

Wylfa Newydd Project A5025 On-line Highway Improvements

Rapid Health Impact Assessment Report



APPLICATION November 2017

Contents

1	Introduction	1
1.1	Purpose of this document	1
1.2	Background	1
1.3	Horizon Nuclear Power Wylfa Limited	1
1.4	The Wylfa Newydd Project	1
	<i>Wylfa Newydd DCO Project</i>	2
	<i>Licensable Marine Activities</i>	3
	<i>Enabling Work</i>	3
1.5	The A5025 Highway Improvements.....	3
2	HIA.....	9
2.1	HIA in general.....	9
2.2	HIA across the Wylfa Newydd Project	9
2.3	This rapid HIA screening statement.....	10
3	Rapid HIA screening	11
3.1	Approach	11
3.2	Screening by population groups	11
3.3	Screening by determinants of health	14
4	Recommendations and Conclusion	23
4.1	Recommendations.....	23
4.2	Conclusion.....	23
5	References	25

List of Tables

Table 3-1	Issues assessed in other studies	11
Table 3-2	Screening by population groups for the Proposed Development	12
Table 3-3	Screening by determinants of health for the Proposed Development ...	14
Table 5-1	Schedule of references	25

List of Figures

Figure 1-1	Overview of the A5025 On-line Highway Improvements	7
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1 Introduction

1.1 Purpose of this document

1.1.1 HIA is undertaken to identify and assess the potentially significant beneficial and adverse effects of a project on health and well-being. This document is a rapid Health Impact Assessment screening statement (hereafter the 'rapid HIA screening statement'), which forms part of the documentation prepared by Horizon Nuclear Power Wylfa Limited (Horizon) to accompany the planning application for the proposed A5025 On-line Highway Improvements (the Proposed Development).

1.1.2 The Proposed Development comprises:

Improvements to the existing A5025 between the A5 east of Valley junction to the proposed Power Station Access Road Junction, to include reconstruction and localised widening of the existing pavement and application of a surface dressing. The proposals also comprise a Temporary Construction Compound including a temporary pavement recycling facility, and other associated works such as drainage infrastructure, boundary treatments, planting, new signage and road markings.

1.1.3 This rapid HIA screening statement documents: the rapid HIA; the conclusion that there would be no potentially significant health effects arising from the Proposed Development that warrant further assessment; and that all issues are, therefore, screened out.

1.2 Background

1.2.1 Land adjacent to the Existing Power Station at Wylfa Head, west of Cemaes on the north coast of the Isle of Anglesey, is considered by the UK Government to be suitable for the construction of a new nuclear power station. Horizon Nuclear Power Wylfa Limited (Horizon) proposes to construct and operate a new nuclear power station, known as Wylfa Newydd, on this land. This power station would deliver approximately 2,700 megawatts of electricity, enough power for around five million homes.

1.3 Horizon Nuclear Power Wylfa Limited

1.3.1 Horizon is a UK energy company developing a new generation nuclear power station to help meet the country's need for stable and sustainable low carbon energy. Horizon's ultimate parent company is Hitachi Ltd., a Japanese corporation and the parent company of the multi-national Hitachi group of companies.

1.4 The Wylfa Newydd Project

1.4.1 Horizon is proposing to construct and operate the Wylfa Newydd Project, which comprises the Wylfa Newydd DCO Project, the Licensable Marine Activities and the Enabling Works. Each of these elements is described further below. The Licensable Marine Activities will be consented under a Marine Licence and the Wylfa Newydd DCO Project under a DCO, however

there is some overlap between the two; the Marine Works (see below) will be consented under both.

Wylfa Newydd DCO Project

1.4.2 The Wylfa Newydd DCO Project comprises those parts of the Wylfa Newydd Project which are to be consented by a DCO, namely:

- **Power Station:** the proposed new nuclear power station, including two UK Advanced Boiling Water Reactors (UK ABWRs) to be supplied by Hitachi-GE Nuclear Energy Ltd., supporting facilities, buildings, plant and structures, and radioactive waste and spent fuel storage buildings and apparatus to transfer electrical energy to the National Grid high voltage electricity transmission network;
- **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 works and activities including 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;
- **Marine Works comprising:**
 - Permanent Marine Works: the Cooling Water System , Marine Off-Loading Facility (MOLF), breakwater structures, shore protection works, surface water drainage outfalls, 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); and the A5025 Off-line Highway Improvements.

1.4.3 The following terms are used when describing the geographical areas related to the Wylfa Newydd DCO Project and the Licensable Marine Activities.:

- **Power Station Site** - the indicative area of land and sea within which the majority of the permanent Power Station buildings, plant and structures would be located. This includes the two nuclear reactors, steam turbines, the Cooling Water System, breakwaters and the MOLF.
- **Wylfa Newydd Development Area** - the indicative areas of land and sea including the Power Station Site, and the surrounding areas that would be used for construction and operation of the Power Station, Marine Works

and other on-site development. It would also include the Site Campus. This area is representative of the maximum area that would be physically affected by construction activities related to the Power Station and used to form the setting and landscaping features of the operational Power Station.

Licensable Marine Activities

- 1.4.4 The Licensable Marine Activities comprise the Permanent Marine Works, the Temporary Marine Works, the disposal of dredged material at the Disposal Site, the drainage of surface water into the sea. During construction phase this includes the construction of a waste water treatment effluent outfall, and the drainage of treated sewage into the sea.

Enabling Work

- 1.4.5 The Enabling Works comprise the Site Preparation and Clearance Proposals (SPC Proposals) and the A5025 On-line Highway Improvements.
- 1.4.6 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).
- 1.4.7 In order to maintain flexibility in the consenting process for the Wylfa Newydd DCO Project, the SPC Proposals have also been included in the application for development consent. The A5025 On-line Highway Improvements are not part of the application for development consent.

1.5 The A5025 Highway Improvements

- 1.5.1 Construction of the Power Station would require substantial transport needs for materials, large components and staff. Studies undertaken by Horizon in 2010–2011 identified that the stretch of the A5025 between Valley and the proposed Power Station Access Road Junction has physical and operational constraints in relation to its width, alignment, overtaking opportunities and surfacing condition.
- 1.5.2 As a result of these studies Horizon have committed to improve this section of the A5025 in order to mitigate the predicted impacts of increased traffic associated with construction activities that would be undertaken at the Wylfa Newydd Development Area, and from operational Power Station traffic, that would travel along this part of the highway network.
- 1.5.3 Horizon therefore intends to deliver a series of on-line and off-line improvements (collectively termed the A5025 Highway Improvements) between Valley and the proposed Power Station Access Road Junction as part of its wider transport strategy for the Project, the objectives being to:
- upgrade the route, both in terms of standard of construction and road geometry, such that it can support increased levels of traffic, and improve safety and accessibility;
 - ensure that all relevant abnormal loads can pass along the full length of the A5025;

- reduce any potential increase in road accident risk;
 - reduce any adverse impacts on local communities;
 - reduce any adverse impacts on the environment; and
 - seek opportunities where possible to achieve improvements for local communities and the environment through road design measures.
- 1.5.4 The 16.19km stretch of the A5025 identified for on-line improvement has been divided into eight sections (see figure 1-1).
- Section 1 – A5 east of Valley junction to north of Valley Junction (A5/A5025) – a length of 1.06km;
 - Section 2 – north of Valley Junction (A5/A5025) to north of Llanynghenedl – a length of 2.46km;
 - Section 3 – north of Llanynghenedl to north of Llanfachraeth) – a length of 2.28km;
 - Section 4 – north of Llanfachraeth to south of Llanfaethlu – a length of 2.7km;
 - Section 5 – south of Llanfaethlu to north of Llanfaethlu) – a length of 1.43km;
 - Section 6 – north of Llanfaethlu to north of Llanrhuddlad – a length of 3.36km;
 - Section 7 – north of Llanrhuddlad to north of Cefn Coch) – a length of 1.3km; and
 - Section 8 – north of Cefn Coch to the proposed Power Station Access Road Junction – a length of 1.6km.
- 1.5.5 The Proposed Development involves the implementation of on-line improvements largely within the existing highway boundary of the A5025. In summary, these comprise:
- improvement of the existing pavement through the application of a surface dressing through Sections 1, 3, 5 and 7;
 - reconstruction and localised widening of the existing pavement through Sections 2, 4, 6 and 8;
 - modifications and improvements to existing signage and road markings through Sections 1–8; and
 - the construction of a Temporary Construction Compound (incorporating a temporary pavement recycling facility) within Section 7, immediately adjacent to the A5025.
- 1.5.6 The A5025 Off-line Highway Improvements would involve the construction of bypasses to reduce the effects of future traffic on existing communities, the formation of new junction arrangements (including the provision of the proposed Power Station Access Road Junction), and localised improvements to existing bends.

- 1.5.7 The A5025 Off-line Highway Improvements form an integral component of the Wylfa Newydd DCO Project application, and do not form part of the planning application for the Proposed Development.
- 1.5.8 This rapid HIA screening statement addresses the potential effects of the Proposed Development only.

Figure 1-1 Overview of the A5025 On-line Highway Improvements



KEY

- Wylfa Newydd Development Area
- Surface dressing (Sections 1, 3, 5 and 7)
- Pavement reconstruction and widening (Sections 2, 4, 6 and 8)



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2 HIA

2.1 HIA in general

- 2.1.1 HIA suggests ways in which opportunities for health gain can be increased and risks to health can be avoided or mitigated. HIA also highlights ways in which health effects may be distributed unevenly. It seeks to address these existing health inequalities and avoid the creation of new ones.
- 2.1.2 Health is understood as a positive concept that encompasses mental, physical and social well-being.
- 2.1.3 Well-being is an intrinsic aspect of health that, while not always explicitly stated, is implicit in any reference to health. For clarity and ease of reading, population health and well-being is abbreviated to 'health' in the rest of the document.
- 2.1.4 Determinants of health are the range of personal, social, economic and environmental factors which determine the health status of individuals or populations [RD3]. The full list of references is shown in table 7-1.
- 2.1.5 A health outcome is a change in the health status of an individual, group or population which is attributable to a planned intervention or series of interventions, regardless of whether such an intervention was intended to change health status [RD3].

2.2 HIA across the Wylfa Newydd Project

- 2.2.1 The HIA work across the Project (including this rapid HIA screening statement) has followed the Wales Health Impact Assessment Support Unit (WHIASU) guidance of 2012 [RD4] and has been overseen by a steering group. The 'HIA Steering Group' ensures that local stakeholders have participation in, and a sense of ownership of, the HIA process. The HIA Steering Group comprises representatives from:
- Betsi Cadwaladr University Health Board;
 - the Wylfa Project Liaison Group (representing local community interests);
 - Public Health Wales;
 - the Welsh Government;
 - the WHIASU;
 - the IACC; and
 - Horizon.
- 2.2.2 Natural Resources Wales, Public Health England and the Office for Nuclear Regulation are observers at HIA Steering Group meetings.
- 2.2.3 The HIA Steering Group terms of reference describe the role of the group as a process for is responsible for guiding and reaching consensus between stakeholders on the screening, scoping, assessment, reporting and monitoring of the HIA work for the Project.
- 2.2.4 In agreement with the HIA Steering Group, two recognised types of HIA processes are being used:

- a 'comprehensive HIA' process for the Wylfa Newydd DCO Project application, focusing on the construction, operation and decommissioning of the Power Station (but also including the findings from rapid HIA work).
 - a 'rapid HIA' process for each of the *TCPA* planning applications being made by Horizon to the IACC. Rapid HIA is also applied to some components within the application for development consent (e.g. Off-site Power Station Facilities and some Associated Development).
- 2.2.5 Both types of HIA have the following steps as set out in the WHIASU guidance [RD4]:
- screening: deciding whether to undertake an HIA;
 - scoping: deciding the focus, methods and work plan of the HIA;
 - appraisal of evidence: identifying the health effects of the relevant components of a project;
 - reporting and recommendations; and
 - monitoring and evaluation.
- 2.2.6 The comprehensive HIA for the Wylfa Newydd DCO Project application discusses monitoring for the Wylfa Newydd Project as a whole. Furthermore, the comprehensive HIA considers the health effects of all the components of the Project together by reporting on each of the rapid HIAs (including the potential for cumulative effects).
- 2.2.7 The following information sources are used across the HIA work for the Wylfa Newydd Project. They are reported on in the comprehensive HIA for the development consent application.
- baseline information;
 - scientific literature on potential health effects; and
 - the relevant legislative and policy context.

2.3 This rapid HIA screening statement

- 2.3.1 This rapid HIA screening statement draws on information presented in other assessments, notably the A5025 On-line Highway Improvements Environmental Report which summarises the outcomes of screening, scoping and consultation undertaken in the environmental assessment of the Proposed Development.
- 2.3.2 This report comprises the screening stage of the rapid HIA undertaken on the Proposed Development. Screening provides a preliminary picture of the potential health effects on relevant populations in order to help the decision-making process and determine the need for any further assessment. As all potentially significant health effects are screened out, no further scoping, appraisal or reporting is warranted. This includes the conclusion that potentially significant beneficial effects to road safety are noted, but do not require further assessment and therefore would only follow the first step identified in paragraph 2.2.5.
- 2.3.3 No HIA monitoring specific to the Proposed Development is proposed.

3 Rapid HIA screening

3.1 Approach

- 3.1.1 There is no set guidance of making a screening decision for HIA. This rapid HIA screening exercise is based upon the WHIASU guidance [RD4]. The guidance sets out lists of population groups and determinants of health to be considered. As suggested by the WHIASU guidance, the reporting format and issues considered have been adapted to the local context. Table 3-2 and table 3-3 have been informed by the Isle of Anglesey HIA Tool [RD5] structure and the recognition of 'health status related groups' in the toolkit for Mental Well-being Impact Assessment [RD6]. As the reporting relates to screening rather than assessment, the majority of columns used in WHIASU guidance [RD4] and the Isle of Anglesey HIA Tool [RD5] relating to scoring have been excluded in table 3-2 and table 3-3.
- 3.1.2 Table 3-1 sets out issues potentially relevant to the rapid HIA screening that are the subject of separate specific assessments. Such studies and their findings on relevant determinants of health have informed the rapid HIA screening.

Table 3-1 Issues assessed in other studies

Study	Issues assessed include
A5025 On-line Highway Improvements Environmental Report	Air quality; noise and vibration; landscape and visual amenity; surface water and groundwater; soils and geology; public access and recreation; traffic and transport; and socio-economic effects.
A5025 On-line Highway Improvements Welsh Language Impact Assessment (WLIA)	The WLIA has identified that there are not expected to be significant effects to Welsh language and culture from construction or operation of the Proposed Development.

3.2 Screening by population groups

- 3.2.1 The rapid HIA screening exercise has involved a review of information (notably the A5025 On-line Highway Improvements Environmental Report) and completion of the following tables.
- Table 3-2 identifies vulnerable groups and the mechanisms (or ways) by which the groups might be affected, directly or indirectly, by the Proposed Development.
 - Table 3-3 looks at a list of determinants of health and, in the light of table 3-2, considers their relevance for the Proposed Development.
- 3.2.2 The tables identify the effects that are most likely to occur and which have the potential to significantly affect health and inequalities (either beneficially or adversely).
- 3.2.3 The population groups in table 3-2 are based on Appendix 2 of the WHIASU guidance [RD4].

Table 3-2 Screening by population groups for the Proposed Development

Population group	Type of effect (direct / indirect)	Mechanism
Age related groups		
Children	Direct	Potential for temporary construction-stage disruption and increases in noise, air pollution and travel times due to roadworks. Potential for permanent operational-stage improvement in: road safety as a result of new signage; localised widening and new road markings; and reduced noise from resurfacing.
Young people		
Older people		
Children	Indirect	Potential for small operational-stage improvements in prosperity for family members and carers (influencing the support for vulnerable dependants) due to wider economic benefits on the Isle of Anglesey associated with the improved road network (e.g. better access to jobs, goods and services).
Young people		
Older people		
Income related groups		
People on low income	Indirect	Due to use of existing workforce, population health benefits related to direct construction-stage employment are not expected. Potential for small operational-stage improvements in skills, knowledge and experience linked to wider economic benefits on the Isle of Anglesey associated with the improved road network (e.g. better access to jobs, goods and services).
Economically inactive		
Unemployed/workless		
Health status related groups		
The elderly, children and people affected by pre-existing health issues such as heart or lung disease.	Direct	Potential for temporary construction-stage disruption and increases in noise, air pollution and travel times due to roadworks. Potential for permanent operational-stage improvement in: road safety as a result of new signage; localised widening and new road markings; and reduced noise from improved pavement surfacing.
People who are unable to work due to ill health	Indirect	Potential for small operational-stage improvements in prosperity for family members and carers (influencing the support for vulnerable dependants) due to wider economic benefits on the Isle

Population group	Type of effect (direct / indirect)	Mechanism
		of Anglesey associated with the improved road network (e.g. better access to jobs, goods and services).
Groups who suffer discrimination or other social disadvantage		
People with physical or learning disabilities/difficulties	N/A	No effect is expected that will be particular to these population groups. The highway works would be experienced in the same way by these groups, with no difference in population health outcomes expected due to discrimination or differences in social advantage. Any effects relating to health status are captured within the separate consideration of 'health status related groups' above. The experience of these population groups is not identified for further consideration in this rapid HIA screening.
Single-parent families		
Lesbian, gay and transgender people		
Refugee groups		
Black and minority ethnic groups		
People seeking asylum		
Religious groups		
Travellers		
Geographical groups		
People living in areas known to exhibit poor economic and/or health indicators People living in close proximity to the Proposed Development	Direct	Potential for temporary construction-stage disruption and increases in noise, air pollution and travel times due to roadworks. Potential for permanent operational-stage improvement in: road safety as a result of new signage; localised widening and new road markings and reduced noise from improved pavement surfacing.
	Indirect	Potential for small operational-stage improvements in prosperity due to wider economic benefits on the Isle of Anglesey associated with the improved road network (e.g. better access to jobs, goods and services).
People living in isolated/over-populated areas	Indirect	Potential for temporary construction-stage change in access deprivation levels and emergency service response times.
People unable to access services and facilities		Potential for small operational-stage improvements in access associated with the improved road network.

3.3 Screening by determinants of health

- 3.3.1 Table 3-3 sets out the determinants of health that may be affected by the Proposed Development and explains the rationale for screening out all health effects. A score of 'No' in table 3-3 means that any potential population health effect is screened out and not considered further.
- 3.3.2 Table 3-3 shows that (with the exception of road safety benefits) all potential population health effects were judged to be not significant. The table provides a rationale for all potential health effects (including road safety benefits) being screened out as not requiring further assessment.
- 3.3.3 The determinants of health in table 3-3 are from Appendix 1 of the WHIASU guidance [RD4].

Table 3-3 Screening by determinants of health for the Proposed Development

Determinant of health	Score	Rationale
Lifestyles		
Diet	No	Any change in diet due to agricultural land take (affecting food production) is not expected to be significant as local people are not reliant on the affected land for their dietary needs. Any change in access to shops due to temporary delays is not expected to be significant.
Physical activity	No	During construction, access may be temporarily reduced to some Public Rights of Way (PRoW) or private accesses. However, such temporary changes in access are not expected to be associated with changes in population health outcomes. During operation, pedestrian crossings are not expected to be adversely affected by the Proposed Development. The new section of cycleway constructed on the west side of the A5025 between Nanner Road and a minor road to Llanfechell for the diverted National Cycle Network Route 5 is expected to avoid any adverse effect on this active travel route.
Use of alcohol, cigarettes, non-prescribed drugs	No	The construction workforce is expected to be small (125 workers) and unlikely to influence community behaviour. The Proposed Development is not expected to change the accessibility of alcohol, cigarettes or non-prescription drugs.
Sexual activity	No	The construction workforce is small (125 workers) and is predominantly expected to already reside within north Wales. Sexually transmitted infections and other communicable diseases are not expected to change due to the construction workforce.
Other risk-taking activity	No	Risk-taking in relation to road safety is discussed within the separate consideration of 'road hazards'. The Proposed Development is not expected to change the accessibility of other risk-taking activity (e.g. gambling).

Determinant of health	Score	Rationale
Social and community influences on health		
Family organisation and roles	No	The Proposed Development is not expected to change family roles through gender biases in working hours or employment opportunities. Although construction employment may follow existing demographic trends, the scale of employment is expected to be small and Horizon would expect contractors to operate equal opportunity policies.
Citizen power and influence	No	The Proposed Development is not expected to change the ability of populations in the locality to participate in democratic activities. Consultation is expected to contribute to greater community empowerment but no additional effects on population health outcomes are expected.
Social support and social networks	No	The Proposed Development is unlikely to affect the amenity of the pedestrian environment to an extent where social networks are affected and where greater social support would be required.
Neighbourliness	No	There is not expected to be a change in housing or population along the A5025 as a result of the Proposed Development. A change in the dynamics of occupant interaction between adjacent properties is therefore unlikely.
Sense of belonging	No	There would be no population relocation as a result of the Proposed Development. A change in sense of belonging is therefore not expected.
Local pride	No	There is not expected to be a loss of local landmarks or changes in the nature of the communities along the A5025. A change in local pride is therefore not expected.
Community identity	No	The construction and operation of the Proposed Development would result in very limited visual, social or access changes. It is unlikely that community identity would be redefined (from the point of view of either residents or visitors). Effects in relation to Welsh language have been considered separately as part of the WLIA.
Divisions in community	No	The Proposed Development is not expected to be associated with differences of opinion between community groups that would have any effect, beneficial or adverse, on community relations.

Determinant of health	Score	Rationale
Social isolation	No	There is not expected to be a change in housing or population along the A5025 as a result of the Proposed Development. There may be some benefit from increased accessibility encouraging more frequent visiting of vulnerable members of society; however, such an effect is likely to be small and therefore unlikely to be associated with significant changes in population health outcomes.
Peer pressure	No	The Proposed Development is not expected to create choices for which group conformity is an issue, e.g. in settings of schools, recreational activities or the workplace. Changes to peer pressure are therefore unlikely.
Cultural and spiritual ethos	No	Community attitudes and aspirations in relation to culture are not expected to be impacted by the Proposed Development. The construction workforce is expected to be small (125 workers) and predominantly already reside within north Wales. Effects in relation to Welsh language have been considered separately as part of a WLIA.
Racism	No	The Proposed Development is not expected to have any prejudicial or discriminatory effect. Horizon would expect contractors to operate appropriate policies.
Social institutions	No	The Proposed Development is not expected to affect social norms or affect formal or informal social institutions, e.g. community groups, such as those for younger people, older people and young mothers or sporting or other cultural groups.
Other social exclusion	No	The Proposed Development is not expected to affect levels of social exclusion for minority social groups (e.g. categories of people who are differentiated, and/or who differentiate themselves, from the social majority). There may be some benefit to access-related domains of deprivation. However, such effects are expected to be small and therefore unlikely to be associated with significant changes in population health outcomes.
Living/environmental conditions affecting health		
Built environment	No	Although the Proposed Development would alter the built environment, any potential changes in health outcomes are discussed under the topics of air quality, noise and road hazards.
Neighbourhood design	No	Changes in neighbourhood design are not expected as part of the Proposed Development. Effects on social and environmental conditions due to changes in traffic are discussed under the topics of air quality, noise and road hazards.

Determinant of health	Score	Rationale
Housing	No	Changes in housing are not expected as part of the Proposed Development. Effects on social and environmental conditions due to changes in traffic are discussed under the topics of air quality, noise and road hazards.
Noise including indoor environment	No	Construction noise (including from operations associated with the temporary pavement recycling facility in the Temporary Construction Compound) is expected to be temporary. This would be controlled by the appointed contractor through the use of good practice mitigation measures, in line with those presented in the A5025 On-line Highway Improvements Code of Construction Practice (CoCP). There may be some temporary annoyance for some residents due to noise and traffic related to the construction, but this is not expected to have any significant changes in population health outcomes. During operation a potential beneficial effect is that the improved pavement surfacing is expected to contribute to a quieter environment. A potential adverse effect is that in some locations the Proposed Development would bring traffic closer to dwellings. These operational effects are not expected to have any significant changes in population health outcomes.
Air quality	No	Construction air pollutant emissions (including emissions from the temporary pavement recycling facility in the Temporary Construction Compound) are expected to be temporary. These would be controlled by the contractor through the use of good practice mitigation measures, implemented through their Construction Environmental Management Plan (CEMP) and subordinate management plans prepared in line with the measures presented in the A5025 On-line Highway Improvements CoCP. In some locations the Proposed Development would bring traffic closer to dwellings. None of these air quality effects are expected to be associated with potentially significant changes in population health outcomes. Any change that does take place is expected to be within UK Air Quality Objective levels. This screening decision acknowledges that some non-threshold health effects may occur due to slight increases in concentrations of nitrogen dioxide and fine particulate matter. However, taking into account baseline environmental and population health conditions, such a small change is not considered to potentially constitute a significant population health effect. As good practice and in view of the potential for non-threshold health effects it is expected that the contractor would reduce levels of such pollutants as low as reasonably practicable.

Determinant of health	Score	Rationale
Water quality	No	The potential for significant changes in population health outcomes as a result of changes in pollutants or source-pathway-receptor linkages is considered limited. The design of the Proposed Development has taken into consideration and mitigated surface water and groundwater effects.
Attractiveness of area	No	The Proposed Development may introduce some changes in visual amenity and tranquillity. Construction effects are expected to be temporary. During operation any changes to existing views or noise benefits from resurfaced highway sections are not expected to result in significant changes in population health outcomes in relation to the attractiveness of the area.
Green space	No	Permanent land take to accommodate the Proposed Development would be limited. Consequently, there is not expected to be a change in the green space available for community use.
Community safety	No	Actual or perceived levels of crime are not expected to change as a result of the Proposed Development (police services are therefore unlikely to be affected).
Smell/odour	No	The Proposed Development is not expected to introduce new odour sources that would be considered detrimental to health and well-being (e.g. a nuisance odour). Any construction-related odour would be temporary.
Waste disposal	No	Proposed Development construction waste would be managed to avoid posing a significant risk to health. Any health effect in relation to construction dust is captured within the separate discussion of 'air quality'. Good practice mitigation measures would be applied by the contractor to avoid (or address existing) ground contamination through their CEMP and subordinate management plans, to be prepared by the contractor in line with the measures presented in the A5025 On-line Highway Improvements CoCP.
Road hazards	No	The construction of the Proposed Development is comparable to most other on-line road improvement works. The works are not expected to result in significant changes to road hazards for road users. Health effects for the workforce are considered within 'workplace conditions'. Once operational, the Proposed Development is expected to improve road safety and have a beneficial effect on health. These likely improvements to road safety are noted but do not necessitate further assessment.

Determinant of health	Score	Rationale
Injury hazards	No	The Proposed Development is not expected to change the hazards for accidental injury (e.g. falls in older people or other requirements for emergency services). There may be some beneficial effect from improved road surfacing. Any health effect is captured within the separate discussion of 'road hazards'.
Quality and safety of play areas	No	The Proposed Development, once operational, is not expected to increase the speed or volume of road traffic adjacent to play areas. Any health effect is captured within the separate discussion of 'road hazards'.
Economic conditions affecting health		
Unemployment	No	Moving from unemployment to employment is associated with important health benefits, both for those employed and their dependants. However, there are not expected to be a large number of jobs created in response to the Proposed Development (125 workers). Existing highway design, construction and maintenance jobs within north Wales are expected to be used (safeguarding those roles).
Income	No	Greater income can offer more opportunities for expenditure on health-promoting goods, services and activities. Neither direct employment from, nor indirect economic activity in, local communities by the construction workforce is expected to result in significant changes in income levels. Changes in population health outcomes are therefore not expected.
Economic inactivity	No	Other economically inactive members of society (e.g. students or retired people) are not expected to be affected by the Proposed Development. No changes in the levels of economic inactivity are therefore expected.
Type of employment	No	Skilled roles or roles with training progression are generally more beneficial for health outcomes. The limited employment offered by the Proposed Development is not expected to change the availability of good-quality jobs within the local employment market. Opportunities to improve the quality of local jobs are considered limited.
Workplace conditions	No	Highway construction and maintenance have inherent hazards from working in proximity to moving vehicles. Contractors would operate under standard best practice occupational training and safety regimes. The Proposed Development is not expected to involve working conditions that differ from industry standards. Changes in population health outcomes are therefore not expected.

Determinant of health	Score	Rationale
Access and quality of services		
Medical services	No	<p>During construction the priority given to ambulances travelling under blue lights would be expected to reduce any changes in journey times to emergency incidents. For non-emergency journeys to healthcare facilities there would be the potential for some increase in journey times. However, due to the temporary nature of the works, and ability for people to adapt to known planned roadworks (e.g. leave slightly earlier) such delays are not expected to significantly change population health outcomes.</p> <p>As the construction workforce is expected to be small (125 workers) and predominantly expected to already reside within north Wales, there are not anticipated to be implications for health service planning.</p>
Other caring services	No	<p>Any temporary increased journey time to other caring services is not expected to be time-critical for health. Significant changes in population health outcomes are therefore not expected.</p>
Careers advice	No	<p>The Proposed Development is not expected to offer long-term employment or training opportunities. The provision of local careers advice in relation to such employment is therefore unlikely to be associated with changes in population health outcomes.</p>
Shops and commercial services	No	<p>It is expected that the customers of a small number of businesses along the A5025 could experience disruption, which could potentially lead to a loss of passing trade for the businesses. Although some businesses and customers are likely to experience short term travel disruption during construction of the Proposed Development, there are not expected to be implications for local health, including diet, elderly mobility and physical activity.</p>
Public amenities	No	<p>Public amenities (such as public toilets, public telephones and information signage) are not expected to change as a result of the Proposed Development. There is a general lack of public toilets along the A55 and A5025. Whilst the Proposed Development potentially offers the opportunity to provide additional facilities, it is considered that this issue is better addressed through the delivery of other components of the Project.</p>
Transport including parking	No	<p>As the Proposed Development would involve the upgrade of an existing route, there is limited potential for changes in population health outcomes. Parking in communities near the A5025 is not expected to change as a result of the improvements.</p>

Determinant of health	Score	Rationale
Education and training	No	Longer school journey times could mean children need to be woken earlier for school, which may potentially cause disruption to daily life and some annoyance. However, any changes in school journey times due to the Proposed Development or construction delays are expected to be small and temporary, and therefore not associated with changes in educational outcomes (an important determinant of health). The construction workforce is expected to be small (125 workers) in response to the Proposed Development. No significant change in population health outcomes is therefore expected from associated occupational education and training.
Information technology	No	The Proposed Development is not expected to change access to broadband or other information technology media. The contractor would work closely with utility providers to incorporate utility diversions to reduce any disruption.
Macro-economic, environmental and sustainability factors		
Government policies	No	The Project is supported by the <i>Overarching National Policy Statement for Energy (EN-1)</i> [RD7] and <i>National Policy Statement for Nuclear Power Generation (EN-6)</i> [RD8]. The Logistics Centre proposals would be a step towards the delivery of the Project and would therefore facilitate the delivery of energy in accordance with EN-1 [RD7] and EN-6 [RD8]. However, the Proposed Development alone is not expected to affect energy supply.
Gross Domestic Product	No	The scale of investment and economic activity associated with the Proposed Development is not expected to have an effect on Gross Domestic Product.
Economic development	No	The Proposed Development would contribute to beneficial economic effects to the wider region through improvements to the existing highway network. However, in isolation the Proposed Development is unlikely to result in significant changes to population health outcomes.
Biological diversity	No	Publicly accessible areas of biodiversity interest can encourage active travel with benefits for health and well-being from increased physical activity. Although the Proposed Development would include some measures in relation to biodiversity, there is not expected to be a significant change in population health outcomes.

Determinant of health	Score	Rationale
Climate	No	The Proposed Development would constitute an improvement of the existing highway, and as such may promote the use of private road vehicles and increase any associated climate-altering emissions. This would have some incremental effect on climate change, but changes in population health outcomes are not expected.

4 Recommendations and Conclusion

4.1 Recommendations

- 4.1.1 Table 3-3 shows that the potential for population health effects from the Proposed Development has been analysed, with the conclusion that there are no potentially significant health effects requiring further assessment.
- 4.1.2 No further measures or recommendations to promote health are therefore proposed as part of this rapid HIA screening statement.

4.2 Conclusion

- 4.2.1 This rapid HIA screening statement has been prepared for the Proposed Development.
- 4.2.2 The Proposed Development is required in order to mitigate the predicted impacts of increased traffic associated with construction activities that would be undertaken at the Wylfa Newydd Development Area, and from operational Power Station traffic, that would travel along this part of the highway network. The design and mitigation for the Proposed Development has been informed by iterative discussion as part of this rapid HIA screening and the wider HIA work for the Project.
- 4.2.3 Those affected by the Proposed Development are likely to include vulnerable groups. Potentially significant health effects to such groups (and the general public) were considered (see table 3-2). The rapid HIA screening has concluded that there are no health effects requiring further assessment.
- 4.2.4 Operational improvements to road safety associated with new signage, localised widening and new road markings were considered to have the potential for significant beneficial health effects. However, for the purposes of rapid HIA screening, and in line with proportionate assessment, the beneficial effect was acknowledged but was screened out as not requiring further assessment.
- 4.2.5 It was judged that the changes associated with the Proposed Development would have some effects on health. The changes that were judged to be generally beneficial for health, but not likely to be significant, were screened out of further assessment. There would be the potential for the following small operational stage improvements in:
- prosperity for local communities due to wider economic benefits on the Isle of Anglesey associated with the improved highway;
 - access associated with the improved highway; and
 - noise due to improved pavement surfacing.
- 4.2.6 Those potential changes that were judged to be generally adverse for health, but not likely to be significant, were also screened out of further assessment. There would be the potential for the following temporary construction stage to result in:
- increases in noise, air pollution and travel times due to roadworks; and

- reductions in emergency service response times due to increased congestion.
- 4.2.7 The potential construction-related effects on health would be temporary. As set out in the A5025 On-line Highway Improvements Environmental Report, construction activities would be undertaken by the contractor in line with the good practice mitigation presented in the A5025 On-line Highway Improvements CoCP, with specific measures formalised into their CEMP and subordinate management plans.
- 4.2.8 Although screened out, the operation of the Proposed Development is expected to provide a beneficial cumulative contribution to road safety in combination with the operation of the A5025 Off-line Highway Improvements (the subject of separate assessment within the Wylfa Newydd DCO Project application).
- 4.2.9 As part of the comprehensive HIA for the Wylfa Newydd DCO Project application, the potential for cumulative effects (including the Proposed Development) has been considered.
- 4.2.10 In summary, the conclusion of the rapid HIA screening for the Proposed Development is that there are no potentially significant health effects that warrant further assessment.

5 References

Table 5-1 Schedule of references

ID	Reference
RD1	Planning Act 2008. (2008) (The Stationary Office, London). < http://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga_20080029_en.pdf >
RD2	Town and Country Planning Act 1990. (1990) (The Stationary Office, London). < http://www.legislation.gov.uk/ukpga/1990/8/pdfs/ukpga_19900008_en.pdf >
RD3	World Health Organization. (1998) Health Promotion Glossary. (Geneva). < http://bit.ly/1qKk3ka >
RD4	WHIASU. (2012) Health Impact Assessment: a practical guide. (Wales Health Impact Assessment Support Unit, Cardiff, Wales). < http://bit.ly/1PpcTtv (Cy) & http://bit.ly/WH8g9F (En)>
RD5	Isle of Anglesey. (2010) Isle of Anglesey Health Impact Assessment Tool.
RD6	Coggins, T. et al. (2008) Mental well-being impact assessment: a toolkit. (Care Services Improvement Partnership, North West Development Centre). < http://bit.ly/2pgVuCV >
RD7	Department of Energy and Climate Change. (2011) Overarching National Policy Statement for Energy (EN-1). (The Stationery Office, London). < http://bit.ly/1VEhcVG >
RD8	Department of Energy and Climate Change. (2011) National Policy Statement for Nuclear Power Generation (EN-6). (The Stationery Office, London). < http://bit.ly/SjDgv8 >

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