

Wylfa Newydd Project

6.6.3 ES Volume F - Park and Ride F3 - Socio-economics

PINS Reference Number: EN010007

Application Reference Number: 6.6.3

June 2018

Revision 1.0

Regulation Number: 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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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 Park and Ride at Dalar Hir (hereafter referred to as the 'Park and Ride').
- 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 Study area

- 3.2.1 This section describes the study areas relevant to the socio-economic assessment for the Park and Ride.
- 3.2.2 The socio-economic assessment examines the potential social and economic effects on a population as a result of the Park and Ride. For the purposes of this assessment, social effects refer to the consequences of the Park and Ride on 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 the Isle of Anglesey however these are considered in volume E of the Welsh Language Impact Assessment (Application Reference Number: 8.21) that accompanies the application for development consent for the Wylfa Newydd Project. The economic effects cover issues in terms of businesses, employment and direct spending that may arise as a consequence of the Park and Ride.
- 3.2.3 The assessment has considered the following socio-economic issues:
 - neighbouring communities and local services: effects on neighbouring communities and local services;
 - 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 have not been included in this assessment as no significant effects are likely to arise as a result of the construction, operation or decommissioning of the Park and Ride. Effects on public services and the provision of accommodation at a project wide level (i.e. across the Wylfa Newydd Project) are presented in chapter C1 (Application Reference Number: 6.3.1).

- 3.2.5 Effects on the environment as a result of the Park and Ride are considered within the context of a local area of influence (LAI), which 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 taken into account within 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.
- 3.2.6 The Daily Construction Commuting Zone (DCCZ), an area based upon a 90-minute commute time from the Wylfa Newydd Development Area, has been used in the assessment of potential effects arising from the Park and Ride on the local economy.
- 3.2.7 The study area for the issue of land use is be confined to the direct land take within the Order Limits of the site itself.
- 3.2.8 The study areas discussed above are presented in figure F3-1 (Application Reference Number: 6.6.38).

3.3 Baseline environment

- 3.3.1 This section provides a summary of the baseline 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 Park and Ride is located within the electoral ward of Llanfair-yn-Neubwll (representative of the LAI), where the population in 2011 was 2,925 (50.5% of which considered Welsh-speakers), representing 4% of the Isle of Anglesey's population [RD1]. The working age population (those aged between 16 and 64) indicates the capacity of the population to participate in economic activity. The working age population within Llanfair-yn-Neubwll in 2011 was approximately 66% of the total ward population, compared to 61% across the Isle of Anglesey as a whole and 63% for Wales. Census 2011 data also reveals that people aged 65 and over comprise a noticeably lower proportion of the population within Llanfair-yn-Neubwll than was the case when compared to the Isle of Anglesey and Wales as a whole (table F3-1).

Table F3-1 Population distribution by age cohort, 2011 [RD1]

Age	Llanfair-yn-Neubwll		Isle of Anglesey		Wales	
	Number	%	Number	%	Number	%
Age 0 to 15	658	23	11,861	17	556,296	18
Age 16 to 64	1,919	66	42,244	61	1,944,616	63
Age 65 to 74	195	6	8,574	12	300,550	10
Age 75 plus	153	5	7,072	10	261,994	9
Total (all usual residents)	2,925	100	69,751	100	3,063,456	100

Community facilities

3.3.3 Llanfihangel-yn-Nhywyn village is the nearest community to the Park and Ride, located approximately 700m to the south. A restaurant and Eglwys St. Mihangel's Church (both located 1.1km south of the Park and Ride) are the only services provided within this community, both located outside the LAI.

3.3.4 The village of Caergeiliog is located over 1km to the west of the site. The village contains a limited range of facilities, including a restaurant and the Caergeiliog Foundation School.

3.3.5 Bodedern village is located approximately 1.7km to the north of the site. While it is located outside of the LAI, it is considered logical that workers would likely use local services and facilities located in the village, given its location to the north of A55 on the same side as the entrance to the site. One school is located in the village (see below paragraph 3.3.7). Other community facilities in the area include Bodedern Parish Church and Saron Chapel. Other services in the village include local shops and tourist accommodation.

3.3.6 The largest settlement within close proximity to the Park and Ride is Holyhead, which is approximately 10km away. This is located at the end of the A55 and has a train station connecting to the wider railway network. Holyhead is served by a leisure centre with a swimming pool, a library, post offices, parks, open spaces, a police station, job centre, public toilets and car parks. There are eight community centres in Holyhead. In addition, the Port of Holyhead is operated by Stena Line Ports Ltd. The Port of Holyhead is a 24-hour, deep water, lock-free port, centrally located on the Irish Sea coast within easy reach of several major conurbations, both in the UK and Ireland.

Education facilities

3.3.7 There are 47 primary schools, five secondary schools and one special school on the Isle of Anglesey, all of which provide a bilingual offering of Welsh-medium education. There are no schools located within the LAI. The closest schools to the Park and Ride are listed below.

- Caergeiliog Foundation School approximately 1.3km to the south-west. In 2015 there were 396 pupils on the roll and the school has a capacity of 465.
- Ysgol Gynradd Y Tywyn approximately 1.6km to the south. In 2015 there were 129 pupils on the roll and the school has a capacity of 153.
- Ysgol Uwchradd Bodedern approximately 1.7 km to the north. In 2015 there were 620 pupils on the roll and the school has a capacity of 851.

Health provision

3.3.8 There are no health facilities located within the LAI of the Park and Ride, however Ysbyty Penrhos Stanley in Holyhead 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.

3.3.9 Gwyddfor Residential Home is located to the north-east of the Park and Ride and within the LAI. This is a privately owned care home with 19 residents. Registered care categories for this care home are dementia, learning disability, mental health condition, old age, physical disability, and younger adults. The proximity of this care home to the Park and Ride, together with the type of residents, would make this a sensitive receptor to be included within the socio-economic assessment.

Public safety

3.3.10 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.

3.3.11 According to the Office of National Statistics (ONS), 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.

Table F3-2 According to Police crime statistics, there were 178 crimes reported in the Llanfair-yn-Neubwll ward in the 2016 calendar year [RD3]. The month with the highest number of crime reports was March 2016 with 31 reports. Anti-social behaviour was the most common crime reported, as highlighted by table F3-2. Crimes reported in Llanfair-yn-Neubwll [RD3]

Month	Llanfair-yn-Neubwll	Nature of crimes
January 2016	17	Anti-social behaviour, theft, violent/sexual offences, drugs, criminal damage and arson
February 2016	14	Anti-social behaviour, vehicle crime, violent/sexual offences, criminal damage and arson, other theft
March 2016	31	Anti-social behaviour, burglary, violent/sexual offences, criminal damage and arson, burglary, public order
April 2016	15	Anti-social behaviour, theft, violent/sexual offences, criminal damage and arson, other
May 2016	19	Anti-social behaviour, theft, violent/sexual offences, vehicle crime, drugs, burglary
June 2016	21	Anti-social behaviour, violent/sexual offences, criminal damage and arson, vehicle crime
July 2016	16	Anti-social behaviour, violent/sexual offences, criminal damage and arson, possession of weapons
August 2016	7	Anti-social behaviour, violent/sexual offences, criminal damage and arson, other
September 2016	10	Anti-social behaviour, violent/sexual offences, criminal damage and arson, other theft
October 2016	8	Anti-social behaviour, violent/sexual offences, criminal damage and arson, bicycle theft, other crime
November 2016	9	Anti-social behaviour, violent/sexual offences, burglary, criminal damage and arson
December 2016	11	Anti-social behaviour, violent/sexual offences, criminal damage and arson, burglary, theft, public order

3.3.12 Table F3-3 shows the trend data for the total number of crimes committed between 2011 and 2016. There is no clear trend; however, there was a 38% drop in the number of crimes between 2011 and 2012. In 2015 the number of crimes increased to its highest level since 2011, but fell back slightly in 2016.

Table F3-3 Trend data on crimes in Llanfair-yn-Neubwll 2011-2016 [RD2]

Year	2011	2012	2013	2014	2015	2016
Total number of crimes	222	138	167	156	185	178

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]. Table F3-4 shows the businesses found within the LAI (1km of the Park and Ride) and their location (the majority of which are located in Llanfihangel-yn-Nhywyn). The majority of the LAI is farmland with multiple farm businesses located near the Park and Ride, although there is a go-karting facility to the immediate east. Some residential properties are sporadically located within the LAI. An electricity substation lies within the LAI to the south of the site.

Table F3-4 Businesses within the LAI (1km of the Park and Ride)

Business	Description	Location
Rozi's	Restaurant	Minffordd Rd, Caergeiliog, LL65 3NA
Enfy's Nails	Nail Salon	Minffordd Rd, Caergeiliog, LL65 3NA
Cutting Edge	Hairdresser	Minffordd Rd, Caergeiliog, LL65 3NA
Detail Bug Garage	Car repair	Minffordd Rd, Caergeiliog, LL65 3NG
Cosy Cottages Wales	Accommodation	Trem Cymyran, Caergeiliog, LL65 3LT
Bodowyr Caravan and Camping Park	Caravan and camping facility	Bodowyr, Bodedern, LL65 3SS
Cartio Môn Karting	Go-kart facility	Bodedern, LL65 3PA

Land use

3.3.14 The majority of agricultural land on the Isle of Anglesey is considered to be Grade 3, 4 or 5 in terms of Agricultural Land Classification (ALC) suggesting a good to very poor land quality as outlined in table F3-5. This is presented to set the baseline in the context of the wider area. The land that would be used for the construction of the Park and Ride has been classified as Grade 3b (moderate quality). The total area of the site is approximately 15.4ha in size, of which 15ha is agricultural land under grass. The non-agricultural land comprises agricultural buildings at the Park and Ride site.

Table F3-5 ALC Grades for the Isle of Anglesey [RD5]

Grade	Description	Area (ha)	Percentage (%)
1	Excellent quality (Best and Most Versatile (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 The socio-economic baseline is expected to remain broadly similar as it is today in the absence of the Park and Ride, as there is currently limited planned growth and a small existing population.

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 F1 (proposed development) (Application Reference Number: 6.6.1), 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 F1 (Application Reference Number: 6.6.1).

Construction

Basis of assessment and assumptions

3.4.3 The approximate workforce and activities associated with the construction, operation and decommissioning phases of the Park and Ride form the basis for this assessment and assumptions are made on this basis.

3.4.4 Figure F3-2 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 operational workers will join the wider construction workforce during the construction phase (i.e. the Associated Developments will be operational during the period where construction activities are taking place at the Wylfa Newydd Development Area). Workers required for the construction of the Park and Ride do not overlap with the Main Construction workforce, as the Park and Ride will be in operation during this period.

Figure F3-2 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 which is specific to the mitigation of socio-economic effects potentially arising from the Park and Ride itself as no such effects are anticipated to be significant. The Park and Ride is proposed as embedded mitigation for potential traffic related effects associated with the wider 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) and the Park and Ride sub-CoCP (Application Reference Number: 8.10) 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. The Wylfa Newydd CoCP (Application Reference Number: 8.6) also sets out project-wide strategies supported by the Park and Ride sub-CoCP (Application Reference Number: 8.10) that provides additional standards and measures specifically relevant to the Park and Ride.

Public access

3.4.7 As outlined in the Wylfa Newydd CoCP (Application Reference Number: 8.6), points of access or other routes to residential, commercial or community receptors will be maintained throughout the construction, operation and decommissioning phases of the Park and Ride to ensure that disruption to these receptors is reduced as far as practicable.

Supply Chain Charter (and Action Plan)

3.4.8 As outlined in chapter C1 (Application Reference Number: 6.3.1) and D3 (Application Reference Number: 6.4.3), construction services as part of the Park and Ride 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 Isle of Anglesey County Council. Horizon are also developing a Supply Chain Action Plan with the Isle of Anglesey County Council, 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 Section 106 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

Embedded Mitigation

3.4.10 The site location of the Park and Ride 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.

3.4.11 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

3.4.12 The Park and Ride will be subject to implementation of the environmental management strategies presented within the Park and Ride sub-CoCP (Application Reference Number: 8.10) during the operational lifetime of the site. The implementation of good practice mitigation measures detailed within the Park and Ride sub-CoCP (Application Reference Number: 8.10) will contribute to mitigating potential environmental effects of the site, such as noise and vibration, air quality (dust), waste, etc.

Decommissioning

Embedded Mitigation

3.4.13 There is no embedded mitigation, specific to potential socio-economic effects, included in the decommissioning phase of the Park and Ride.

Good Practice Mitigation

3.4.14 There is no good practice mitigation, specific to potential socio-economic effects, included in the decommissioning phase of the Park and Ride.

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 Park and Ride.

Construction

Neighbouring communities and local services

3.5.2 Gwyddfor Residential Home is located within the LAI of the Park and Ride and is a high sensitivity receptor as it accommodates vulnerable residents. Given the nature and scale of the construction phase as well as its confinement to within the defined Order Limits, the receptor is not likely to be affected in terms of access or severance issues however there may be potential effects on amenity as a result of changes to current air quality and noise/vibration standards. The magnitude of this effect is predicted to be small, as there is a minimal risk for disturbance of residents with regard to changes in air quality, or noise levels. The effect is therefore assessed as minor adverse, and is not significant.

3.5.3 More information on air quality and noise and vibration can be found in chapter F5 (air quality, Application Reference Number: 6.6.5) and chapter F6 (noise and vibration, Application Reference Number: 6.6.6) respectively.

3.5.4 No significant effects on either Llanfihangel-yn-Nhywyn village nor Bodedern, in terms of amenity, severance, or access have been identified during the construction of the Park and Ride due to the distance of both settlements from the development and where sensitive receptors are situated within these settlements.

- 3.5.5 No education facilities are located within the LAI, and therefore no significant effects in terms of amenity, severance, or access have been identified.
- 3.5.6 As outlined in paragraph E4.7 of the Welsh Language Impact Assessment (Application Reference Number: 8.21), the construction of the Park and Ride itself is not expected to lead to a change in the resident population of the LAI, and therefore no change to the balance of Welsh/non-Welsh speakers is expected.

Public safety

- 3.5.7 No significant effects on public safety for local communities within the LAI have been identified during the construction of the Park and Ride as site security and a secure fenced boundary will be provided throughout the construction period.

Local businesses

- 3.5.8 Access to Cartio Môn Karting is not expected to be affected, as no significant change in the duration of journeys is anticipated, assuming that no road closures would be required due to the minor adjustments to the A5 junction and improvement works to the A55. However, Cartio Môn Karting is anticipated to be adversely affected in terms of amenity, due to its short distance from the Park and Ride and the duration of the construction works. This receptor is considered to be of high sensitivity, as it is a local business. The magnitude of effect is small due to the nature and scale of construction works. The potential significance of amenity effects is therefore predicted to be minor adverse, which is not significant.
- 3.5.9 The Park and Ride is not expected to have any significant effects, in terms of amenity, severance, or access, on the rest of the businesses in the LAI.
- 3.5.10 As outlined in paragraph 3.4.8, construction of the Park and Ride 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.
- 3.5.11 Money is likely to be spent locally as a result of job creation during the construction phase. The potential for increased local economic activity is 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 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. However given the size of the local economy (£6.6 billion in 2015), the potential injection of additional wages associated with the Park and Ride within the LAI and the wider DCCZ are assessed as minor beneficial, and therefore not significant.

Land use

- 3.5.12 It is estimated that 15ha of Grade 3b agricultural land would be lost as a result of the construction of the Park and Ride. The total amount of Grade 3 land on the Isle of Anglesey is 27,559ha covering around 39% of the island. Approximately 0.05% of the Isle of Anglesey's Grade 3 land would therefore be lost through the development of the Park and Ride. The sensitivity of this land is considered to be medium, while the magnitude of the effect is assessed as negligible. The effect is therefore assessed as not significant.
- 3.5.13 The land where the Park and Ride will be constructed is owned by Horizon and no land take from other farms is expected.

Operation

Neighbouring communities and local services

- 3.5.14 Potential exists for disruption to residents of the nearby Gwyddfor Residential Home from potential changes in noise levels, air quality and journey times, however these are anticipated to be minimal. This receptor is considered of high sensitivity as it accommodates vulnerable residents. The magnitude of change is assessed as negligible, and therefore the effect is assessed as being not significant.
- 3.5.15 More information on air quality and noise and vibration can be found in chapter F5 (Application Reference Number: 6.6.5) and chapter F6 (Application Reference Number: 6.6.6) respectively.
- 3.5.16 Increased traffic flows are not expected to go through Llanfihangel-yn-Nhywyn village or Bodedern (i.e. 'rat running') as wider journey times would not be significantly increased. No significant effects in terms of amenity, severance and access on these communities have been identified.
- 3.5.17 No education facilities are located within the LAI, and therefore no significant effects in terms of amenity to such facilities are predicted.

Public safety

- 3.5.18 Effects relating to crime are more likely to be perceived than to be based on actual changes. Fear itself causes increased stress and anxiety affecting the members of a community. 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.
- 3.5.19 Using professional judgement, 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 or perceived levels of crime are not expected to change as a result of the Park and Ride. The effect is therefore assessed as not significant.

Local businesses

- 3.5.20 The Park and Ride would be located adjacent to A55 Junction 4. An increase in traffic on the A55 and at A55 Junction 4 is expected during operation.

However, given the high capacity nature of the A55 and A55 Junction 4, together with improvements to that junction, there is unlikely to be a significant increase in journey times for people using this route. Therefore, potential changes in noise, air quality, and traffic are not expected to result in any significant effects on amenity, severance, journey times, or access to, Cartio Môn Karting during operation of the Park and Ride.

- 3.5.21 Increased spending in the LAI and the wider DCCZ is expected during operation of the Park and Ride as a result of increased movement of the Power Station Site workforce in the local area. Such effects are considered for the whole construction workforce at a project wide level in chapter C1 (Application Reference Number: 6.3.1) rather than here for the Park and Ride in isolation.
- 3.5.22 The Park and Ride is not expected to have any significant effects in terms of amenity, severance, or access on the rest of the businesses located in the LAI.

Land use

- 3.5.23 As outlined above in paragraph 3.5.12, it is estimated that 15ha of Grade 3b agricultural land would be lost as a result of the construction of the Park and Ride. As the development will proceed to an approximate 10-year operational phase immediately after the completion of construction activity, the potential loss of economic value associated with the entire site has already been assessed during the construction phase and so is not reassessed for the operational phase.

Decommissioning

Neighbouring communities and local services

- 3.5.24 The effects of the decommissioning phase to Gwyddfor Residential Home are expected to be similar in nature to those during construction. This receptor is considered to be of high sensitivity however, the scale of decommissioning works are predicted to be similar than construction, with no significant effects due to changes in either air quality or noise and vibration predicted. Therefore the magnitude of change is assessed as small. The nature of this effect is determined to be minor adverse, which is not significant.
- 3.5.25 No significant effects terms of amenity, severance, or access on Llanfihangel-yn-Nhywyn village or Bodedern have been identified.

Public safety

- 3.5.26 No significant effects on public safety within the LAI have been identified during the decommissioning phase of the Park and Ride as similar provisions to those made during the construction phase would be reinstated for the decommissioning of the facility.

Local businesses

- 3.5.27 Effects on Cartio Môn Karting are expected to be similar to those outlined during the construction phase of the Park and Ride. Access to this facility is

not expected to be affected (assuming that no road closures would be required). However, because of its proximity to the Park and Ride, there is the potential for decommissioning activity to have an adverse effect on the amenity of Cartio Môn Karting. This receptor is considered to be of high sensitivity, as it is a local business, but the magnitude of the change is assessed as small. This would constitute a minor adverse effect, which is considered not significant.

- 3.5.28 The Park and Ride is not expected to have any significant effects, in terms of amenity, severance, or access, on the rest of the in the LAI.
- 3.5.29 Money is likely to be spent in the LAI and wider DCCZ as a result of job creation during decommissioning. The potential for increased local economic activity is 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. The effect is assessed as minor beneficial and it is therefore considered not significant.

Land use

- 3.5.30 As a result of the decommissioning phase of the Park and Ride, the site (15ha of land) would be returned to its previous agricultural use. The sensitivity of Grade 3b land is considered to be medium while the magnitude of the effect is assessed as negligible. This effect is therefore assessed as not significant.

3.6 Additional mitigation

- 3.6.1 In accordance with the methodology set out in chapter B1 (introduction to the assessment process, Application Reference Number: 6.2.1), embedded and good practice mitigation measures were taken into account as relevant 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 Park and Ride 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).

3.8 References

Table F3-6 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> . [Online]. [Accessed: 20 June 2017]. Available from: https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/yearendingdec2016
RD3	Home Office. 2015. <i>Llanfair-yn-Newbwl Crime Map</i> . [Online]. [Accessed: 1 August 2016] Available from: https://www.police.uk/north-wales/YMW10/ .
RD4	Office of National Statistics. 2015. <i>Gross Value Added by Electoral Ward</i> . [Online]. [Accessed: 1 May 2017]. Available from: https://www.ons.gov.uk/economy/grossvalueaddedgva/datalist?filter=datasets
RD5	Reading Agricultural Consultants. 2016. <i>Agricultural Land Classification and Soil Resources</i> . Reading: Reading Agricultural Consultants

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