd y gwaith yn effeithio ar rwydwaith priffyrdd Gwynedd yn isel. Fodd bynnag, mae posibilrwydd bychan y gall pryderon y Cyngor ynghylch parcio anghyfreithlon ddod i'r amlwg yn ystod y cyfnod hwn. *There are no pre-commencement works proposed for the mainland. Consequently, the probability that the works will impact on the highway network within Gwynedd is low. However, there is a slight possibility that the Council's concerns regarding fly parking could become apparent during this period.*			
Q2.11.17 MW/DWJ	Applicant, IACC, GCC and WG	Q	The traffic proposals are predicated on the basis that the majority of 'bulk materials' would be delivered by the MOLF. 1) Does 'bulk material' need to be defined and if so what should the definition be? 2) Explain whether the 60% target for bulk materials would be from day 1 of the opening of the MOLF or would this be cumulative across the construction period as a whole? 3) How would this be monitored and what would happen if the target was not achieved?
A: 1,2, a 3 Mae'r rhain yn gwestiynau i'r Ymgeisydd eu hystyried. *1, 2 & 3 These are questions for the Applicant to answer.*			
Q2.11.18 MW/DWJ	Applicant, IACC, GCC and WG	Q	NWP advocate the need for a construction traffic management plan and an operational traffic management plan. 1) Do you agree? 2) If not, why not? 3) If you do agree, what should the plans control and how should they be secured?
A: 1, 2 a 3 Gan fod yr holl waith adeiladu a'r gwaith gweithredol yn mynd i gael ei gynnal yn gyfan gwbl o fewn ardal CSYM, nid oes gennym sylwadau i'w gwneud.			

1, 2 & 3 Since all the construction and operational works are to be undertaken wholly within the IACC area, we have no comment to make.			
13. Deadline 4 Change Requests			
	Worker Shift Patterns		
Q2.13.7 MW/DWJ	Applicant, IACC, GCC and WG	Q	Would the AM and PM peak for commuter traffic change/extend as a result of the proposed shift patterns for workers and if so what effect would this have on the conclusions of the Transport Assessment/traffic modelling, with particular reference to Britannia Bridge?
A: Mae Cyngor Gwynedd eisoes wedi paratoi ymateb cynhwysfawr mewn perthynas ag effaith y patrymau shifft arfaethedig ar y brigau YB/YP ar gyfer traffig cymudwyr yn ei lythyr i Bennaeth Cynllunio yr Ymgeisydd dyddiedig 06 Rhagfyr 2018 (Ymgynghoriad ar Newidiadau Ansylweddol Wylfa Newydd), gweler REP2 - 296 (Dyddiad Cau Cyflwyno 2 - Sylwadau ar y wybodaeth a gyflwynwyd gan yr Ymgeisydd ar 17 Hydref 2018 mewn perthynas â'r Gofynion Newid Symudiadau Ffrwydradau a Llongau). *Gwynedd Council has already prepared a comprehensive response in relation to the effect of the proposed shift patterns on the AM/PM peaks for commuter traffic in its letter to the Applicant's Head of Planning dated 06 December 2018 (Wylfa Newydd – Non-Material Changes Consultation), see REP2 – 296 (Deadline 2 Submission - Comments on the information submitted by the Applicant on 17 October 2018 in relation to the Blasting and Vessel Movement Change Requests)*			