



Wylfa Newydd Project

6.8.3 ES Volume H - Logistics Centre H3 - Socio-economics

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3 Socio-economics

3.1 Introduction

- 3.1.1 This chapter describes the assessment of potential socio-economic effects resulting from the construction, operation and decommissioning of the Logistics Centre at Parc Cybi (hereafter referred to as 'the Logistics Centre').
- 3.1.2 This chapter excludes project-wide socio-economic effects, which are considered in the assessment contained within chapter C1 (socio-economics) (Application Reference Number: 6.3.1).
- 3.1.3 Please refer to chapter B2 (socio-economics) (Application Reference Number: 6.2.2) for the technical basis for the assessment including a summary of legislation, policy and guidance; key points arising in consultation that have guided the socio-economic assessment; and assessment methodologies and criteria.

3.2 Scope and study area

- 3.2.1 This section describes the study areas relevant to the socio-economic assessment for the Logistics Centre.
- 3.2.2 In the context of this socio-economic assessment, social effects refer to the consequences of the Logistics Centre for human populations: relating to how people live, work, play, relate to one another, organise to meet their needs and generally operate as members of society. Welsh language and culture is a core part of society on Anglesey. Effects on this are considered in a separate Welsh Language Impact Assessment (Application Reference Number: 8.21) that accompanies the application for development consent. The economic effects cover issues in terms of businesses, employment and direct spending that may arise as a consequence of the Logistics Centre.
- 3.2.3 The assessment considers the following socio-economic topics:
- neighbouring communities and local services: effects on population, community and education facilities, and health provision;
 - public safety: potential change in public safety (including crime levels);
 - local business: effects on the local businesses and on the local economy; and
 - land use: potential change in land use which could result in a reduction in economic value.
- 3.2.4 Effects on public services and accommodation supply are not included in this assessment as no significant effects are expected to arise as a result of the construction, operation or decommissioning of the Logistics Centre. This determination has been made on the basis that worker requirements for the construction and operation phases of the Logistics Centre are not significant (i.e. a maximum of 50 construction workers would be required for the construction phase, while the operational phase would only require 14 personnel. Employment requirements for both phases would necessitate the creation of new jobs locally. In addition, effects on public services and

accommodation supply are considered a project-wide effect and are assessed in chapter C1 (Application Reference Number: 6.3.1). Direct effects on the environment as a result of the Logistics Centre are considered within the context of a Local Area of Influence (LAI), which consists of open landscape, farmland, amenity and urban areas and extends to a 1km radius from the Order Limits. This area has been selected to ensure that significant effects on the physical environment (in terms of air, noise and visual assessment) are incorporated into the socio-economic assessment. This study area is used for the assessment of effects on socio-economic issues of neighbouring communities and local services, public safety, and local businesses.

- 3.2.5 The Daily Construction Commuting Zone (DCCZ) is an area based upon a 90-minute commute time from the Logistics Centre. The DCCZ is used as the study area for the assessment of potential economic effects associated with workforce spending during the construction, operation and decommissioning of the Logistics Centre.
- 3.2.6 The study area for the topic of 'land use' will be confined to the direct land-take within the boundary of the site itself. This will be considered within a comparative assessment against the wider Agricultural Land Classification (ALC) (classification of Best and Most Versatile (BMV) land) of the Isle of Anglesey.
- 3.2.7 The study areas discussed above are shown on figure H3-1 (Application Reference Number: 6.8.29).

3.3 Baseline environment

- 3.3.1 This section provides a summary of the baseline conditions for socio-economic conditions within the study areas described in section 3.2.

Neighbouring communities and local services

Population

- 3.3.2 In the context of the 2011 Census Electoral Ward Boundaries, the Logistics Centre is located within the electoral ward of Kingsland [RD1]. In that year, Kingsland had a population of 1,525 (42.9% of which spoke Welsh), while Anglesey had a resident population of around 70,000, illustrating that this electoral ward represented approximately 2% of the total population of the Isle of Anglesey. The working age population (those aged between 16 and 64) provides an indicator of the capacity of the population to participate in economic activity. The working age population within Kingsland in 2011 was approximately 66% of the total ward population. This working age population was notably higher than was the case across the Isle of Anglesey, which had 61% of its total population within the working age bracket within the same year. The Welsh national average working age population was also lower than Kingsland at 63%. The 2011 census data also revealed that people aged 65 and over comprise a noticeably lower proportion of the population within Kingsland than was the case when compared to the Isle of Anglesey and Wales as a whole (table H3-1).

Table H3-1 Population distribution by age cohort, 2011 [RD1]

Age	Kingsland		Isle of Anglesey		Wales	
	Number	%	Number	%	Number	%
Age 0 to 15	302	19	11,861	17	556,296	18
Age 16 to 64	1,002	66	42,244	61	1,944,616	63
Age 65 to 74	121	8	8,574	12	300,550	10
Age 75 plus	100	7	7,072	10	261,994	9
Total (all usual residents)	1,525	100	69,751	100	3,063,456	100

Community facilities

- 3.3.3 The site location for the Logistics Centre is situated on the southern outskirts of Holyhead which has a population of 13,659 in 2011. While the site is approximately 1.6km from the centre of the town and therefore outside of the LAI, Holyhead is by far the largest settlement on the Isle of Anglesey and possesses a host of community facilities and services so is considered relevant to the assessment of effects. It is located at the end of the A55 and has a train station connecting to the north Wales coast line, in addition to being served by a leisure centre with a swimming pool, a library, post office, parks and open spaces, a police station, a job centre, public toilets and numerous car parks. There are also eight community centres located within the town. Holyhead is home to a deep-water, lock-free port (the Port of Holyhead), operated by Stena Line Ports Ltd, and is centrally located on the Irish Sea coast within easy reach of several major conurbations, both in the UK and Ireland.
- 3.3.4 The village of Trearddur Bay is located approximately 1.5km to the south of the Logistics Centre. The village contains a range of facilities, including a hotel, golf club, B&Bs, post office, a restaurant, a café, a church and other commercial businesses. While this is also outside the LAI, it is considered appropriate to include it for the purposes of the socio-economic assessment as it is the closest community to the Logistics Centre site.
- 3.3.5 An extensive commercial and industrial area (Penrhos Retail/Industrial Park) is located in close proximity (260m approximately) to the north of the Logistics Centre site, albeit situated on the opposite side of the A55.

Education facilities

- 3.3.6 There are 47 primary schools, five secondary schools and one special school on the Isle of Anglesey. The schools located within the LAI are listed below.
- Ysgol Kingsland (primary), located approximately 865m to the north-west. As of September 2016, there were 182 pupils registered at the school, which has a capacity of 173.
 - Ysgol Gymraeg Morswyn (primary), located 780m to the north-west. However, it is located on the opposite side of the A55 from Ysgol

Kingsland as referred to above. As of September 2016, there were 132 pupils registered at the school, which has a capacity of 126.

Health provision

- 3.3.7 There are no accidental healthcare facilities located within the LAI; however, Ysbyty Penrhos Stanley in Holyhead (located 855m north of the Logistics Centre) operates a Minor Injuries Unit 12 hours per day, seven days a week. There is also no hospital with accident and emergency facilities on the Isle of Anglesey; the closest is Ysbyty Gwynedd, in Bangor.
- 3.3.8 Fairway Nursing Home is located 980m to the south of the Logistics Centre and within the LAI. This is a privately-owned care home with registered care categories of dementia, old age and physical disability. The proximity of this care home to the Logistics Centre, together with the type of residents, would make this a sensitive receptor to be included within the socio-economic assessment.

Public safety

- 3.3.9 Outlined below is the current baseline with respect to public safety and the occurrence of crime in communities located within the LAI. This is initially presented regionally and set within the national context and then subsequently more locally in respect to the LAI study area.
- 3.3.10 According to the Office of National Statistics, north Wales has a total recorded crime rate (excluding fraud) of 58.6 per 1,000 population in 2016 [RD2]. This crime rate was lower than the Welsh National rate of 64.4 per 1,000 population while also considerably lower than the combined rate across England and Wales (71.9 per 1,000). The crime category of 'violence against the person' recorded a rate of 19.4 per 1,000 population (marginally higher than the England and Wales combined national rate of 19.3 per 1,000 population); while 'theft offences' reported a rate of 20.4 per 1,000 population which was significantly lower than the Welsh national rate of 24.1 per 1,000 population and the combined national rate (31.4 per 1,000 population) in England and Wales.
- 3.3.11 According to police crime statistics, 238 crimes were reported in the electoral ward of Kingsland in the 2016 calendar year [RD3]. The months with the highest number of crime reports were in March and November with 24 reports each. Anti-social behaviour, violence and sexual offences as well as criminal damage and arson were the most common crimes reported, as highlighted by table H3-2.

Table H3-2 Crimes reported in Kingsland [RD3]

Month	Kingsland	Nature of crimes
January 2016	23	Anti-social behaviour, violence and sexual offences, criminal damage and arson, possession of a weapon, shoplifting and burglary.
February 2016	20	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting.
March 2016	24	Anti-social behaviour, violence and sexual offences, criminal damage and arson, drugs, shoplifting and theft from a person.
April 2016	20	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting.
May 2016	10	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting.
June 2016	20	Anti-social behaviour, violence and sexual offences, criminal damage and arson, possession of a weapon, shoplifting, burglary and other crime.
July 2016	18	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting, burglary and public order.
August 2016	19	Anti-social behaviour, criminal damage and arson, public order, vehicle crime, burglary, other theft.
September 2016	20	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting, and other theft.
October 2016	18	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting, and other theft.
November 2016	24	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting, and other theft.
December 2016	22	Anti-social behaviour, violence and sexual offences, criminal damage and arson, shoplifting, burglary and other theft.

3.3.12 Table H3-3 shows the trend in the number of crimes in Kingsland between 2011 and 2016.

Table H3-3 Trend data on crimes in Kingsland 2011 to 2016 [RD3]

Year	2011	2012	2013	2014	2015	2016
Total number of crimes	316	212	207	185	284	238

Local businesses

3.3.13 The site is located within the local economy of the DCCZ study area, which in 2015, had a gross value added of approximately £6.6 billion [RD4]. Given the Logistics Centre's close proximity to the port town of Holyhead, there is an abundance of local businesses and other commercial receptors, approximately 30 in number, predominantly retail and restaurants, located within the LAI. The majority of these are located within the Penrhos Retail/Industrial Park just north of the Logistics Centre.

Land use

3.3.14 The majority of agricultural land on the Isle of Anglesey is considered to be Grade 3 (3a and 3b), 4, or 5 in terms of ALC, with Grades 1, 2, and 3 (3a and 3b) being classified as BMV land suitable for agricultural uses. According to this classification, Anglesey consists of moderately good to very poor land quality as illustrated in table H3-4. The total area of the Logistics Centre is approximately 3.07ha in size, consisting predominantly of agricultural land; however, there is a significant rocky outcrop at the southern part of the site. Within this context, the land proposed to be used for the construction of the Logistics Centre has been assessed and classified as a combination of Grade 3a (BMV) and Grade 4 (ALC) [RD5].

Table H3-4 ALC grades for the Isle of Anglesey [RD5]

Grade	Description	Area (ha)	Percentage
1	Excellent quality (BMV)	0	0%
2	Very good quality (BMV)	1,116.9	1.6%
3a	Good quality (BMV)	27,559.3	38.6%
3b	Moderate quality		
4	Poor quality	27,213.8	38.1%
5	Very poor quality	10,398.4	14.6%
-	Non-agricultural	5,072.6	7.1%

Evolution of the baseline

3.3.15 It should be noted that there are a number of Reasonably Foreseeable Future Projects located within the LAI that may impact the future evolution of the baseline of this assessment. However, such impacts are not anticipated to be significant and therefore the likelihood of any change in the assessment as a result is considered very low. The Reasonably Foreseeable Future Projects are outlined below:

- AN02 – Anglesey Eco-Park;
- AN04 – Penrhos Leisure Village, Land and Lakes; and
- AN06 – Parc Cybi Stage 2 (Mixed-use development with distribution and warehousing).

3.4 Design basis and activities

- 3.4.1 This section sets out the design basis for the assessment of effects. It sets out where any assumptions have been made to enable the assessment to be carried out at this stage in the evolution of the design. This section also identifies the embedded and good practice mitigation that will be adopted to reduce adverse effects as inherent design features or by implementation of standard industry good working practice.
- 3.4.2 As described in chapter H1 (proposed development) (Application Reference Number: 6.8.1), the application for development consent is based on a parameter approach. The assessment described within this chapter has taken into consideration the flexibility afforded by the parameters. A worst case scenario has therefore been assessed from a socio-economics perspective within the parameters described in chapter H1 (Application Reference Number: 6.8.1).

Construction

Basis of assessment and assumptions

- 3.4.3 The approximate scale of the construction workforce (maximum of 50 construction workers) and activities associated with the construction of the Logistics Centre form the basis for this assessment.
- 3.4.4 Figure H3-2 provides an indicative construction timeline for all elements of the Wylfa Newydd Project and, by extension, an indication as to the likely time periods for which significant workforce numbers for the Wylfa Newydd Project are required during the construction phase. The timeline illustrates that a portion of the operation workers would join the wider construction workforce during the construction phase (i.e. operational workers required for the Associated Developments which are being developed to facilitate the construction of the Power Station). Workers required for the construction of the Logistics Centre and other Associated Development (with the exception of the Site Campus) do not overlap with the peak of the construction workforce required for the Wylfa Newydd Development Area as the Logistics Centre would be in operation during this period.

Figure H3-2 Construction timeline for the Wylfa Newydd Project

Timeline – Calendar Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9
A5025 – On-line (Highway Improvements)									
A5025 – Off-line (Highway Improvements)									
Site campus									
Park and Ride									
Logistics Centre									
Off-Site Power Station Facilities (MEEG/AECC/ ESL)									
Site Preparation and Clearance (SPC)									
Unit 1 – construction, commissioning and start-up									
Unit 2 – construction, commissioning and start-up									

Embedded mitigation

- 3.4.5 There is no embedded mitigation within the design of the Logistics Centre which is specific to mitigating the socio-economic effects arising from the construction of the Logistics Centre as potential effects are not anticipated to be significant. It should be noted however that the Logistics Centre is considered to be embedded mitigation for the wider effects of the Wylfa Newydd Project as outlined in chapter C1 (Application Reference Number: 6.3.1).

Good practice mitigation

Code of Construction Practice (CoCP)

- 3.4.6 The Wylfa Newydd CoCP (Application Reference Number: 8.6) sets out project-wide strategies supported by sub-CoCPs that provide additional standards and measures specifically relevant to a particular site or location. The Wylfa Newydd CoCP (Application Reference Number: 8.6) and Logistics Centre sub-CoCP (Application Reference Number: 8.11) also set out the standards and measures of work ensuring compliance with legislation and the effective planning, management and control of construction activities with the aim of controlling adverse effects on the local community and the environment. The parameters of requirements in terms of general site management, working hours, site layouts, appropriate lighting and security arrangements, including security fencing, amongst others are outlined in both documents.

Public access

- 3.4.7 As works are planned to take place within the defined Order Limits points of access or other routes to commercial or community receptors outside of these Limits, such as the route to Parc Cybi and the A5153, would be maintained throughout the construction phase of the Logistics Centre to ensure there is no disruption of access to receptors. Such provisions would be outlined in the Logistics Centre sub-CoCP (Application Reference Number: 8.11).

Supply Chain Charter (and Action Plan)

- 3.4.8 As outlined in chapter C1 (Application Reference Number: 6.3.1) and D3 (socio-economics) (Application Reference Number: 6.4.3), construction services as part of the Logistics Centre would be procured and undertaken in accordance with Horizon Nuclear Power's Supply Chain Charter, which will be secured by means of Section 106 Agreement to be entered into between Horizon and the IACC. Horizon are also developing a Supply Chain Action Plan with IACC, the North Wales Economic Ambition Board, and the Welsh Government which will support the realisation of the goals set out in the Charter, namely the key aspects of the commercial strategy and how these will be achieved. The Action Plan, also secured via S106 Agreement, is being developed in conjunction with key stakeholders and its ultimate goal is to maximise business opportunities locally, regionally, and nationally. The Supply Chain Service, jointly formed of stakeholders and key delivery partners from the Wylfa Newydd supply chain, will oversee the delivery and implementation of the Supply Chain Action Plan.
- 3.4.9 Further details regarding all aspects of the Supply Chain Charter (and Action Plan) are outlined in chapter C1 (Application Reference Number: 6.3.1)

Operation

Basis of assessment and assumptions

- 3.4.10 The approximate scale of the operational workforce (expected to be 14 positions) and activities associated with the operation of the Logistics Centre form the basis for this assessment and the assumptions have been made within this context.

Embedded mitigation

- 3.4.11 The site location of the Logistics Centre went through a site selection and constraints mapping exercise to inform the decision-making process as to the most appropriate location to situate the facilities. This process can be considered embedded mitigation as it proactively attempts to mitigate or limit any potential effects that may have resulted from locating the site in an alternative location which might have been the case if the site selection process had not taken place.
- 3.4.12 Site security and a secure fenced boundary have been incorporated into the site design as embedded mitigation to ensure the safe and secure operation of the facility as well as acting as a mitigation measure to deter crime from occurring.

Good practice mitigation

- 3.4.13 There is no good practice mitigation specific to potential socio-economic effects included in the operation phase of the Logistics Centre. Decommissioning

Basis of assessment and assumptions

- 3.4.14 The approximate scale of the workforce (considered to be similar in skill and size as per the construction phase) and activities undertaken during the decommissioning phase of the Logistics Centre form the basis for this assessment. It is also assumed that decommissioning of the Logistics Centre would only consist of the removal of buildings and leaving the site in a 'serviced state' for potential future use. This assessment is undertaken on this basis and represents the 'worst-case scenario' according to the plans for the site.

Embedded mitigation

- 3.4.15 Similar to the construction phase, there is no embedded mitigation specific to potential socio-economic effects included in the decommissioning phase of the Logistics Centre.

Good practice mitigation

- 3.4.16 Good practice mitigation, similar to those outlined for the construction phase, is expected to be implemented during the decommissioning phase as works and activities are expected to be similar in nature.

3.5 Assessment of effects

- 3.5.1 This section presents the findings of the assessment of effects associated with the construction, operation and decommissioning of the Logistics Centre.

Construction

Neighbouring communities and local services

- 3.5.2 Fairway Nursing Home is located within the LAI at a distance of approximately 1km to the south of the Logistics Centre and is considered to be a highly sensitive receptor, as it accommodates vulnerable residents. The magnitude of the effect is anticipated to be negligible, as there is a minimal risk for disturbance to residents with regard to changes in air quality, noise and vibration given the location and distance from the Logistics Centre site; therefore, potential effects are determined to be negligible.
- 3.5.3 More information on air quality and noise and vibration can be found in chapter H5 (air quality) (Application Reference Number: 6.8.5) and chapter H6 (noise and vibration) (Application Reference Number: 6.8.6) respectively.
- 3.5.4 Similar potential effects to those outlined directly above are also expected to be experienced by the educational receptors, Ysgol Kingsland and Ysgol Gymraeg Morswyn, as both are situated within the LAI at a distance of 840m and 775m respectively from the Order Limits of the Logistics Centre. Likewise, both receptors are considered to be highly sensitive receptors as they are both

facilities providing services for children. However, the magnitude of the effects is expected to be negligible given the location and distance from the site, and therefore the potential effects are determined to be negligible and therefore not significant.

- 3.5.5 The construction phase of the Logistics Centre is not expected to result in any significant direct effects on neighbouring communities and local services, including community or healthcare facilities located in the LAI, in terms of amenity, severance or access. This is due to the expected scale, duration and nature of construction activity and also on the understanding that such activity would take place within the defined Order Limits and does not include the requirement for closure or curtailment of access routes or points.

Public safety

- 3.5.6 No significant direct effects on public safety within the LAI have been identified during the construction of the Logistics Centre as site security and a secure fenced boundary would be provided, limiting the potential for crime. Construction traffic is expected to be minimal given the small scale of construction at the Logistics Centre and is not anticipated to contribute to traffic related safety issues.

Local businesses

- 3.5.7 Access to local businesses and other commercial receptors is not expected to be affected as no significant change in access arrangements or the duration of journeys is anticipated as construction traffic would be directed to use specific haul routes and would be timed for outside of typical rush hour periods. It should be noted that local businesses and other commercial receptors located within the LAI may be affected by environmental effects (similar to those outlined in paragraph 3.5.2, i.e. air quality, noise and vibration) in relation to construction activities. The sensitivity of such receptors is considered to be high given the economic nature of commercial receptors. However, the magnitude of such effects is determined to be negligible given the scale, duration and nature of the construction phase, resulting in potential effects being considered negligible and therefore not significant.
- 3.5.8 As outlined in paragraph 3.4.8, construction of the Logistics Centre would be procured and undertaken in accordance with Horizon Nuclear Power's Supply Chain Charter and associated Action Plan (once developed). The Action Plan will identify key aspects of the commercial strategy and how Horizon will achieve these.
- 3.5.9 Increased local expenditure is expected as a result of job creation. The potential for increased local economic activity would be expected when the number of employed people increases in the local economy. The sensitivity of the local economy is considered to be high, while the magnitude of the effect on economic activity within the LAI and the wider DCCZ is assessed to be small. At this point, the quantification of the effect is not possible due to the range of varying factors that influence spending levels and uncertainty over the location of that spending. Given the size of the local economy (in 2015, the gross value added of the DCCZ was £6.6 billion) [RD2], the potential injection into this from wage increases associated with the Logistics Centre

within the LAI and the wider DCCZ is assessed as minor beneficial, and therefore not significant.

Land use

- 3.5.10 The Logistics Centre site is approximately 3.07ha in size. The majority of this is expected to be subject to construction activity including all of the BMV land, which represents a potential economic value given its highly classified agricultural grading. The design of the Logistics Centre proposes to incorporate an ecological/landscape buffer along the northern boundary of the site to allow for visual screening of the facility from the A55 as well as allowing access to the existing attenuation pond adjacent to the A55. The sensitivity of the agricultural land within the site is considered to be medium, while the magnitude of the effect is assessed as small. The effect is therefore assessed as negligible, not significant.

Operation

Neighbouring communities and local services

- 3.5.11 There is potential for disruption to residents of the Fairway Nursing Home, local schools (Ysgol Kingsland and Ysgol Gymraeg Morswyn) and community or healthcare facilities located within the 1km LAI from potential changes in noise levels and air quality associated with vehicular/HGV traffic going to and from the Logistics Centre during its operation. These receptors are considered to be of high sensitivity as they represent services or utilities used by sensitive groups within the local population. The magnitude of change is assessed as negligible, as effects are anticipated to be very localised and infrequent in nature throughout the operating phase of the Logistics Centre given the nature of operations during this period (i.e. HGV traffic) and the distance of the aforementioned receptors from the Logistics Centre. The potential effects are therefore assessed as negligible and therefore not significant.
- 3.5.12 More information on air quality and noise and vibration can be found in chapter H5 (Application Reference Number: 6.8.5) and chapter H6 (Application Reference Number: 6.8.6) respectively.
- 3.5.13 Increased traffic flows or traffic congestion from the Logistics Centre specifically are not expected to adversely affect neighbouring communities and local services (including educational and healthcare facilities) within the LAI during the operating phase. Through the implementation of a 'just-in-time' policy for required delivery of materials for the construction of the Power Station, traffic associated with the operating phase is expected to be directed to use specific routes and to reduce time spent on the local road network. It should also be noted that the primary function of the Logistics Centre, as a core element in the embedded mitigation of potential 'project-wide effects' (as described and assessed in volume C, Application Reference Numbers: 6.3.1 to 6.3.7), is to minimise the potential traffic congestion or other traffic-related effects that would be brought about by the construction of the Wylfa Newydd Project.

Public safety

- 3.5.14 Once the Logistics Centre is in use, it could lead to an increased fear of crime in relation to the increase in personnel in the local area. However, there would be increased on-site security, use of lighting and a barrier to deter crime and minimise the areas on site where anti-social behaviour could occur.
- 3.5.15 The sensitivity of the communities within and bordering the LAI is considered to be high, while the magnitude of the change on crime levels is assessed as negligible, as actual levels of crime are not expected to change. This is due to the incorporation of security, lighting, control and monitoring features within the design of the facility which will assist in the deterrence of crime, and the security of the facility as a whole. This is based upon professional judgement and supported by the findings of the Health Impact Assessment Report (Application Reference Number: 8.19). The potential effect is therefore assessed as negligible and not significant.

Local businesses

- 3.5.16 The Logistics Centre would be located adjacent to the A55, in close proximity to Junction 2, with access to the site gained from a local road running parallel to the A55. An increase in traffic on the A55 and at Junction 2 (A5153) is expected during its operating phase, which is outlined in chapter C2 (traffic and transport) (Application Reference Number: 6.3.2). However, given the high capacity nature of the A55 and Junction 2 (A5153) and assuming no road closures would be required, this is not considered to result in a significant increase in journey times for people using this route or a change in noise, vibration or air quality on local businesses or other commercial receptors in the LAI. The magnitude of such a change is determined to be small, and infrequent in nature, resulting in potential effects being considered negligible and therefore not significant.
- 3.5.17 Increased spending in the LAI and the wider DCCZ is expected during the operating phase of the Logistics Centre, as a result of increased movement of the procurement providers and suppliers to the Wylfa Newydd Project in the local area. Such effects would be considered for the Wylfa Newydd Project construction workforce as a whole within chapter C1 (Application Reference Number: 6.3.1) and therefore they are not considered an effect of this development specifically.

Land use

- 3.5.18 As outlined above, 3.07ha of the Isle of Anglesey's agricultural land, which accommodates some Grade 3a BMV land, would be lost during the construction phase of the Logistics Centre. The loss of potential economic value that the site represents has already been assessed during the construction phase and so is not reassessed for the operational phase.

Decommissioning

Neighbouring communities and local services

- 3.5.19 The effects of the decommissioning phase on Fairway Nursing Home are expected to be similar to those during construction however the scale of

activity associated with decommissioning is expected to be smaller than during construction. This is due to the expectation that the decommissioning of the Logistics Centre would only consist of the removal of buildings and leaving the site in a 'serviced state' for potential future use. It is on this assumption that no significant effects are expected in terms of changes in either air quality or noise and vibration. The magnitude of change is considered to be negligible, meaning that potential effects are also considered negligible.

- 3.5.20 Similar potential effects to those outlined for Fairway Nursing Home are also expected to be experienced by the educational receptors, Ysgol Kingsland and Ysgol Gymraeg Morswyn. Similarly, the magnitude of the change is expected to be negligible, and therefore the potential effects are also determined to be negligible, not significant.
- 3.5.21 The decommissioning phase of the Logistics Centre is not expected to bring any significant direct effects (any effects would be negligible) in terms of severance or access to neighbouring communities and local services, including community or healthcare facilities. The site is located alongside a comprehensive road network and decommissioning activity is due to take place within a defined site boundary and would not include the requirement for closure or curtailment of access routes or points.

Public safety

- 3.5.22 No significant direct effects (any effects would be negligible) on public safety within the LAI have been identified during the decommissioning phase of the Logistics Centre as similar provisions to those made during the construction phase would be reinstated for the decommissioning of the Logistics Centre.

Local businesses

- 3.5.23 Effects on local business and other commercial receptors are expected to be similar to those outlined at the construction phase. Access to these local businesses and other commercial receptors is not expected to be affected (assuming that no road closures would be required).
- 3.5.24 Similar to the construction phase, the Logistics Centre is not expected to have any significant direct effects in terms of amenity, severance or access on the rest of the LAI due to the fact that decommissioning works would take place within a defined site boundary and would not involve the closure or curtailment of access routes or points to businesses.
- 3.5.25 Increased local expenditure in the LAI and the wider DCCZ is expected as a result of job creation during decommissioning. The potential for increased local economic activity would be expected when the number of employed people increases in the local economy. The sensitivity of the local economy is considered to be high, while the magnitude of the change in economic activity within the LAI and the wider DCCZ is assessed to be small. As a result, the potential effect is assessed as minor beneficial and therefore not significant.

Land use

- 3.5.26 As a result of the decommissioning phase of the Logistics Centre, the site (3.07ha of land) would not be returned to its previous agricultural use, but buildings would be removed and site secured for potential future commercial use. Given its proximity to Holyhead and the assumption that the site would be left in a 'serviced state' for future development, there is potential for an increase in its economic value. This potential is considered beneficial, however is assessed as not significant given the unknown nature of any future development at this time.

3.6 Additional mitigation

- 3.6.1 In accordance with chapter B1 (introduction to the assessment process) (Application Reference Number: 6.2.1), embedded and good practice mitigation measures relevant to socio-economics were taken into account when determining the 'pre-mitigation' significance of effects. These are detailed in the design basis and activities section of this chapter.
- 3.6.2 The methodology used provides for additional mitigation measures to address potential significant effects identified in the assessment of effects. However, as outlined above in section 3.5, assessment of effects, no significant socio-economic effects are likely as a result of the construction, operation or decommissioning of the Logistics Centre, and thus no additional mitigation is required.

3.7 Residual effects

- 3.7.1 No significant adverse socio-economic effects were identified.
- 3.7.2 Minor effects identified in the assessment of effects section are summarised in appendix I3-1 (master residual effects table) (Application Reference Number: 6.9.8).
- 3.7.3 No significant socio-economic effects are considered likely as a result of the construction, operation, and decommissioning of the Logistics Centre.

3.8 References

Table H3-5 Schedule of references

ID	Reference
RD1	Nomis. 2013. <i>2011 Census Data for England and Wales</i> . [Online]. [Accessed: 1 August 2016]. Available from: https://www.Nomisweb.co.uk/census/2011 .
RD2	Office of National Statistics. 2016. <i>Crime in England and Wales: Year ending December 2016</i> . [Accessed: 20 June 2017]. Available from: https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/yearendingdec2016 .
RD3	Home Office. 2017. <i>Kingsland Crime Map</i> . [Online]. [Accessed: 1 August 2016]. Available from: https://www.police.uk/north-wales/YMW06/crime/ .
RD4	Office of National Statistics. 2015. <i>Gross Value Added by Electoral Ward</i> . [Accessed: 1 May 2017]. Available from: https://www.ons.gov.uk/economy/grossvalueaddedgva/datalist?filter=data sets .
RD5	Reading Agricultural Consultants. 2016. <i>Agricultural Land Classification and Soil Resources</i> . Reading: Reading Agricultural Consultants