



## Wylfa Newydd Project

Statement of Common Ground between  
Horizon Nuclear Power Wylfa Limited and  
North Wales Police

PINS Reference Number: EN010007

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Examination Deadline 6

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# Contents

1	Introduction .....	1
1.1	Status of this SoCG .....	1
1.2	Purpose of this document .....	1
1.3	Description of development .....	2
	The Wylfa Newydd Project.....	2
	The Enabling Works.....	2
	The Wylfa Newydd DCO Project .....	2
2	Consultation with NWP .....	4
	Meeting schedule .....	4
	Comments Provided by NWP .....	5
3	Current Position .....	7
3.1	Position of Horizon Nuclear Power and NWP.....	7

## List of Tables

Table 2-1	Meetings between Horizon and NWP to discuss SoCG .....	4
Table 2-2	Comments Provided by NWP .....	5
Table 3-1	Statement of Common Ground between NWP and Horizon .....	9

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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 by Horizon to reflect the position of Horizon and North Wales Police (NWP) at Deadline 6, in accordance with the examination timetable.
- 1.1.2 The document represents an accurate reflection of the matters discussed between the two parties, including at the most recent SoCG meeting on 24<sup>th</sup> January. It is not however being submitted as a document endorsed by NWP.
- 1.1.3 It is noted that where this SoCG relies on documents which are due to be submitted at later deadlines in the examination (or submitted at Deadlines 5 and 6 and, because of the timetable, have not been fully reflected in this final draft), 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 aim of this SoCG is to therefore provide a clear position of the state and extent of discussions and agreement between Horizon and NWP on matters relating to the Wylfa Newydd Project.
- 1.2.4 This SoCG has evolved through a series of iterative drafts. These drafts have been informed by on-going meetings between Horizon and NWP. The first draft of this SoCG was provided by Horizon in October 2017, for input and comment by NWP, and was discussed at subsequent meetings, as listed at Table 2-1 below. A revised draft (3<sup>rd</sup> draft) was issued to NWP on 17<sup>th</sup> July 2018 to which NWP provided detailed comments on 26<sup>th</sup> October 2018, prior to submission of the draft SoCG at Deadline 2. Most recently the SoCG has

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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/>

been updated to reflect matters discussed between NWP and Horizon at a meeting on 24<sup>th</sup> January 2019 (at which an emerging draft of the revised s106 agreement was shared with NWP).

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

## 1.3 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, including two UK Advanced Boiling Water Reactors, the Cooling Water System, supporting facilities, buildings, plant and structures, radioactive waste and spent fuel storage buildings and the Grid Connection;

- **Other on-site development:** including landscape works and planting, drainage, surface water management systems, public access works including temporary and permanent closures and diversions of public rights of way, new Power Station Access Road and internal site roads, car parking, construction compounds and temporary parking areas, laydown areas, working areas and temporary works and structures, temporary construction viewing area, diversion of utilities, perimeter and construction fencing, and electricity connections;
- **Marine works comprising:**
  - Permanent Marine Works: the Cooling Water System, the Marine Off-loading Facility, breakwater structures, shore protection works, surface water drainage outfalls, waste water effluent outfall (and associated drainage of surface water and waste water effluent to the sea), fish recovery and return system, fish deterrent system, navigation aids and Dredging;
  - Temporary Marine Works: temporary cofferdams, a temporary access ramp, temporary navigation aids, temporary outfalls and a temporary barge berth;
- **Off-site Power Station Facilities:** comprising the Alternative Emergency Control Centre (AECC), Environmental Survey Laboratory (ESL) and a Mobile Emergency Equipment Garage (MEEG); and

### Associated Development

- the 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

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.

## 2 Consultation with NWP

2.1.1 The preparation of this SoCG has been informed by a programme of discussions between Horizon and NWP, including the provision of comments through formal and informal consultation, and feedback provided in meetings.

### *Meeting schedule*

2.1.2 Horizon met with NWP to discuss and document common ground on the following dates:

**Table 2-1 Meetings between Horizon and NWP to discuss SoCG**

Meeting Date	Attendees	Purpose of Meeting
29 June 2017	Horizon / NWP	Project update
13 July 2017	Horizon / NWP	Project update
21 September 2017	Horizon / Quod / Atkins / Barton Wilmore / NWP	SoCG - update
4 October 2017	Horizon / Atkins / NWP	SoCG - update
23 October 2017	Horizon / Atkins / NWP / WAST	SoCG & EPCC Construction subgroup
13 November 2017	Horizon / Quod / Atkins / Jacobs / NWP / WAST / NWFRS	SoCG - Design meeting
13 November 2017	Horizon / Quod / Atkins / NWP	SoCG update
20 November 2017	Horizon / Quod / SDG / NWP / NWFRS / WAST	Highways meeting
3 December 2017	Steer / Quod / Vectos / Barton Wilmore	Highways meeting
19 December 2017	Horizon / Quod / Atkins / NWP	Security meeting
14 February 2018	Horizon / Atkins / NWP	Security meeting
27 February 2018	Horizon / Atkins / Quod / NWP / PHW / BCUHB / NWFRS / WAST / WG / IACC / BCA	Safeguarding
1 March 2018	Horizon / Quod / Atkins / BCA / NWP / NWFRS / WAST , BCUHB / PHW	Labour churn meeting
23 March 2018	Quod / Atkins / NWP / NWFRS	DCO application process
3 August 2018	Horizon / Quod / Atkins / NWP	SoCG Update meeting

15 November 2018	Horizon / Quod / NWP / Barton Wilmore / Clifford Chance / WBD	SoCG / service impact report meeting
23 January 2019	Vectos / Steer	T&T Traffic and Transport meeting
24 January 2019	Horizon / Quod / DWD / NWP / Barton Wilmore / Clifford Chance / WBD	SoCG / s106 / service impact report meeting

### ***Comments Provided by NWP***

- 2.1.3 Horizon shared with NWP (amongst other statutory consultees) the draft application documents to support the DCO application that they requested, in September and October 2017, and drafts of amended documents during the examination.
- 2.1.4 Comments on consultation documents and draft DCO documents were provided on the following dates:

**Table 2-2 Comments Provided by NWP**

<b>Date</b>	<b>Consultation</b>
24 October 2016	PAC 2 consultation
22 June 2017	PAC 3 consultation
11 December 2017	Comments on draft DCO documents
13 August 2018	Relevant Representation
26 October 2018	Comments on draft SoCG
28 November 2018	NWP Deadline 1 submission
7 December 2018	NWP Deadline 2 submission (including Written Representation)
19 December 2018	NWP Deadline 3 submission
22 January 2019	NWP Deadline 4 submission

- 2.1.5 The comments made (prior to submission) 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. The PAC 2 and PAC 3 comments formed the basis for the topics included in the first draft of the SoCG, since when the topics have evolved in response to the progress of discussions and comments from NWP.
- 2.1.6 Horizon shared the amended Deadline 5 version of the draft Workforce Management Strategy with NWP on 1 February 2019 and the draft Deadline

5 version of the Wylfa Newydd Code of Construction Practice with NWP on 5 February 2019.

- 2.1.7 A revised draft of the SoCG was issued to NWP on 30<sup>th</sup> January 2019 to reflect the matters discussed at the meeting on 24<sup>th</sup> January. NWP subsequently advised Horizon that NWP would not be in a position to provide further comments on the SoCG until it had received and reviewed Horizon's response to the Police Impact Assessment (submitted by Horizon at Deadline 5).

## 3 Current Position

### 3.1 Position of Horizon Nuclear Power and NWP

- 3.1.1 The following Table (Table 3-1) seeks to set out the position of NWP alongside Horizon's position as discussed at the meeting of 24<sup>th</sup> January 2019, and subsequent further exchanges of the document in writing.
- 3.1.2 The topics for inclusion in this table were based on the consultation responses provided by NWP at PAC 2, PAC 3, the initial SoCG meetings and the draft DCO documents submitted to NWP by Horizon.
- 3.1.3 The SoCG was subsequently restructured to a more focused list of issues for the submission at Deadline 2, based on an amended draft SoCG provided by NWP on 26 October 2018.
- 3.1.4 It sets out matters by topic area and an indication of whether the issue is agreed (green), not agreed (red) or ongoing (amber). For expediency, the schedule focusses on those areas upon which NWP have expressed interest or concern, which can be summarised under seven topic areas; these are:
- Demand on police services
  - Traffic and transport
  - Marine Off-Loading Facility ("MOLF")
  - Protest
  - Workforce implications
  - Documents, policies and strategies requiring NWP input
  - The draft DCO and draft DCO s106 agreement.
- 3.1.5 Although this represents the final draft of the SoCG, in accordance with the examination timetable, points that are "ongoing" or "not agreed" will be the subject of on-going discussion wherever possible to resolve or refine the extent of disagreement between the parties throughout the DCO Examination process (and where appropriate the Examining Authority will be updated on any change in the status of issues).
- 3.1.6 For example a number of matters discussed relate to updates to Control Documents including the Wylfa Newydd Code of Construction Practice (CoCP) and updates to the draft DCO s.106 agreement. NWP will fully review and comment on these documents when they are submitted at Deadlines 5 and 6.

Whilst Horizon has engaged proactively with NWP to develop this final draft SoCG it has not been formally endorsed by NWP (although it does reflect the most recent discussions and page turn of the draft SoCG on 24<sup>th</sup> January).

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**Table 3-1 Statement of Common Ground between NWP and Horizon**

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
<b>Increase in demand on NWP services during construction</b>	Potential to increase demand for NWP services	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	NWP A.1 <sup>3</sup>	It is agreed that the construction period of the Project has the potential to increase the demand for NWP services in a number of areas arising from the workforce population and construction activities. It is further agreed that suitable mitigation is required to ensure that the impacts of the Project do not detract from the current level and quality of services and facilities made available to NWP's existing population and communities. However, the extent of mitigation required is not agreed at this stage (as set out in the table below).		Agreed	<b>No further action</b>
	Workforce assumptions	Workforce Accommodation Strategy (APP-412)	NWP A.2a	The DCO Application and its associated assessments are based on 9,000 construction workers being deployed in delivering the Project at the peak of activity at Q4 of 2023, with varying numbers of workers prior to and beyond this period. During peak construction, 2,000 workers are expected to be home based, leaving 7,000 non-home based. 4,000 of the non-home based workers will be accommodated in the Temporary Workers Accommodation on-site (i.e. the Site Campus) and 3,000 are expected to use bed-space accommodation across Anglesey and parts of the mainland.  It is agreed that service impact will be assessed based on the expected accommodation split highlighted above.		Agreed	<b>No further action</b>

<sup>3</sup> Note that the table adopts the NWP SoCG ID numbering system

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
	Workforce assumptions – Monitoring (reporting)	Workforce Accommodation Strategy (APP-412) Draft s106 Agreement <sup>4</sup>	NWP A2b(i)	<p>The DCO is assessed on the basis of the 4,000 Site Campus, 3,000 non-home based workers, 2,000 home based workers split.</p> <p>Horizon will monitor and manage the distribution of the workforce within this split, through the Workforce Accommodation Management Service (WAMS) which will be secured by the s.106 agreement.</p> <p>An Emergency Services Engagement Group (ESEG) will be constituted under the revised draft s.106 agreement (circulated on 24<sup>th</sup> January 2019). The workforce accommodation monitoring data, collected through the WAMS, would be communicated to NWP through the ESEG.</p>		Agreed	<b>No further action</b> (agreed in principle. NWP to review detail of the revised s106)
	Workforce assumptions – Monitoring (link to Emergency Services (Police) Contribution)	Draft s106 Agreement	NWP A2b(ii)	<p>Any subsequent change [to the above workforce assumptions] may require further assessment. A suitable plan, monitor and manage regime therefore needs to be established to address the implications of any further variation in these circumstances.</p>	<p>The use of contingency funds has been reduced across the s106 agreement and Horizon is not proposing a contingency fund for the emergency services.</p> <p>Horizon has, however, drafted the agreement so that IACC would have to consult NWP in considering applications for funding from the Community Fund received in respect of matters which could impact on public safety.</p>	Not agreed	<b>No further action.</b>
	Level of impact	ES Volume C - Project-wide effects C1 - Socio-	NWP A.3	NWP does not agree to this statement [ <i>Horizon's position in the first paragraph in the column to the right i.e. that</i>	Based on the increase in population, Horizon's position is that the potential increase in crime rate is a negligible	Not agreed	<b>No further action</b>

<sup>4</sup> Note that a revised draft s106 Agreement was shared with NWP on 24<sup>th</sup> January, and subsequently submitted at Deadline 5.

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
		economics (APP-088)		<p><i>“based on the increase in population, Horizon’s position is that the potential increase in crime rate is a negligible impact of the Project with no significant effect”]</i> and has produced a more detailed assessment explaining the impacts of the increase in population that will affect NWP.</p>	<p>impact of the Project with no significant effect. Horizon does however recognise that the Wylfa Newydd Project is likely to create demand on the North Wales Police service (paragraphs 1.5.63 – 1.5.68 of Chapter C1 of the ES (APP-088)).</p>		<p>The conclusions of Horizon’s Socio economic assessment (at Chapter C1 of the ES (APP-088) are not agreed, however, Horizon is committed to providing an appropriate contribution to NWP to mitigate the potential increase in demand on NWP services</p> <p>Horizon have reviewed the service impact information provided by NWP which was discussed on the 24<sup>th</sup> January 2019 and have provided a response at Deadline 5.</p> <p>NWP and Horizon will continue to work together in</p>

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
							ensuring that appropriate mitigation and associated monitoring is properly secured.
	Potential impacts of the project	<p>Deadline 2 Submission - Wylfa Newydd Code of Construction Practice (APP-031)<sup>5</sup></p> <p>Draft Development Consent Order Revision 3.0 (REP2-020)<sup>6</sup></p> <p>Draft s106 Agreement</p>	NWP A.4	<p>NWP have identified that impacts of the Project that have the potential to increase demand for NWP services include, but are not necessarily limited to:</p> <ul style="list-style-type: none"> <li>- Incidents and crime on and off site (including Temporary Workers Accommodation); requiring police attention;</li> <li>- Increased night-time economy;</li> <li>- Increased incidents and crime off-site as a result of increased population;</li> <li>- Cyber-crime;</li> <li>- Hate crime;</li> <li>- Increased pressures on roads policing (see B);</li> <li>- Safeguarding; and</li> <li>- Intangible future impacts.</li> </ul> <p>Horizon does not necessarily disagree with this list of potential impacts, though propose that they should be agreed with NWP and established in the Community Safety Management Strategy (CSMS).</p>		Agreed	<p><b>Agreed forward action</b> – Horizon to issue revised CSMS principles to NWP for comment prior to submission at Deadline 5 (Issued to NWP on 5.2.19).</p>

<sup>5</sup> Revised WN CoCP submitted at Deadline 5.

<sup>6</sup> Revised draft DCO order submitted at Deadline 5.

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
				<p>Both parties agree that it is appropriate for Horizon and NWP to work together to agree a set of principles for the production of the CSMS which would be secured by a DCO requirement, and progressed in collaboration with an 'Emergency Services Engagement Group (ESEG)<sup>7</sup>. This would establish how the NWP and Horizon would work collectively in relation addressing these risks.</p> <p>The updated CSMS principles will be included within a revised Wylfa Newydd Code of Construction Practice (for submission at Deadline 5). Horizon have shared the draft with NWP prior to submission (on 5.2.19).</p>			
	Financial contribution	Draft s106 Agreement	NWP A.5	<p>NWP have provided detailed service planning following an assessment of the impact of the Project on NWP demand, that will form the basis of the criteria under which funds will be released.</p> <p>NWP have finalised an impact report that will inform ongoing discussions with Horizon on the matter of funding, which was submitted at Deadline 3(REP3-020 and REP3-062).</p>	<p>Horizon have appointed Gore Associates to provide a review of NWP's impact reports.</p> <p>Horizon will continue to work with NWP on securing appropriate mitigation, including that delivered by the draft s.106 agreement.</p>	On-going	<p><b>Agreed action:</b> The scale of financial contribution was discussed at a meeting between Horizon and NWP on 24 January 2019.</p> <p>Horizon will provide a response (reporting the findings of Gore Associates analysis) at Deadline 5.</p>

<sup>7</sup> The IACC could then additionally consult NWP in its role as discharging authority for the DCO requirement

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
Traffic and Transport related impacts during construction	A5025 between Amlwch and Cemaes	ES Volume C - Road traffic-related effects (project-wide) App C2.4 - DCO Transport Assessment (APP-100) NWP Deadline 4 submission (REP4-043)	NWP B.1	<p><del>NWP does not agree with this conclusion [in Horizon's position in the column to the right i.e. that the highway alignment on the A5025 between Amlwch and Cemaes does not require improvement] and has produced further evidence to support its position that mitigation is required. NWP has also commissioned Vectos, a transport consultant, to review the adequacy of the transport assessment and whether this necessitates additional mitigation to be sought as a result.</del></p>	<p><del>Horizon considers that its mitigation is robust and appropriate for the impacts of the Project. The highway alignment on the A5025 between Amlwch and Cemaes does not require improvement having regard to the horizontal and vertical alignment of the highway, existing traffic flows and accident data, an assessment of capacity and the consideration that it will not be a main commuter or construction vehicle route to the site. The highest increase in traffic on this route owing to the Wylfa Newydd DCO Project is +4%, therefore it is not deemed necessary or appropriate for Horizon to propose mitigation in this area. However, a Transport (Additional Mitigation) Contribution Fund will be available through the draft DCO s.106 agreement should monitoring indicate that this is an issue and funds will be able to be drawn down if agreed by IACC.</del></p>	On-going	<p><b>Note</b> – there are a number of matters relating to Traffic and transport discussed in detail between Steer and Vectos. Rather than record in full here it is more relevant to refer to NWP's Deadline 4 response and Horizon's response submitted at Deadline 5.</p>

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
	Key Strategic routes	<p>ES Volume C - Road traffic-related effects (project-wide) App G2-4 - DCO Transport Assessment (APP-100)</p> <p>Phasing Strategy (REP4-014)</p>	NWP B.2	<p>NWP does not agree that the embedded mitigation measures [<i>referred to in Horizon's position</i>] are necessarily sufficient to effectively manage congestion on key strategic routes. When having regard to the anticipated level of HGV and car trips to be generated at peak times during the construction period, the potential for significant effects on the A55 and Britannia Bridge, which already experience near capacity or at capacity conditions, it is an area of concern for NWP. As explained in B.1, NWP has commissioned Vectos, a transport consultant, to review the adequacy of the transport assessment and whether this necessitates additional mitigation to be sought as a result.</p>	<p>The Wylfa Newydd DCO Project includes a series of embedded mitigation measures to reduce and manage road based travel, including:</p> <ul style="list-style-type: none"> <li>— the A5025 Off-line Highways Improvements;</li> <li>— the Logistics Centre;</li> <li>— the Park and Ride;</li> <li>— the Site Campus at the WNDA</li> <li>— the MOLF</li> </ul> <p>all of which are to be secured through the Phasing Strategy. Before the A5025 Off-Line Highway Improvement Works are completed there are restrictions to delivery timings which removes the potential conflict of HGVs travelling on the A5025 and school start/finish times. There are also lower HGV caps now proposed in the early years (before the A5025 Off-Line Highway Improvement are completed) Both of these measures are secured in the CoCP.</p> <p>This embedded mitigation reduces the potential for road congestion that could affect</p>	On-going	<p><b>Note</b> – there are a number of matters relating to Traffic and transport discussed in detail between Steer and Vectos. Rather than record in full here it is more relevant to refer to NWP's Deadline 4 response and Horizon's response submitted at Deadline 5.</p>

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
					<p>emergency response times during construction.</p> <p>Regarding the Britannia Bridge, the Transport Assessment has assessed the worst-case scenario in terms of traffic generation by assessing the peak hour traffic in the peak construction year and assuming only 60% of deliveries come via the MOLF (the aim is to deliver up to 80% via the MOLF). Furthermore, Appendix L of the Transport Assessment assesses the cumulative impact of the Wylfa Newydd Project along with the North Wales Connection project.</p> <p>In addition, sensitivity testing on the impact of traffic on the Britannia Bridge has been undertaken at the request of the Welsh Government. The results of this sensitivity testing was provided to NWP in December 2018. This results show that even with a doubling of the proportion of construction workers living on the mainland, the impacts on Britannia Bridge are</p>		

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
					<p>considered acceptable. This is owing to the fact that worker shift timings (which are controlled via the CoCP) are set to avoid travel during peak traffic times across the Britannia Bridge.</p> <p>Further changes which are included in the revised version of the Wylfa Newydd CoCP to be submitted at Deadline 5 include:</p> <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 ES – these have already been shared with NWP.</li> <li>• More detail on how construction traffic will be managed, including AILs (through the preparation of an AIL Management Scheme to be approved by the Isle of Anglesey County Council in consultation with Gwynedd County Council, Welsh Government and North Wales Police).</li> </ul>		

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
					<ul style="list-style-type: none"> <li>• <del>More detail on how traffic impacts will be monitored</del></li> <li>• <del>More detail on enforcement</del></li> </ul> <p><del>This will further control the traffic impacts of the Project.</del></p> <p><del>The conclusions of the Transport Assessment are that there is no additional mitigation proposed in addition to the embedded mitigation.</del></p>		
	Construction traffic management	<p>Wylfa Newydd Code of Construction Practice (REP2-031)<sup>8</sup></p> <p>Workforce Management Strategy (APP-413)<sup>9</sup></p> <p>Main Power Station Site</p>	NWP B.3	<p>NWP does not agree that the plans [<i>referred to in the first paragraph of Horizon's position in the column to the right</i>] in their current form [<i>as drafted at Deadline 2</i>] are sufficient and fit for purpose.</p> <p>NWP's position is set out in detail in the Deadline 4 Submission (REP4-043).</p> <p>NWP note the changes made to various documents and will review and respond at Deadlines 5 and 6.</p>	<p>The measures set out, or to be set out, in the Code of Construction Practice (CoCP), Workforce Management Strategy (WMS) and Wylfa Code of Conduct (CoC) will assist in mitigating the impact of traffic generated by the Project in relation to the matters of traffic management planning, incident management, accident analysis, fly parking, driver behaviour, road traffic accidents and abnormal loads.</p>	On-going	<p><b>Agreed action:</b> NWP to review position following submission and review of modified documents in light of matters discussed on 24 January 2019 meeting.</p>

<sup>8</sup> Note that all document references in this cell will be superseded by Document 5 and 6 submissions

<sup>9</sup> Which will be updated at Deadline 5

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
		sub CoCP (REP2-032) Marine Works sub-CoCP (REP2-033) Off-Site Power Station Facilities sub-CoCP (REP2-034) Park and Ride sub-CoCP (REP2-035) Logistics Centre sub-CoCP (APP-419) A5025 Off-line Highway Improvements sub-CoCP (REP2-036)			<p>In addition, the s.106 agreement includes provision for IACC to undertake traffic monitoring and promote a road safety campaign.</p> <p>Horizon note that a number of DCO documents have been updated and have/will be submitted at Deadlines 5 and 6, including:</p> <ul style="list-style-type: none"> <li>• Wylfa Newydd Code of Construction Practice</li> <li>• Workforce Management Strategy</li> <li>• Main Power Station Site sub CoCP</li> <li>• Marine Works sub-CoCP</li> <li>• Off-Site Power Station Facilities sub-CoCP</li> <li>• Park and Ride sub-CoCP</li> <li>• Logistics Centre sub-CoCP</li> <li>• A5025 Off-line Highway Improvements sub-CoCP</li> <li>• Code of Operational Practice</li> </ul>		

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
					The changes were discussed with NWP at the meeting on 24 January 2019.		
	Impact on RPU	ES Volume C - Road traffic-related effects (project-wide) App C2.4 - DCO Transport Assessment (APP-100)	NWP B.4	<del>The traffic and population generated by the Project will place significantly greater pressure on the resources of NWP's Roads Policing Unit (RPU). In order for NWP's RPU to continue to effectively police the road networks and communities of North Wales, mitigation will be required to resource the related front line and support services.</del>	<del>Horizon note NWP's position and that the detailed impact report provides specific analysis from the RPU.</del>	On-going	<del><b>Action:</b> Horizon are reviewing the service impact information provided by NWP and will arrange further meetings. <b>No action (agreed that this line duplicates A.5)</b></del>
<b>MOLF (construction and operation)</b>	Waterborne response	Wylfa Newydd Code of Construction Practice (REP2-031) Marine Works sub-CoCP (REP2-033)	NWP C.1	NWP does not currently have the capability for waterborne response and the establishment of such capabilities would require significant resources and planning. The DCO Application does not contain sufficient information to enable NWP to understand how the MOLF will operate, particularly in relation to security.  NWP acknowledge, however, that a fully detailed plan for the operation and security of the MOLF will not be progressed further by Horizon at this stage. The operation of the MOLF will be subject to a full Port Management Safety Plan (outside the control of the DCO regime)		Agreed	<b>No further action</b> (at this stage)

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
				Horizon will provide NWP with sufficient information, at the appropriate time, in order to undertake an assessment of the potential impact of the construction and operation of the MOLF on the efficient running of their services.			
<b>Protest during construction and operation</b>	Site security	Design and Access Statement - Volume 3 - Associated Developments and Off-Site Power Station Facilities (Part 1 of 2) (REP2-029)  Wylfa Newydd Code of Construction Practice (REP2-031)	NWP D.1	It is agreed that Horizon has a statutory duty to prevent unauthorised access to the Project and will complete site-specific assessments of the security and trespass risk at each site and implement appropriate control measures. The site boundary will be secured and constructed such that it minimises opportunities for unauthorised entry and criminal offences by protestors.  Horizon will conduct regular security patrols of the site boundary on a 24 hours basis and this is secured by the Wylfa Newydd CoCP (APP-421).		Agreed	<b>No further action</b>
	Waterborne protest	Wylfa Newydd Code of Construction Practice (REP2-031)	NWP D.2	It is agreed that the Project attracts a risk of waterborne protest and Horizon will review potential security measures that could be implemented at the MOLF that will help to address this risk and seek to agree with NWP through a future Protest Management Strategy secured by the CoCP (having regard to the Port Management Safety Plan delivered outside the DCO regime).		Agreed	<b>No further action</b> (at this stage)

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
	Protest management	Wylfa Newydd Code of Construction Practice (REP2-031)	NWP D.3	<p>Wylfa Newydd Project could attract protest activity from both local and international groups prior to and during the construction phase. In such instances, facilitating the right to peaceful protest, keeping roads and highways open, protecting the public and workers and preventing related crimes occurring are all the responsibility of NWP.</p> <p>Horizon recognises that there is potential for incidents that require a response and intends to develop and implement a protest management strategy in consultation with NWP and other relevant stakeholders. This could involve the appointment of private expertise employed by Horizon.</p> <p>A Protest Management Strategy is currently required by the CoCP and as currently drafted requires NWP to be consulted on its preparation. NWP require the ability to agree the principles of the Protest Management Strategy, rather than just be 'consulted' on its content.</p> <p>It was agreed at the meeting on 24<sup>th</sup> January 2019 that a form of words would be proposed which provided NWP with the ability to agree the principles of the Protest Management Strategy (beyond consultation) but without full 'sign off' powers or the ability to veto the future strategy.</p>		Agreed	<p><b>Action:</b> Agreed subject to agreeing mutually agreeable wording in the CoCP / s106 (see F.1).</p>
	Impact on NWP resourcing	Draft s106 Agreement	NWP D.4	<p>The experience from other nationally significant energy and infrastructure projects has shown that should protests occur and become protracted the resulting impact on both the local police and border forces can be extremely detrimental to resourcing and finance. Continued protest</p>	<p>Horizon will consider the matter of resourcing as part of the review of NWP impact reports.</p>	On-going	<p><b>Action:</b> As per A.5.</p>

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
				will have a materially detrimental impact on local communities. A mechanism for resourcing the recruitment and retention of additional specialist skilled officers therefore needs to be agreed between Horizon and NWP.			
<b>Workforce Implications during construction</b>	Crime rates	ES Volume C - Project-wide effects C1 - Socio-economics (APP-088)	NWP E.1	The temporary increase in the population on the island of Anglesey and on the mainland, as a consequence of the Project, has the potential to correlate with an increase in crime rates and other instances that place a demand on NWP services. The extent to which NWP services will be affected as a result of the population increase is the subject of a detailed assessment, which has been submitted to Horizon. The extent of this impact on demand is not agreed.	As set out in NWP A.3, Horizon consider that the findings of the ESEnvironmental Statement are robust, i.e. that based on the increase in population, Horizon's position is that the potential increase in crime rate is a negligible impact. However, as noted above, Horizon accepts that the Wylfa Newydd Project is likely to create additional demand on the northNorth Wales policePolice service. The extent of the impact is not agreed and subject to the actions set out at NWP A.5.	On-going	<b>Action:</b> As per A.5.
	Workforce behaviour		NWP E2a	It is agreed that certain mitigation measures proposed by Horizon, relating to worker behaviour, provide the opportunity to decrease the potential for crime to occur and help to manage the impact of the Project on local communities.		Agreed	<b>No further action</b>

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	Code of conduct	Workforce Management Strategy (APP-413) <sup>10</sup>	NWP E2b	The CoC will be in accordance with the principles set out in the WMS. These principles in the WMS are being updated by Horizon and will be shared with NWP prior to submission at Deadline 5. Horizon is also proposing an amendment to (PW8) Requirement PW8 to make it clearer that Horizon must ensure that construction is undertaken in accordance with the WMS. .		Agreed	<b>Action:</b> Agreed subject to <b>forward action</b> to agree the principles set out in the WMS.
<b>Documents, policies and strategies requiring NWP input</b>		See list at Annex 2 of NWP Deadline 4 submission (REP4-043)	NWP F.1	NWP's position on the level of involvement in the preparation, monitoring and review of the documents, policies and strategies is set out in detail in detail in the Deadline 4 submission (REP4-044).	Horizon note NWP's position and explained the revised approach to some of the control documents (in particular the CoCP) at the meeting on 24 <sup>th</sup> January. It was agreed at the meeting that Horizon would consider NWP's Deadline 4 submission in detail and propose wording which balances NWP's requirement to agree the principles of a scheme or plan with the current structure which requires 'consultation', however Horizon does not accept that NWP should have a final approval right of such documents.	On-going	<b>Action:</b> Horizon to respond to NWP Deadline 4 response in detail.

<sup>10</sup> Revised WMS to be submitted at Deadline 5.

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
Intangible impacts during construction		Draft s106 Agreement Agreement 11	NWP G.1	NWP has undertaken an assessment of the potential impacts of the development and this has been provided to Horizon for review. NWP has identified the impacts that will arise as the construction gets under way. These will need to be secured within the DCO or a section 106 obligation, with an appropriate mechanism and funding put in place to cater for them.	<p>The use of contingency funds has been reduced across the s106 agreement and there is no proposal to provide a contingency fund for the emergency services.</p> <p>Horizon have, however, drafted the agreement so that IACC would have to consult NWP in considering applications for funding from the Community Fund received in respect of matters which could impact on public safety.</p>	Not agreed	No further action
Development Consent Obligations / s.106 agreement		Draft s106 Agreement	NWP H.1	<p>Further to the assessment undertaken by NWP relating to the potential impacts of the development, a section 106 obligation is required to mitigate those impacts. This assessment has identified specific impacts on the workings and operation of NWP. Mitigation will be provided to NWP in relation to the following measures:</p> <p>a) Local Policing Services - Response, Neighbourhood Policing Team and Local CID</p>	<p>Horizon will continue to work with NWP on appropriate mitigation, including that delivered by the draft s.106 agreement.</p> <p>A draft s106 agreement was issued at Deadline 3 (REP3-042) and has been subject to further review by Horizon. A revised draft was issued to NWP on 24 January and discussed at the meeting on the same date and in further discussions.</p>	On-going	Action: Horizon and NWP to continue to discuss details of the s.106 agreement

<sup>11</sup> Note that a revised draft s106 Agreement was shared with NWP on 24<sup>th</sup> January, and will be submitted at Deadline 5.

Topic	Sub topic	Document Reference/ Signpost/ Routemap	SoCG ID	NWP position	Horizon position	RAG	Action required to inform further discussion on issue
				<ul style="list-style-type: none"> <li>b) Custody</li> <li>c) Operational and Emergency Planning</li> <li>d) Road Policing Unit - RPU and Commercial Vehicle Unit</li> <li>e) Force Control Centre</li> <li>f) Managed Response Unit</li> <li>g) Investigation Support Unit</li> <li>h) Crime Services - All functions</li> <li>i) Administration of Justice</li> <li>j) Programme Management and Support</li> </ul>	<p>The revised draft s106 agreement will be submitted at Deadline 5.</p>		