



Scotland England Green Link 2 - English Onshore Scheme

Environmental Statement:
Volume 2

Chapter 15: Socio-economics, Recreation and
Tourism

May 2022

For: National Grid Electricity Transmission

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15. Socio-economics, Recreation and Tourism

15.1 Introduction

This chapter of the Environmental Statement (ES) presents the results of baseline studies and the assessment of the potential impacts of the English Onshore Scheme on socio-economics, recreation and tourism. The chapter summarises the regulatory and policy framework related to socio-economics, recreation and tourism, the methodology followed for the assessment and provides an overview of the existing baseline conditions. The assessment has identified the likely significant impacts to arise during the construction or operational phases of the English Onshore Scheme and identifies any mitigation necessary to avoid or reduce these impacts where possible.

Socio-economic impacts are interrelated with other specialist assessments and should be read in conjunction with **Chapter 14: Traffic and Transport**, **Chapter 13: Noise and Vibration**, and **Chapter 8: Landscape and Visual Impact Assessment**.

This chapter is supported by the following Figures:

- **Figure 15-1:** Planning Application Boundary and Buffer Zone of Influence
- **Figure 15-2:** Principal Labour Market Catchment Area (45 minute drive time)
- **Figure 15-3:** Occupational Profile
- **Figure 15-4:** Socio-economics, recreation and tourism receptors
- **Figure 15-5:** Public Rights of Way

15.2 Planning Policy and Applicable Legislation

15.2.1 Introduction

This section sets out the legislative and policy framework for socio-economics, recreation and tourism within the UK.

15.2.2 Legislation

There is no relevant legislation to the assessment of socio-economics, recreation and tourism.

15.2.3 National Policy

As outlined in Chapter 4: Planning Policy Context, relevant policies of the National Planning Policy Framework (NPPF) and relevant National Policy Statements (NPS) are material considerations in the determination of Town and Country Planning Act applications, however they do not override the primacy of local policies. Key aspects of the NPPF and relevant NPSs, which have been considered during the development of this chapter, are outlined below.

15.2.3.1 National Planning Policy Framework

The NPPF (Ref. 15-1) was most recently updated in July 2021 and sets out the Government's planning policies in a single document. It places emphasis on its overarching economic, social and environmental objectives and presumption in favour of sustainable development. The following sections of the NPPF are relevant to this topic:

- **Section 8 'Promoting healthy and safe communities'** makes specific reference to the enablement of 'healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops...'. This section also goes on to emphasise the provision of 'social, recreational and cultural facilities the community needs'.
- **Paragraph 98** describes that 'access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities'.

Moreover, **Paragraph 100** states that ‘...decisions should protect and enhance public rights of way’.

15.2.3.2 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) (Ref. 15-2) is an online resource which supplements the NPPF and is updated regularly. The NPPG provides guidance on planning and the economy and to consider the existing and potential future needs of the population in terms of economic development, jobs and employment opportunities. Last updated in 2019, the contents of the NPPG are not materially relevant to the assessment of socio-economic and land-use effects as the content does not influence the undertaking of the assessment of effects relevant to the English Onshore Scheme, nor does it change the statutory status of the locally prepared plans as the starting point for decision making for Town and Country Planning Act applications.

15.2.3.3 Overarching National Policy Statement for Energy (EN-1)

The Overarching National Policy Statement for Energy (EN-1) (Ref. 15-3) published by the former Department of Energy and Climate Change in 2011 and sets out the national policy for energy infrastructure. It recognises that the construction, operation and decommissioning of energy infrastructure can have socio-economic impacts. It details indicative considerations in the assessment of socio-economic impacts:

- *“the creation of jobs and training opportunities;*
- *the provision of additional local services;*
- *effects on tourism;*
- *the impact of a changing influx of workers during the different construction, operation and decommissioning phases... There could also be effects on social cohesion depending on how populations and service provision change as a result of the development; and*
- *cumulative effects.”*

15.2.3.4 National Policy Statement for Electricity Networks (EN-5)

The National Policy Statement for Electricity Networks Infrastructure (EN-5) (Ref. 15-4) published by the former Department of Energy and Climate Change in 2011 supplements the Overarching National Policy Statement for Energy (EN-1) with additional guidance specific to the development of electricity networks infrastructure. This document makes no reference to socio-economics, recreation or tourism.

15.2.3.5 Draft Overarching National Policy Statement for Energy (EN-1)

The Draft Overarching National Policy Statement for Energy (EN-1) (Ref. 15-5) was published in September 2021 by the Department for Business, Energy and Industrial Strategy, and updates the existing Statement. In addition to the socio-economic impacts of energy infrastructure development outlined in the existing Statement, the Draft Statement outlines additional socio-economic impacts to be considered:

- *“Applicants may wish to provide information on the sustainability of jobs created, including where they will help to develop the skills needed for the UK’s transition to Net Zero;*
- *The contribution to the development of low-carbon industries at the local and regional level as well as nationally;*
- *Improvements to local infrastructure, including the provision of educational and visitor facilities; and*
- *Any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation to use of local support services and supply chains.”*

15.2.3.6 Draft National Policy Statement for Electricity Infrastructure (EN-5)

The Draft National Policy Statement for Electricity Networks Infrastructure (EN-5) (Ref. 15-6) was published by the Department for Business, Energy and Industrial Strategy in September 2021. It supplements the Draft Overarching National Policy Statement for Energy (EN-1) with additional guidance specific to the development of electricity networks infrastructure, and updates the existing

Statement. This document makes no reference to socio-economics, recreation or tourism relevant to the present assessment.

15.2.4 Local Policy

15.2.4.1 Adopted East Riding Local Plan 2012-2029, Adopted 2016

The Strategy Document (Ref. 15-7) supplement to the East Riding Local Plan details adopted policies and overall strategic direction to guide planning application decision-making within East Riding of Yorkshire Council (ERYC). It sets out a vision for the development of the county, applicable to the year 2029.

The policies relevant to this chapter on socio-economics are given below:

- **‘S1 Presumption in favour of development’** directly echoes the approach of the NPPF as explained above and in **Chapter 4: Planning Policy Context**;
- **‘S8 Connecting people and places’** places importance on the accessibility and connectivity of settlements in the region. In particular, S8H states that *‘existing and disused public transport, cycling and footpath networks and facilities, including Public Rights of Way, will be enhanced and/or protected...’*;
- **‘EC1 Supporting the growth and diversification of the East Riding economy’** focusses on the development of employment opportunities, stating that *‘proposals will be encouraged where they...contribute to the modernisation, development and diversification of the local economy’* and *‘develop and strengthen the...key employment sectors...including: renewable energy...’*;
- **‘EC2 Developing and diversifying the visitor economy’** sets out the importance of tourism to the local economy and an ambition to *‘develop and diversify the tourism offer by capitalising on the potential of the area’s Market Towns, diverse coastline, wildlife, rural landscapes and waterways’*. To support this there is a *‘continuing requirement for tourism development and especially for tourism accommodation’*;
- **‘EC5 Supporting the energy sector’** gives expected conditions to be met in the proposal of new and associated infrastructure, stating that *‘developments...should be acceptable...in terms of...the effects of development on...local amenity’* and continues that necessarily *‘environmental, social or economic impacts are satisfactorily addressed’*;
- **‘ENV5 Strengthening green infrastructure’** is applicable to a wide range of green infrastructure features, including green/open recreational and amenity space, and public rights of way. This policy stresses the identification and incorporation of such features in development proposals;
- **‘C1 Providing infrastructure and facilities’** necessitates that development proposals consider associated infrastructure requirements and accessibility. *‘Ensuring good access to a range of infrastructure, services and facilities is an important factor in creating sustainable communities’* and can help *‘address problems of social exclusion in deprived or remote areas’*;
- **‘C2 Supporting community services and facilities’** applies to the retention and development of local community facilities, including shops, public houses, libraries and educational facilities to ensure that the *‘dispersed settlements’* are adequately serviced;
- **‘C3 Providing public open space for leisure and recreation’** echoes the ambition set out in ENV5 for continued *‘access to good quality open spaces, including opportunities for sport and recreation and protecting public rights of way, in order to promote the health and well-being of communities and facilitate social interaction and inclusion’*;
- **‘A2 Bridlington Coastal sub area’** provides spatially specific policies for the town of Bridlington; and
- **‘A3 Driffield and Wolds sub area’** provides spatially specific policies for the area surrounding the town of Driffield.

15.2.4.2 East Riding Local Plan 2012-2029; Local Plan Review – Options Document

The Local Plan Review – Options Document (Ref. 15-8) supplements the East Riding Local Plan (Ref. 15-7) in order to review the existing policy against options to develop the policy approach. With regard to community facilities, Paragraph 3.43 makes reference to '*shops, services, offices and cultural & civic facilities, such as places of worship and village halls*' which should not be '*undermined by new development proposed in neighbouring locations*'. Although no specific mention of electricity infrastructure is found, with regard to energy developments, **Paragraph 3.62** states that '*site specific or local constraints*' should be considered.

15.2.4.3 Selby District Council

15.2.4.3.1 Selby District Core Strategy Local Plan, Adopted 2013

The Selby District Core Strategy Local Plan (Ref. 15-9) was originally adopted in October 2013 and supplements the Local Plan as a development strategy for the local authority. It details nineteen core policies, of which the following relate specifically to socio-economics:

- **'SP1 Presumption in favour of sustainable development'** directly echoes the approach of the NPPF as explained above and in **Chapter 4: Planning Policy Context**;
- **'SP12 Access to services, community facilities and infrastructure'** applies to community facilities, healthcare, education, recreation open space, cycleways and green infrastructure and makes reference to '*future development where opportunities to protect, enhance and better join up existing Green Infrastructure, as well as creating new Green Infrastructure will be strongly encouraged, in addition to the incorporation of other measures to mitigate or minimise the consequences of development*'; and
- **Paragraph 6.32** sets out the importance of the energy sector at Drax to the local economy in terms of employment, and the potential for future investment as a contributor to economic prosperity and the modernisation of the District's economy.

15.2.4.3.2 Selby District Council Local Plan Preferred Options 2021

The Preferred Options Consultation document (Ref. 15-10) details the Council's preferred approach to development to the year 2040. The consultation period was between 29th January and 12th March 2021. The publication version is currently being prepared. The following policies are of specific relevance to this chapter on socio-economics:

- **'Preferred Approach SG5 Development in the Countryside'** describes the ambition to retain the rural character of the district and seeks to limit development in the countryside to '*activities which have an essential need to be located there*';
- **'Preferred Approach EM3 New Economic Development'** sets out a preference for economic development to be appropriately located and not '*cause harm to local amenity*';
- **'Preferred Approach EM5 Tourist, Recreation and Cultural Facilities'** are stated to be important for economic growth and supporting the visitor economy;
- **'Preferred Approach IC3 Protection of community facilities'** ensures that the importance placed on community facilities, including village halls, public houses, shops, libraries, health service and sports facilities is not sacrificed and that development proposals that '*result in the loss of existing community facilities*' can demonstrate '*there is no longer a functional requirement for its continued use*';
- **'Preferred Approach IC7 Public Rights of Way'** states the importance of the public rights of way network in the district for recreation and health. As such, '*development which may have an impact on a public right of way network will only be supported where it can be demonstrated that 'satisfactory and alternative routes are provided*';
- **'Preferred Approach HG14 Provision of Recreation Open Space'** places importance on the accessibility to high quality recreation open space for '*sustainable, inclusive and healthy places to live*'; and

- **‘Preferred Approach NE1 Protection of Green Spaces’** details that *‘the Council will protect those Green Spaces which: provide a social and cultural role; or give opportunities for formal and informal recreation; or support health and well-being or contribute to the local form and character of settlements’*.

15.3 Approach to Assessment

15.3.1 Introduction

This section describes the approach to the identification and assessment of impacts resulting from the construction and operation of the English Onshore Scheme on socio-economics, recreation and tourism.

15.3.2 Summary of Consultation

15.3.2.1 Scoping Opinion Review

Table 15-1 summarises the issues raised in the scoping opinion in relation to socio-economics, recreation and tourism and outlines how and where this has been addressed in subsequent chapters of the ES. A copy of the scoping opinions are included in **Appendix 5B**.

Table 15-1: Scoping Opinion (Socio-economics, Recreation and Tourism)

Consultee	Summary of comment	How and where addressed
Selby District Council (SDC)	Landscape proposals should support the Government’s commitment to improving green infrastructure, health and wellbeing, as set out in the 25 Year Environment Plan, The Leeds City Region Green and Blue Infrastructure Strategy, NPPF, and other local policy, also recognize GI.	Green infrastructure is acknowledged where relevant as Public Rights of Way and recreational routes as detailed in Sections 15.5.2.2, 0, 15.5.4.2, and 15.5.5.2 . Green infrastructure is acknowledged where relevant as Open Space as detailed in Sections 15.5.2.4.5, 15.5.3.4.5, 15.5.4.4.5, and 15.5.5.4.5 .
SDC	Noted that Socio-economics, Recreation and Tourism during construction to be scoped in and Socio-Economics, Recreation and Tourism during operation to be scoped out.	Section 15.3 outlines the approach.
North Yorkshire County Council Business and Environment Services	There is a Public Right of Way or ‘claimed’ Public Right of Way within or adjoining the application Site boundary. If the proposed development will physically affect the Public Right of Way permanently in any way an application to the Local Planning Authority for a Public Path Order/Diversion Order will need to be made under S.257 of the Town and Country Planning Act 1990 as soon as possible. If the proposed development will physically affect a Public Right of Way temporarily during the period of development works only, an application to the Highway Authority (North Yorkshire County Council) for a Temporary Closure Order is required. The existing Public Right(s) of Way on the site must be protected and kept clear of any obstruction until such time as an alternative route has been provided by either a temporary or permanent Order. It is an offence to obstruct a Public Right of Way and enforcement action can be taken by the Highway Authority to remove any obstruction.	Sections 15.5.2.2, 0, 15.5.4.2, and 15.5.5.2 identify public rights of way which could be affected during construction. Sections 15.6.3.5.1, 15.6.3.6.1, 15.6.3.7.1, and 15.6.3.8.1 address potential impacts. Section 15.7 addresses appropriate mitigation measures.

Consultee	Summary of comment	How and where addressed
	<p>If there is a “claimed” Public Right of Way within or adjoining the application site boundary, the route is the subject of a formal application and should be regarded in the same way as a Public Right of Way until such time as the application is resolved.</p> <p>Where public access is to be retained during the development period, it shall be kept free from obstruction and all persons on the development site must be made aware that a Public Right of Way exists, and must have regard for the safety of Public Rights of Way users at all times.</p>	
<p>Natural England</p>	<p>Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.</p> <p>The EIA should consider potential impacts on access land, public open land, rights of way and coastal access routes in the vicinity of the development. Consideration should also be given to the potential impacts on the Yorkshire Wolds Way National Trail. Appropriate mitigation measures should be incorporated for any adverse impacts. We also recommend reference to the relevant Right of Way Improvement Plans to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.</p>	<p>Sections 15.5.2.2, 0, 15.5.4.2, and 15.5.5.2 identify public rights of way which could be affected during construction.</p>
<p>East Riding of Yorkshire Council</p>	<p>Socio-economic effects of the proposal should be considered and include issues relating to employment, education, tourism and recreation. The assessment methodology should follow best practice guidance to ensure the potential socio-economic impacts are addressed.</p>	<p>Section 15.3 outlines the approach.</p>
<p>East Riding of Yorkshire Council</p>	<p>The EIA should consider potential impacts on access land, public open land, rights of way and coastal access routes in the vicinity of the development. Reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced is also recommended.</p>	<p>Section 15.6 considers such impacts with reference to ROWIP.</p>
<p>East Riding of Yorkshire Council</p>	<p>The LPA’s officers would also expect the ES to contain identification, examination and evaluation of the baseline position (in terms of source, pathway and receptor), a prediction of impacts/effects, assessment of significance of impact/effects and prescription of mitigation measures regarding the respective construction, operation and decommissioning/restoration stages of the development proposal as appropriate in terms of the following:</p> <ul style="list-style-type: none"> • Population:…access and recreation; interaction of any of [population, noise, air quality, land and soils, drainage and water quality; flora and fauna; archaeology and cultural heritage; landscape and visual amenity; existing views to and from the site]; indirect impact/effects to population. 	<p>Section 15.5 outlines the baseline position, Section 15.6 assesses potential impacts and effects, and Section 15.7 describes mitigation measures.</p>

15.3.2.2 Additional Consultation

No additional consultation has been undertaken in respect of socio-economics, recreation and tourism.

15.3.3 Identification of Baseline Conditions

15.3.3.1 Desk Studies

The baseline is informed by collating data on known receptors from the following sources:

- Office of National Statistics (ONS), (2020); Mid-Year Population Estimates (Ref. 15-11);
- ONS, (2020): Business Register and Employment Survey (2019) (Ref. 15-12);
- ONS, (2021), Annual Population Survey (January 2020 to December 2020) (Ref. 15-13); and
- MHCLG, (2020), English Indices of Deprivation (2019) (Ref. 15-14).

15.3.4 Assessment Method

There is currently no industry-recognised guidance on methodology for undertaking assessments of socio-economic effects. The assessment follows best practice methodology from other assessments undertaken on comparable energy infrastructure schemes.

The assessment of socio-economics, recreation and tourism effects will be limited to the construction phase as no potentially significant effects are expected to arise during operation. The English Onshore Scheme has the potential to result in a wide range of effects from the construction stage, differing in permanence. For the purposes of this chapter, due consideration is given to the English Onshore Scheme in terms of effects on the following:

- socio-economics (employment and Gross Value Added);
- recreational routes and public rights of way (PRoW);
- community severance;
- private assets (including residential properties, business premises, community facilities, visitor attractions and open space); and
- development land.

The community severance assessment considers temporary severance of access via PRoWs and/or the National Cycle Network (NCN) to community facilities and healthcare services. Where 'community facilities' are assessed as part of the private assets category of receptors this considers the potential disruption from noise and vibration, air quality and visual effects to impact on the amenity of community facilities.

In the assessment of development land, planning applications are included if: they are within the development land study area (500 m as described in section 15.4); are not yet approved; are of relevance to the receptors in this socio-economic, recreation and tourism assessment; and are of significant scale.

15.3.4.1 Overview

An assessment of potential impacts will be undertaken to determine the effect of the English Onshore Scheme on the baseline socio-economic conditions. The methodology for assessing socio-economic impacts will follow standard EIA guidance and will entail:

- an assessment of the likely scale, permanence and significance of effects associated with socio-economics, recreation & tourism receptors; and
- an assessment of the potential cumulative impacts with other schemes within the surrounding area.

The assessment of potential socio-economic impacts will use policy thresholds and professional judgment to assess the scale and nature of the impacts of the English Onshore Scheme against baseline conditions. For socio-economics, recreation and tourism there is no accepted definition of what constitutes a significant (or not significant) socio-economic effect. It is however recognised that effects

are categorised based upon the relationship between the scale (or magnitude) of effect and the sensitivity (or value) of the affected resource or receptor.

As such, the socio-economics, recreation and tourism effects will be assessed on the basis of:

- *consideration of sensitivity to impact*: specific values in terms of sensitivity are not attributed to socio-economic resources/receptors due to their diverse nature and scale, however the assessment takes account of the qualitative (rather than quantitative) 'sensitivity' of each receptor and, in particular, their ability to respond to change based on recent rates of change and turnover (if appropriate);
- *scale of impact*: this entails consideration of the size of the impact on people or business in the context of the area in which effects will be experienced; and
- *scope for adjustment or mitigation*: the socio-economic study is concerned in part with economies. These adjust themselves continually to changes in supply and demand, and the scope for the changes brought about by the English Onshore Scheme to be accommodated by market adjustment will therefore be a criterion in assessing significance.

The assessment aims to be objective and quantifies effects as far as possible. However, some effects can only be evaluated on a qualitative basis. Effects are defined as follows:

- *beneficial classifications of effect*: indicate an advantageous or beneficial effect on an area, which may be minor, moderate, or major in effect;
- *negligible classifications of effect*: indicate imperceptible effects on an area;
- *adverse classifications of effect*: indicate a disadvantageous or adverse effect on an area, which may be minor, moderate or major in effect; and
- *no effect classifications*: indicate that there are no effects on an area.

Based on consideration of the above, where an effect is assessed as being beneficial or adverse, the scale of the effect has been assigned using the below criteria:

- *minor*: a small number of receptors are beneficially or adversely affected. The effect will make a small measurable positive or negative difference on receptors at the relevant area(s) of effect;
- *moderate*: a noticeable number of receptors are beneficially or adversely affected. The effect will make a measurable positive or negative difference on receptors at the relevant area(s) of effect; and
- *major*: all or a large number of receptors are beneficially or adversely affected. The effect will make a measurable positive or negative difference on receptors at the relevant area(s) of effect.

Those effects which are found to be moderate or major are considered to be 'significant' and those which are minor or negligible are 'not significant'.

Duration of impact is also considered, with more weight given to reversible long-term or permanent changes than to temporary ones. Temporary impacts are considered to be those associated with the construction works. Long-term reversible impacts are generally those associated with the completed and operational development. For the purposes of this assessment, short term impacts are considered to be of one year or less, medium term impacts of one to four years and long-term impacts for five or more years.

15.3.4.2 Economic Impact

The following criteria have been set out to assess the effects on receptors in relation to employment, gross value added (GVA), and training and apprenticeship opportunities which have been grouped together as economic impacts. **Table 15-2** identifies the sensitivity criteria that have been used to inform the assessment of socio-economic receptors relating to employment, GVA, and training and apprenticeship opportunities in conjunction with the magnitude criteria set out above to establish the significance of identified effects.

Table 15-2 Economic Impact Sensitivity Criteria

Sensitivity	Description
High	Businesses, workers or residents who have little or no capacity to experience impacts without incurring an economic loss or have capacity to experience an economic gain.
Medium	Businesses, workers or residents that have a moderate or average capacity to experience impacts without incurring a change in their economic well-being.
Low	Businesses, workers or residents that generally have adequate capacity to experience impacts without incurring a change in their economic well-being.
Negligible	Businesses, workers or residents that are unlikely to experience impacts on their economic well-being.

Table 15-3 identifies the magnitude of impact criteria which have been used to assess the socio-economic receptors relating to employment, GVA, and training and apprenticeship opportunities.

Table 15-3 Economic Impact Magnitude Criteria

Magnitude	Description
High	An impact that is expected to have considerable adverse or beneficial socio-economics effects. Such impacts will typically affect large numbers of businesses, workers or residents.
Medium	An impact that will typically have a noticeable effect of a moderate number of businesses, workers or residents, and will lead to a small change to the study area’s baseline socio-economic conditions.
Low	An impact that is expected to affect a small number of businesses, workers or residents; or an impact that may affect a larger number of receptors but does not materially alter the study area’s baseline socio-economic conditions.
Negligible	An impact which has very little change from baseline conditions where the change is barely distinguishable, approximating to a ‘no change’ situation.

15.3.4.2.1 Methodology for determining construction and operational employment effects

The economic impact of the English Onshore Scheme is considered relative to a 45-minute travel time (car) to the English Onshore Scheme. This is considered a reasonable timeframe within which workers would commute to the English Onshore Scheme and therefore represents the principal labour market catchment area. See **Section 15.4** below for more details on the definitions of study areas such this which apply in this chapter.

Additionality has been calculated by considering the overall impact of job gains to the area, the level of leakage, number of displaced jobs and multiplier effects, such as supply chains and worker spending related jobs. These assumptions have been informed by the Homes and Communities Agency (HCA) Additionality Guidance (Ref. 15-15).

Table 15-4 below outlines the values that have been allocated to the construction, operation, and decommissioning phases’ additionality formula, enabling the tailored calculation of the net additional employment and economic impacts. Justifications for the values have been considered and are summarised in the right-hand column of the table.

Table 15-4 Calculation of employment generation assumptions

Additionality Factor	Value	Justification
Leakage (% of jobs that benefit those residents outside the English Onshore Scheme’s identified target area)	23%	Relating to employment from outside the target area – this is the proportion of jobs taken by people who live outside of the study area as described as a 45-minute travel area.

Displacement (% of jobs that account for a reduction in related jobs in the English Onshore Scheme's identified target areas)	25%	For the purpose of this assessment, a low level of displacement (25%) has been assumed, in line with the HCA Additionality Guidance (Ref. 15-15).
Multiplier (further economic activity associated with the additional local income, supplier purchase and longer-term development effects)	1.5	The multiplier is a composite figure which takes into account both the indirect jobs created across the study area based on supply chain activity but also the induced employment created through increased spending across the study area. The HCA Additionality Guidance (Ref. 15-15) provides a 'ready reckoner' of composite multipliers. The study area is likely to have 'average' supply linkages and induced effects based on the scale of its economy. Therefore, a 'medium' multiplier of 1.5 is determined from the HCA guidance to be the most appropriate measure.

15.3.4.3 Public Rights of Way Impact

The follow criteria have been set out to assess the effects on users of PRow focussing on the impact of severance of existing routes and the resulting changes in journey lengths and times, and local travel patterns.

Table 15-5 identifies the sensitivity criteria that have been used to inform the assessment of PRow, in conjunction with the magnitude criteria set out above, to establish the significance of the identified effects.

Table 15-5 PRow Impact Sensitivity Criteria

Sensitivity	Description
High	PRow is of high importance with limited potential to substitute with other route options to access with the wider network or community infrastructure.
Medium	PRow is of medium importance with moderate potential to substitute with other route options to access with the wider network or community infrastructure; or PRow is of high importance with alternative routes available.
Low	PRow is of low importance with alternative routes available; or PRow is of very low importance with moderate potential to substitute with other route options to access with the wider network or community infrastructure
Negligible	PRow is of very low importance with alternative routes available.

Table 15-6 identifies the magnitude of impact criteria which have been used to assess the impacts on PRow.

Table 15-6 PRow Impact Magnitude Criteria

Magnitude	Description
High	Substantial increase/decrease in journey length and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.
Medium	Noticeable increase/decrease in journey length and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.

Magnitude	Description
Low	Slight increase/decrease in journey length and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.
Negligible	No increase or decrease in journey length and/or travel patterns and no increase or decrease in opportunities for users to access the wider network and/or community infrastructure.

15.3.4.4 Private Assets (residential properties, business premises, community facilities, visitor attractions, open space) and Development Land Impacts

The following criteria have been set out to assess the effects on private assets comprising residential properties, business premises, community facilities, visitor attractions and open space, as well as any impacts on development land.

Table 15-7 identifies the sensitivity criteria that have been used to inform the assessment of effects relating to private assets, which in conjunction with the magnitude criteria set out above, establish the significance of the identified effects.

Table 15-7 Private Assets and Development Land Impact Sensitivity Criteria

Sensitivity	Description
High	Private asset or development land is of high importance and rarity with limited potential for substitution or access to alternatives
Medium	Private asset or development land is of medium importance and rarity with moderate potential for substitution or access to alternatives.
Low	Private asset or development land is of low importance and rarity with alternatives available.
Negligible	Private asset or development land is of very low importance and rarity with alternatives available.

The magnitude of change on private assets and development land is assessed by appraising the level of impact on the receptor and the permanence of change arising from the English Onshore Scheme. **Table 15-8** identifies the magnitude of impact criteria which have been used to assess the impacts on private assets and development land.

Table 15-8 Private Assets and Development Land Impact Magnitude Criteria

Magnitude	Description
High	An impact that permanently affects the integrity and value of a private asset or development land or an impact that considerably enhances the value and quality of an amenity or land use.
Medium	An impact that negatively affects the value of a private asset or development land, but a recovery is possible with no permanent impacts; or an impact that improves key characteristics and features of the amenity or land use.
Low	An impact that negatively affects the value of a private asset or development land, but a recovery is expected in the short-term with no change to its integrity; or an impact that has some beneficial impact on the attributes of the private asset or development land.
Negligible	An impact which is a very minor loss or benefit from baseline conditions where the change is barely distinguishable, approximating to a 'no change' situation.

15.3.4.5 Significance Criteria

Socio-economic effects are a reflection of the relationship between the sensitivity of the affected receptor (**Table 15-2**, **Table 15-5**, and **Table 15-7**) and the magnitude of the impact (**Table 15-3**, **Table 15-6**, and **Table 15-8**). The determination of significance is given in **Table 15-9**.

Table 15-9 Impact Assessment and Significance

Magnitude of Impact	Sensitivity of Receptor			
	High	Medium	Low	Negligible
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Negligible	Minor	Negligible	Negligible	Negligible

15.3.5 Assumptions and Limitations

The assessment of the significance of effects has been carried out against a benchmark of current socio-economic baseline conditions prevailing around the English Onshore Scheme, as far as is possible within the limitations of such a dataset. Baseline data is also subject to a time lag between collection and publication. As with any dataset, these conditions may be subject to change over time which may influence the findings of the assessment.

Baseline conditions reported in **Section 15.5** in regard to population and labour force and the local economy are based on latest data available at the time of writing. It is likely that the baseline conditions have changed owing to the ongoing effect of the COVID-19 pandemic on the labour market, businesses and the economy. The assessment of effects reported in **Section 15.6** (based on latest available data) is considered adequate despite this limitation and is not expected to affect the findings of the chapter.

Effects on local amenities and land use during the construction, operation and decommissioning phases are based on ES assessments taking into consideration the results from the relevant environmental studies that can act in-combination to cause effects to occur. These studies comprise the transport and access, noise and vibration, and landscape and visual amenity assessments.

15.4 Study Area

Figure 15-1 indicates the planning application boundary and shows the division of Sections 1-4, for reporting purposes. Section 1 is between the Landfall Site and the village of Bainton, Section 2 is between the village of Bainton and the town of Market Weighton, Section 3 is between Market Weighton and the River Ouse, and Section 4 is the area between the River Ouse and the connection point at the existing substation at Drax power station.

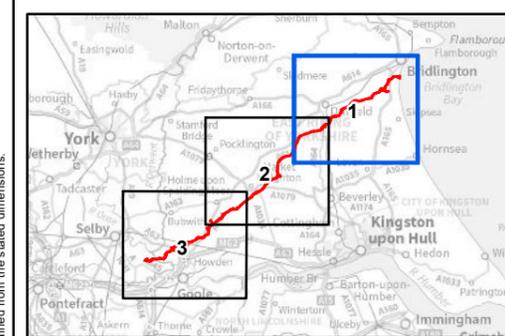
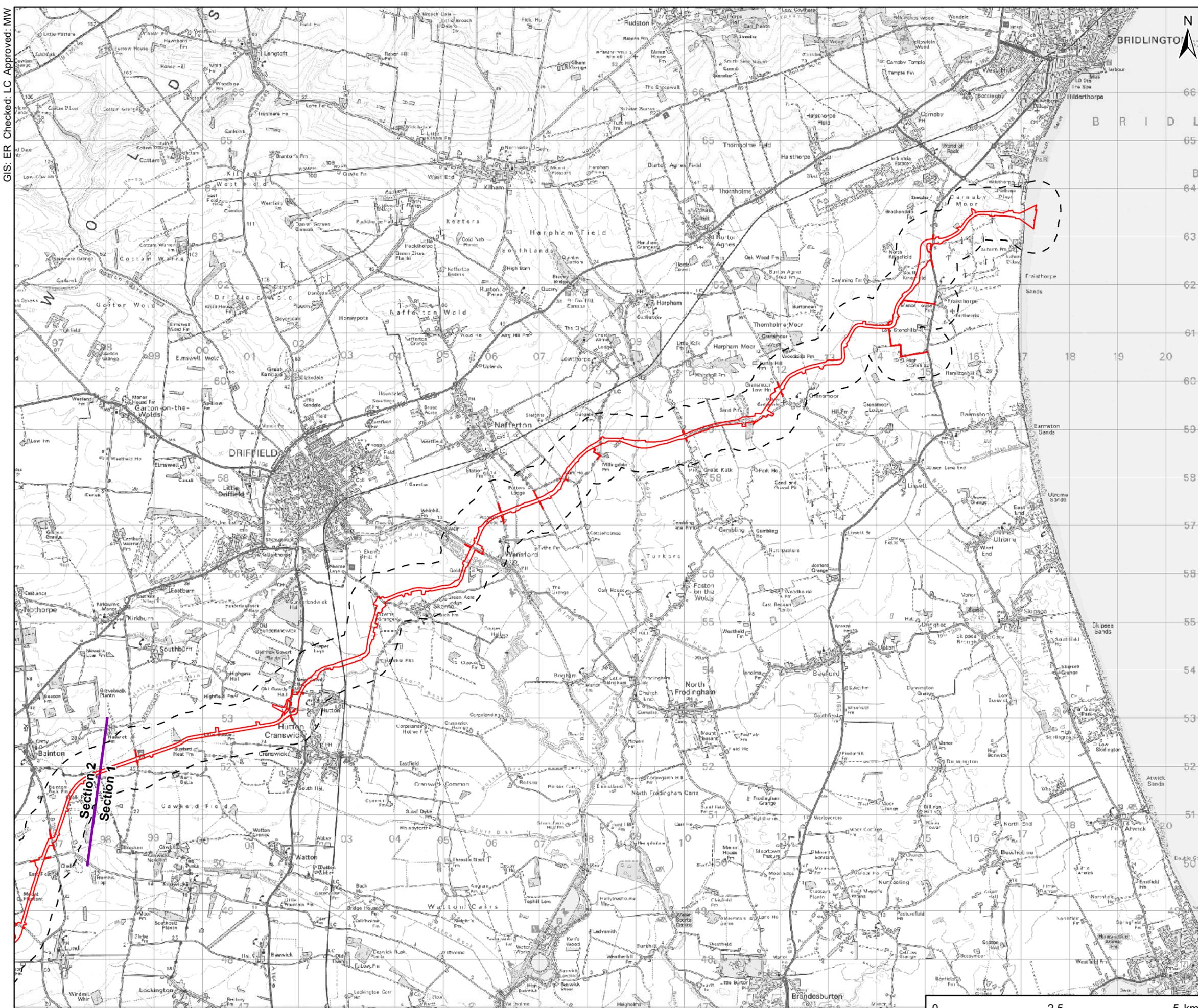
Table 15-10 sets out the geographical scale at which the identified receptors will be considered and the given rationale in line with the Scoping Report. The study area varies depending on the effect or type of resource being assessed. For the majority of receptors, as the geographical scale of impact is within the planning application boundary and within 500 m of it, for these the relevant study area is referred to as the 'buffer zone of influence' within this chapter.

The potential economic impacts arising from the English Onshore Scheme i.e. employment and gross value added generation are likely to occur at a wider scale relative to labour markets. Based on this, the geographical scale of impact for these effects are considered relative to a different study area than defined above. Based on previous experience of similar schemes, a 45 minute travel study area incorporates the population that may reasonably be expected to travel to, and benefit from economic impacts arising from the English Onshore Scheme and could therefore reasonably constitute the relevant labour market for the English Onshore Scheme. As such, for these economic impacts a 'labour market catchment area' has been defined as the relevant study area and is referred to as such within this chapter. This is shown on **Figure 15-2**.

Table 15-10 Geographical Scale of Study Area

Receptor	Geographical Scale	Rationale
Employment generation during construction phase	Within 45 minute travel of the planning application boundary. This is shown in Figure 15-2 .	Professional judgement and experience from other schemes.
(GVA during construction phase)		
PRoW	Within the planning application boundary shown in Figure 3-2 in Chapter 3 of this ES and within 500m to account for impacts on routes.	Professional judgment and experience from other schemes.
Community severance	Communities that may potentially be directly and indirectly affected; communities directly connected to the planning application boundary via recreational routes and PRoW. The planning application boundary is shown in Figure 3-2 in Chapter 3 of this ES.	Professional judgment and location of sensitive receptors for impacts arising from the English Onshore Scheme as informed by other assessments.
Private assets – Residential Properties	Within the planning application boundary and within 500 m.	Professional judgment and location of sensitive receptors for impacts arising from the English Onshore Scheme as informed by other assessments.
Private assets – Business Premises	Within the planning application boundary and within 500 m.	Professional judgment and location of sensitive receptors for impacts arising from the English Onshore Scheme as informed by other assessments.
Private assets – visitor attractions	Within the planning application boundary and within 500 m.	Professional judgment and location of sensitive receptors for impacts arising from the English Onshore Scheme as informed by other assessments.
Private assets – community facilities	Within the planning application boundary and within 500 m.	Professional judgment and location of sensitive receptors for impacts arising from the English Onshore Scheme as informed by other assessments.
Private assets – open space	Within the planning application boundary and within 500 m.	Professional judgment and location of sensitive receptors for impacts arising from the English Onshore Scheme as informed by other assessments.
Private assets – development land	Within the planning application boundary and immediately adjacent land. The planning application boundary is shown in Figure 3-2 in Chapter 3 of this ES.	Professional judgment and experience from other schemes.

- KEY
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break

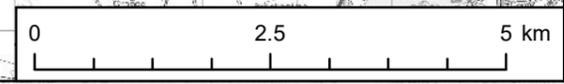


TITLE
**Figure 15-1
Study Area**

REFERENCE
SEGL2_T_ES_15-1_v2_20220524

SHEET NUMBER
1 of 3

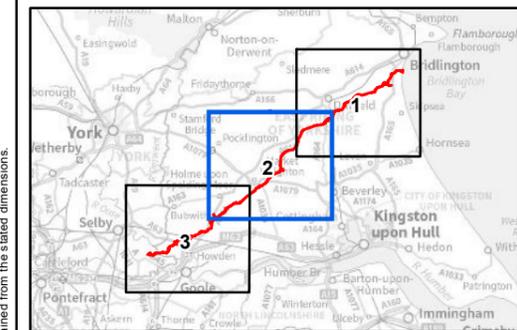
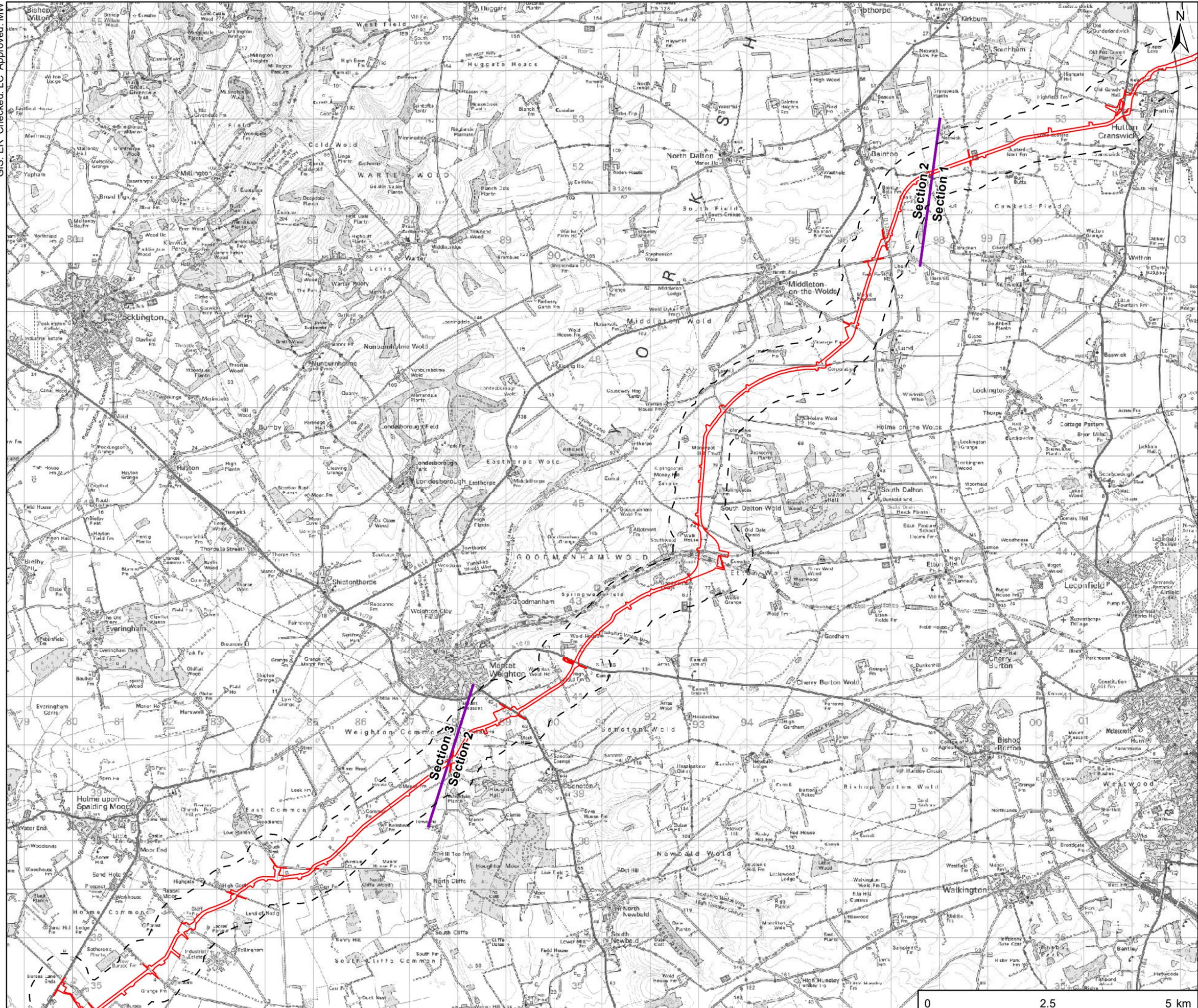
DATE
24/05/2022



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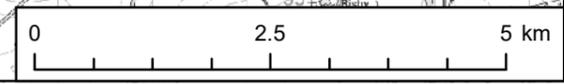
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 - 500m Study Area
 - Route Section Break



TITLE
**Figure 15-1
Study Area**

REFERENCE
SEGL2_T_ES_15-1_v2_20220524

SHEET NUMBER DATE
2 of 3 24/05/2022

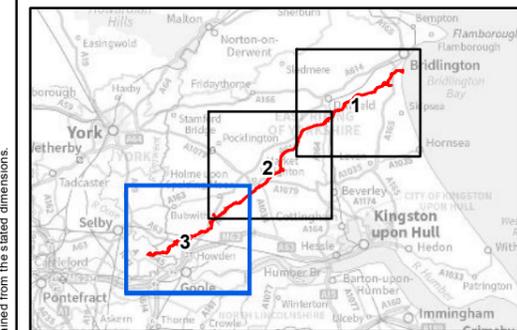
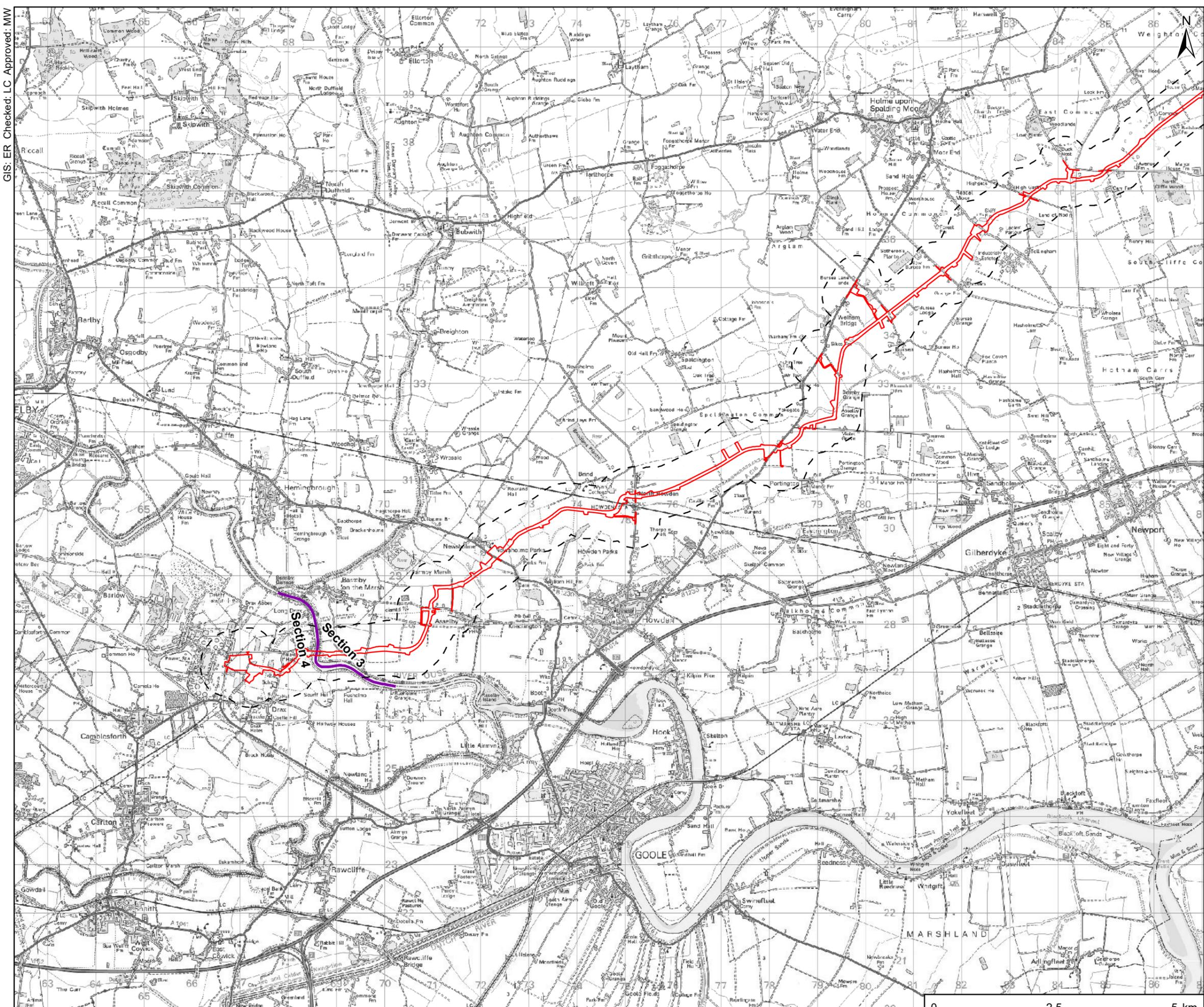


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PROJECT
Scotland England Green Link 2

- KEY**
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break

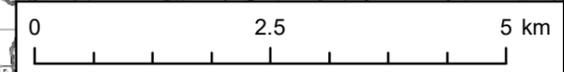


TITLE
Figure 15-1
Study Area

REFERENCE
SEGL2_T_ES_15-1_v2_20220524

SHEET NUMBER
3 of 3

DATE
24/05/2022



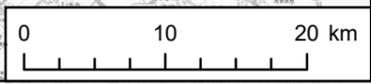
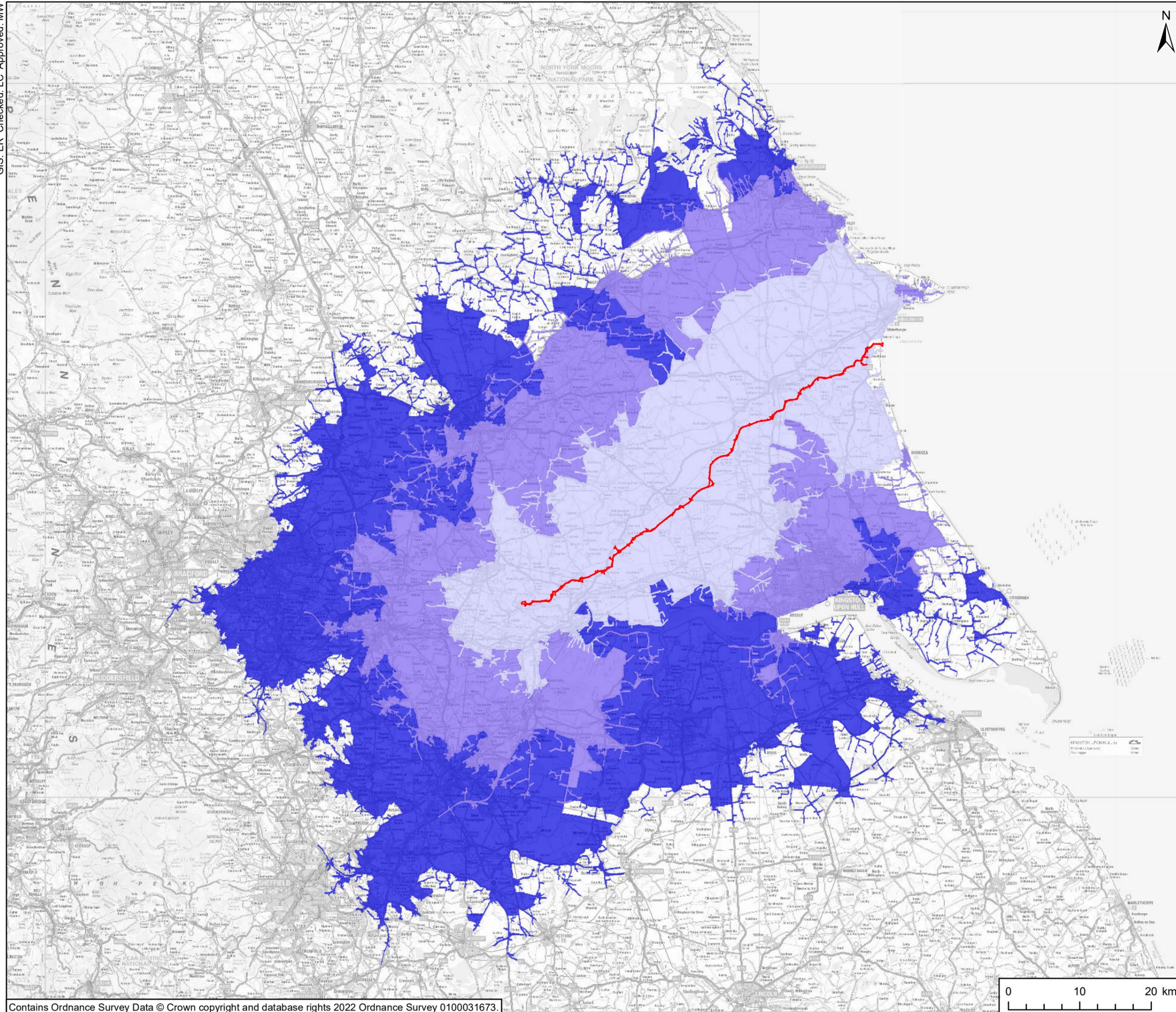
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PROJECT
Scotland England Green Link 2

- KEY**
- Planning Application Boundary
 - 0 - 15 Minutes
 - 15 - 30 Minutes
 - 30 - 45 Minutes



TITLE
Figure 15-2
Study Area (45-Minute Drive Time)

REFERENCE
SEGL2_T_ES_15-2_v2_20220524

SHEET NUMBER 1 **DATE** 24/05/2022

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Coordinate System: British National Grid

Scale @ A3 1:500,000

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15.5 Baseline Environment

The following section presents the baseline environment for receptors that have the potential to experience effects from the English Onshore Scheme. The information in this section presents the findings of a desktop study. The following baseline conditions are considered across the labour market catchment area (the 45 minute drive time area which, in line with the rationale described in section 15.4, represents the relevant labour market for the English Onshore Scheme) and surrounding region:

- population and employment characteristics;
- qualifications and occupational profile; and
- deprivation.

The following baseline conditions will be considered according to the smaller buffer zone of influence (shown in **Figure 15-1**):

- the existing site and land use, including development land;
- private assets, including: residential properties, business premises, community facilities, visitor attractions, and open space;
- community severance; and
- PRoW.

15.5.1 Population and Economy

The evidence in this section is primarily based on Office for National Statistics data, as set out in **section 15.3.3.1**, which is provided for Lower Super Output Areas (LSOAs)¹ and Middle Super Output Areas (MSOAs)² and allows for an analysis of the socio-economic characteristics of the labour market catchment area.

The planning application boundary is extensive, extending over a length of approximately 68 km, and is in a primarily rural setting. Data is provided for the labour market catchment area, and the local authorities of East Riding of Yorkshire and Selby in order to characterise the setting of the English Onshore Scheme.

15.5.1.1 Population

In 2020, the labour market catchment area population was 3,571,889. The population of East Riding of Yorkshire was 343,201. The population in Selby was 91,697 (Ref. 15-11). The working age population, classified as those aged 16 to 64, in the labour market catchment area was 2,189,948 (61%). In East Riding of Yorkshire, the proportion of population of working age (196,469, 57.2%) was slightly lower than seen in Selby (55,997, 61.1%), which is broadly in line with the proportion seen in the Yorkshire and Humber region (62.1%) and England and Wales as a whole (62.2%).

In the labour market catchment area, those residents of retirement age, classified as aged 65 and above, represented 20.3%. In East Riding of Yorkshire, the proportion was 26.4%, whereas in Selby this proportion was 20.6%. These proportions are marginally higher than the proportion seen in the wider geographies of the Yorkshire and Humber region (18.9%) and England and Wales (18.6%).

Historic population trends given by the Office for National Statistics show that in the period between 2011 (Ref. 15-17) and 2020 (Ref. 15-11) the population of the labour market catchment area has grown by 4.8%; whereas in East Riding of Yorkshire it has grown by 2.5%, in Selby it has grown by 9.8%, compared to growth of 4.5% in the Yorkshire and the Humber region, and 6.3% across England and Wales.

¹ A Lower Super Output Area (LSOA) is a small geographic division used for the reporting of statistics in England and Wales.

² A Middle Super Output Area (MSOA) is a slightly larger geographic division used for the reporting of statistics in England and Wales.

15.5.1.2 Employment

Information on the economic activity of those residents of working age is derived from Annual Population Survey (Ref. 15-13) data and set out in **Table 15-11**. It can be seen that the proportion of economically active residents in East Riding of Yorkshire (78.3%) and Selby (79.1%) is broadly in line with that seen in the wider geographies of the Yorkshire and the Humber region (78.1%), and England and Wales (79.3%).

Accordingly, also shown in **Table 15-11** is the recorded unemployment rate of the working age population in these areas derived from the same dataset. Although, data is not available for Selby as during calculation, the size of the confidence interval means a rate of 0% is included, and this is intuitively doubted. East Riding of Yorkshire is shown to have a marginally lower unemployment rate (4.1%) than is recorded across Yorkshire and the Humber (4.5%) and England and Wales (4.7%).

Business Register and Employment Survey (Ref. 15-12) data indicates that in 2020, there were approximately 1,697,570 jobs in the labour market catchment area, 122,000 jobs in East Riding of Yorkshire, and 35,000 jobs in Selby, accounting for a total of 157,000 jobs in the two local authorities which the English Onshore Scheme lies within.

Table 15-11 Economic Activity

Economic Indicator	Selby	East Riding of Yorkshire	Yorkshire and the Humber	England and Wales
Economic activity rate (for residents aged 16-64)	79.1%	78.3%	78.1%	79.3%
Unemployment rate (for residents aged 16-64)	-	4.1%	4.5%	4.7%

Source: ONS, (2021); Annual Population Survey (January 2020 to December 2020) (Ref. 15-13)

15.5.1.3 Qualifications and occupational profile

According to the Annual Population Survey in 2020, the proportion of residents with an NVQ4+ qualification in East Riding of Yorkshire (41.8%) was considerably higher than recorded in Selby (30.4%). The equivalent proportions in the wider geographies of Yorkshire and Humber region (37.3%) and England and Wales (42.8%) are broadly in line with the proportion seen in East Riding of Yorkshire (Ref. 15-13).

The proportion of residents in East Riding of Yorkshire with no qualifications (4.6%) is lower than recorded for Selby (7.5%), the Yorkshire and Humber region (7.0%) and across England and Wales (6.2%).

Figure 15-3 shows the proportion of occupations in each of the designated categories for each of the identified geographies. In Selby, the most significant occupation category is 'Administrative and Secretarial Occupations' (17.3%). In East Riding of Yorkshire, the most significant occupation category is 'Professional Occupations' (22.9%), as is the case in Yorkshire and Humber (20.9%), and England and Wales (22.7%).

In Selby, the occupations which employ the fewest people are in the categories of 'Elementary Occupations' (7.3%) and 'Caring, Leisure and Other Service Occupations' (7.5%). In East Riding of Yorkshire, the occupations which employ the fewest people are in the categories of 'Process, Plant and Machine Operatives' (3.7%) and 'Sales and Customer Service Occupations' (5.8%). The occupations which employ the fewest people in Yorkshire and Humber and across England and Wales are similarly 'Process, Plant and Machine Operatives' (7.0% and 5.5% respectively) and 'Sales and Customer Service Occupations' (7.0% and 6.7% respectively).

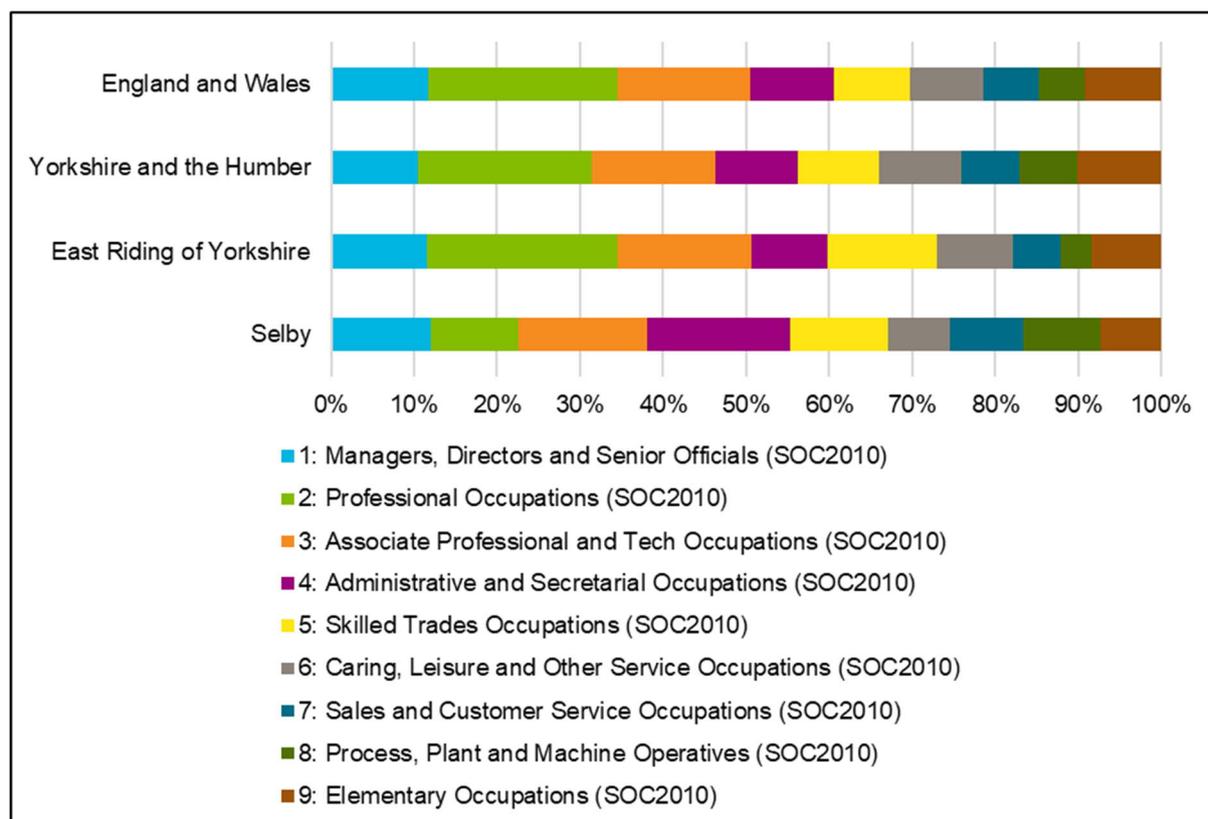


Figure 15-3 Occupational Profile

Source: ONS, (2021); Annual Population Survey (January 2020 to December 2020) (Ref. 15-13)

Table 15-12 shows the proportion of employment in each broad industrial group, derived from the number of jobs at businesses in the relevant geographies according to the Business Register and Employment Survey in 2020 (Ref. 15-12). It is shown that ‘Manufacturing’ is the most significant industrial group in terms of the number of jobs it accounts for in the labour market catchment area (12.8%), Selby (22.9%) and East Riding of Yorkshire (14.8%), whereas this proportion is slightly lower in Yorkshire and the Humber (11.4%) and England and Wales (7.9%).

The number of jobs in ‘Transport and Storage’ is also significant in the Selby local authority (11.9%) in comparison to East Riding of Yorkshire (4.1%) and the wider geographies of Yorkshire and the Humber (5.3%) and England and Wales (5.1%). The proportion of jobs in ‘Health’ in the labour market catchment area (12.2%) and East Riding of Yorkshire (12.3%) is broadly in line with that recorded for Yorkshire and the Humber (13.7%) and England and Wales (13.3%), but much higher than in Selby (5.7%). Employment in ‘Construction’ accounts for 6.4% of jobs in Selby, 5.7% of those in East Riding of Yorkshire, 5.2% of those in Yorkshire and the Humber, and 4.8% in England and Wales. ‘Mining, Quarrying and Utilities’ makes up a greater proportion of jobs in Selby (5.7%), than it does in East Riding and Yorkshire (1.8%), Yorkshire and the Humber (1.3%), and England and Wales (1.2%).

Within the labour market catchment area, approximately 94,165 jobs are in the construction sector.

Table 15-12 Jobs by Broad Industrial Group

Broad Industrial Group	Labour Market Catchment Area (%)	East Riding of Yorkshire (%)	Selby (%)	Yorkshire and the Humber (%)	England and Wales (%)
Agriculture, Forestry & Fishing	0.1%	2.5%	2.6%	0.6%	0.7%

Broad Industrial Group	Labour Market Catchment Area (%)	East Riding of Yorkshire (%)	Selby (%)	Yorkshire and the Humber (%)	England and Wales (%)
Mining, Quarrying & Utilities	1.5%	1.8%	5.7%	1.3%	1.2%
Manufacturing	12.8%	14.8%	22.9%	11.4%	7.9%
Construction	5.5%	5.7%	6.4%	5.2%	4.8%
Motor Trades	2.1%	2.5%	1.7%	2.0%	1.8%
Wholesale	4.1%	4.1%	3.6%	4.0%	3.8%
Retail	8.6%	9.0%	5.7%	8.8%	9.3%
Transport and Storage	7.4%	4.1%	8.6%	5.3%	5.1%
Accommodation and Food Services	6.1%	7.4%	5.0%	6.3%	7.2%
Information and Communication	2.7%	2.0%	1.0%	2.7%	4.5%
Financial and Insurance	2.5%	0.7%	0.4%	2.9%	3.5%
Property	1.3%	1.2%	1.0%	1.5%	1.8%
Professional, Scientific and Technical	6.9%	6.6%	7.1%	6.8%	8.8%
Business Administration and Support Services	10.3%	6.6%	11.4%	9.6%	8.8%
Public Administration and Defence	4.8%	6.6%	2.6%	4.6%	4.4%
Education	7.6%	9.0%	7.1%	9.6%	9.0%
Health	12.2%	12.3%	5.7%	13.7%	13.3%
Arts, Entertainment, Recreation and Other Services	3.5%	4.1%	2.9%	3.9%	4.2%

Source: ONS, (2022); Business Register and Employment Survey (2020) (Ref. 15-12)

15.5.1.4 Deprivation

The Ministry of Housing, Communities and Local Government publishes data at the LSOA level ranking relative deprivation across England³ (Ref. 15-14). In 2019, East Riding of Yorkshire is ranked as the 202nd most deprived local authority of 326 (where 1st is most deprived). In the same year, Selby ranked as the 246th most deprived local authority, showing it is relatively less deprived.

Table 15-13 shows the proportion of LSOAs in the local authority classified by percentile of relative deprivation, where the top percentile represents the most deprived in England. As shown in **Table 15-13**, across the Yorkshire and Humber region, 19% of LSOAs could be considered to be amongst the 10% most deprived in England. In East Riding of Yorkshire, this proportion is much lower at 6% and in Selby is even lower at 2%. As shown, the majority of LSOAs within East Riding of Yorkshire and Selby

³ The extent of deprivation is measured by the 2019 English Indices of Deprivation. It provides a set of relative measures of deprivation for Lower Super Output Areas (LSOAs) across England. These statistics provide a measure of 'relative deprivation', not affluence. As such, it is important to recognise that not every person in a highly deprived area will themselves be deprived and likewise, that there will be some deprived people living in the least deprived areas.

are amongst the 50% least deprived in England. Within the study area, 17% of LSOAs are ranked amongst the 10% most deprived LSOAs in England.

Table 15-13 Deprivation

IMD Percentile	Percentage of LSOAs in each percentile				Relative deprivation
	Study Area	Selby	East Riding of Yorkshire	Yorkshire and the Humber	
Top 10%	17%	2%	6%	19%	Most deprived
10 to 20%	10%	0%	2%	11%	↑
20 to 30%	9%	6%	6%	10%	
30 to 40%	8%	4%	9%	8%	
40 to 50%	9%	10%	5%	8%	
50 to 60%	10%	14%	14%	9%	
60 to 70%	11%	8%	14%	10%	
70 to 80%	9%	16%	13%	9%	
80 to 90%	9%	24%	12%	8%	↓
Bottom 10%	8%	16%	19%	8%	Least deprived

Source: MHCLG (2020); English Indices of Deprivation (2019) (Ref. 15-14)

15.5.2 Section 1 – Landfall to Bainton

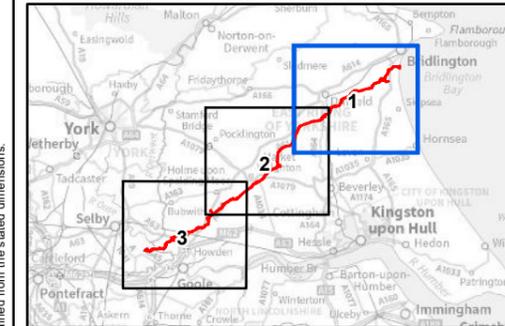
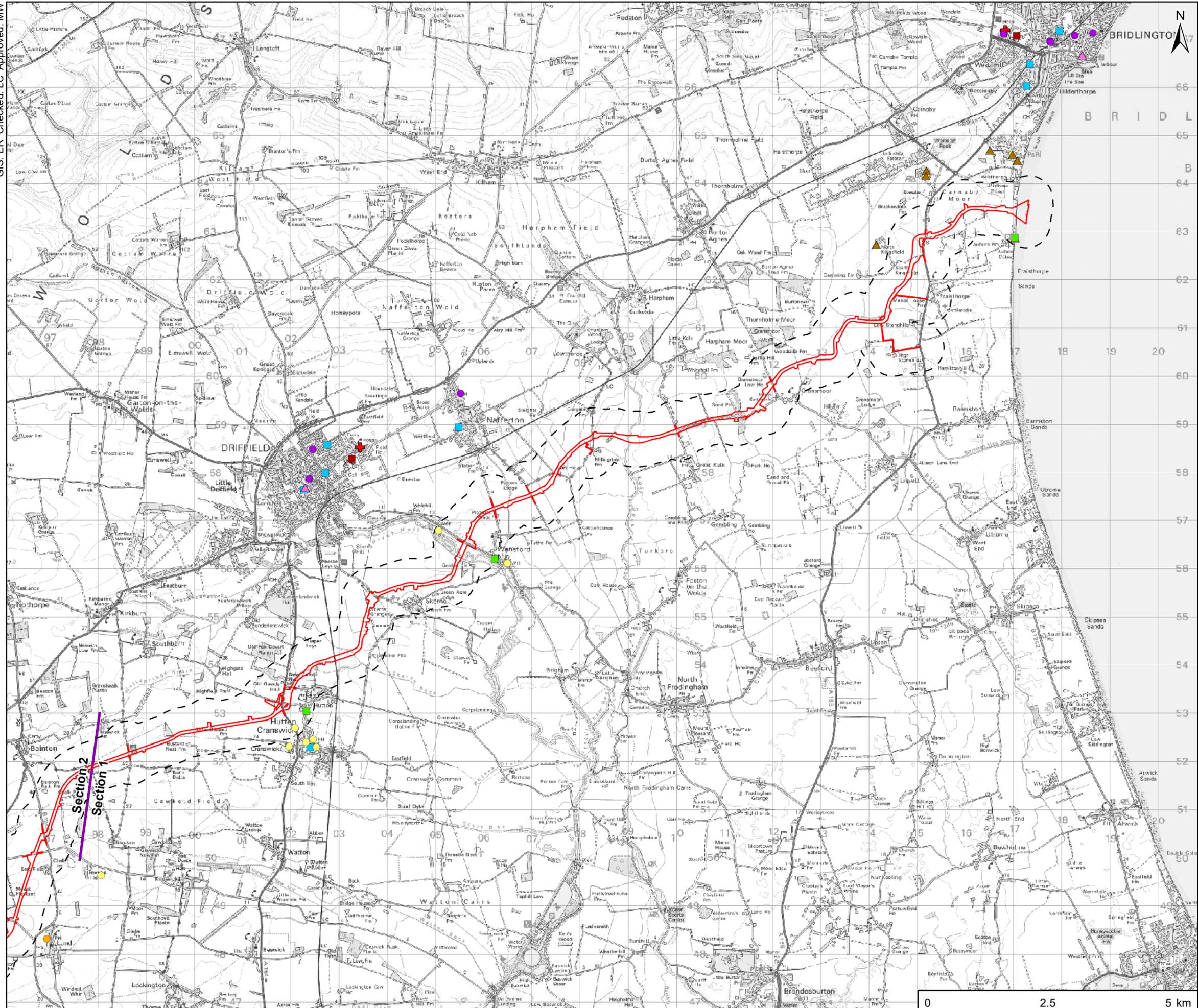
15.5.2.1 Overview

Section 1 describes the portion of the English Onshore Scheme between the Landfall location near Bridlington and the village of Bainton. This portion is wholly within East Riding of Yorkshire local authority. Section 1 follows the general direction of the A614 as it passes the larger residential settlements of Nafferton and Driffield, where the majority of local community services and retail options are accessed. Section 1 consists primarily of agricultural land and is traversed at subsequent points by public footpaths and the National Cycle Network. The site is also crossed by local access roads, providing access to surrounding villages and agricultural properties. Within this section, receptors are described as they are found within the buffer zone of influence following a transect from Landfall southwards. The socio-economics, recreation and tourism receptors in this Section are shown in **Figure 15-4**.

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- KEY
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break

- Receptor:
- Business Premises
 - Community Facility
 - GP Surgery
 - + Hospital
 - ▲ Library
 - Open Space
 - Primary School
 - Secondary School
 - ▲ Visitor Attraction

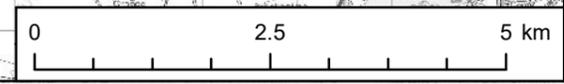


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**Figure 15-4
Socio-economic, Recreation and Tourism
Receptors**

REFERENCE
SEGL2_T_ES_15-4_v2_20220524

SHEET NUMBER
1 of 3

DATE
24/05/2022



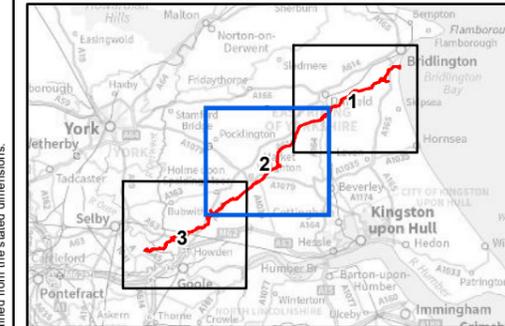
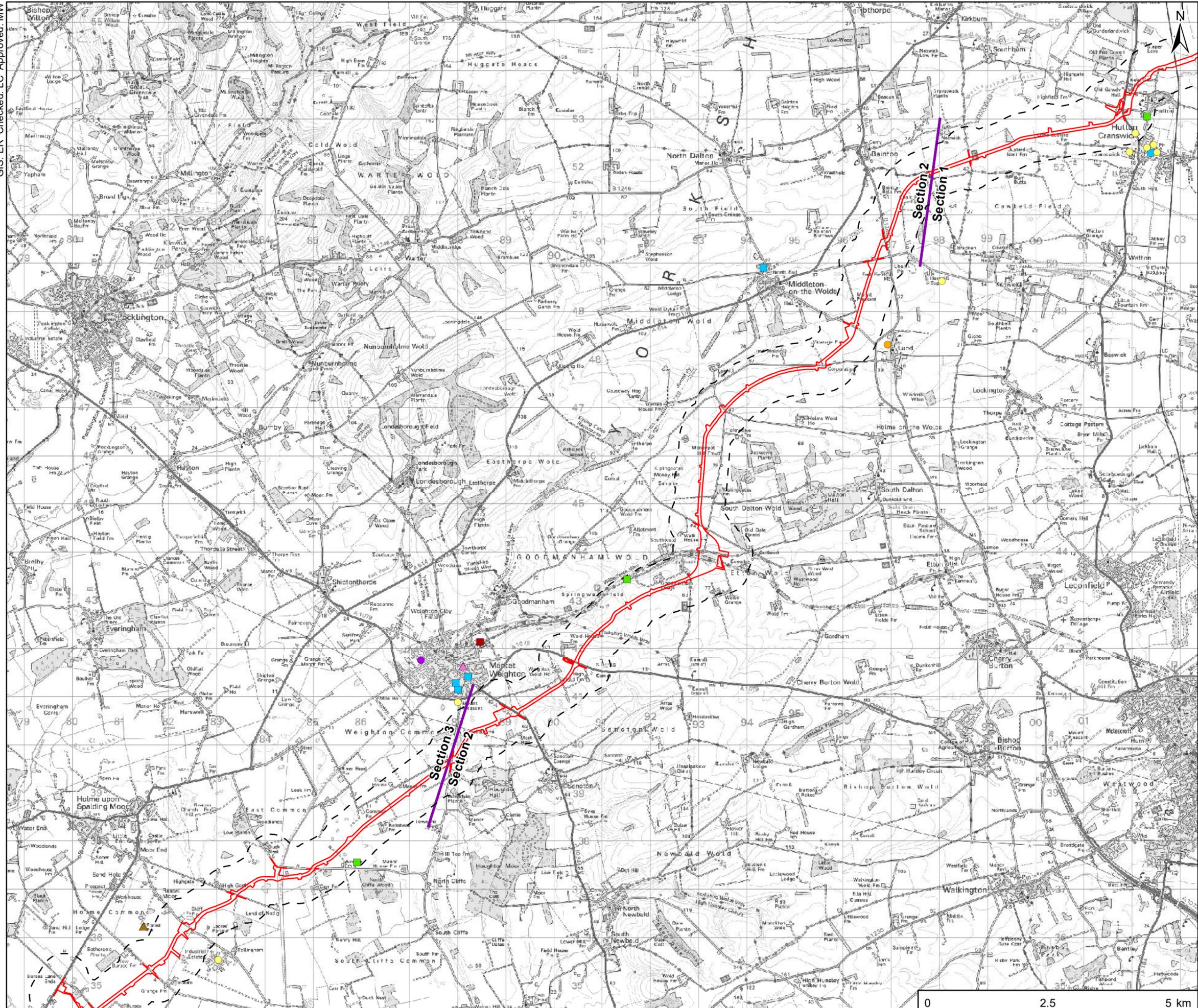
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PROJECT
Scotland England Green Link 2

- KEY**
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break

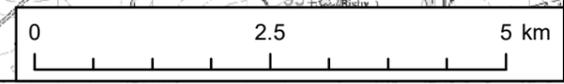
- Receptor:**
- Business Premises
 - Community Facility
 - GP Surgery
 - ▲ Library
 - Open Space
 - Primary School
 - Secondary School
 - ▲ Visitor Attraction



TITLE
Figure 15-4
Socio-economic, Recreation and Tourism
Receptors

REFERENCE
SEGL2_T_ES_15-4_v2_20220524

SHEET NUMBER 2 of 3 **DATE** 24/05/2022



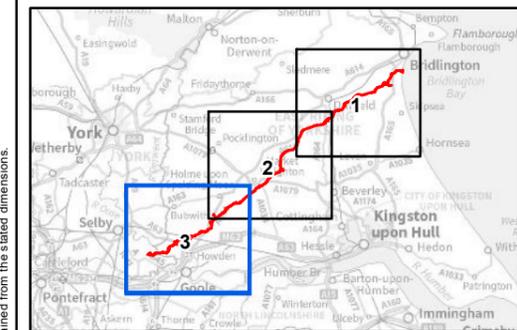
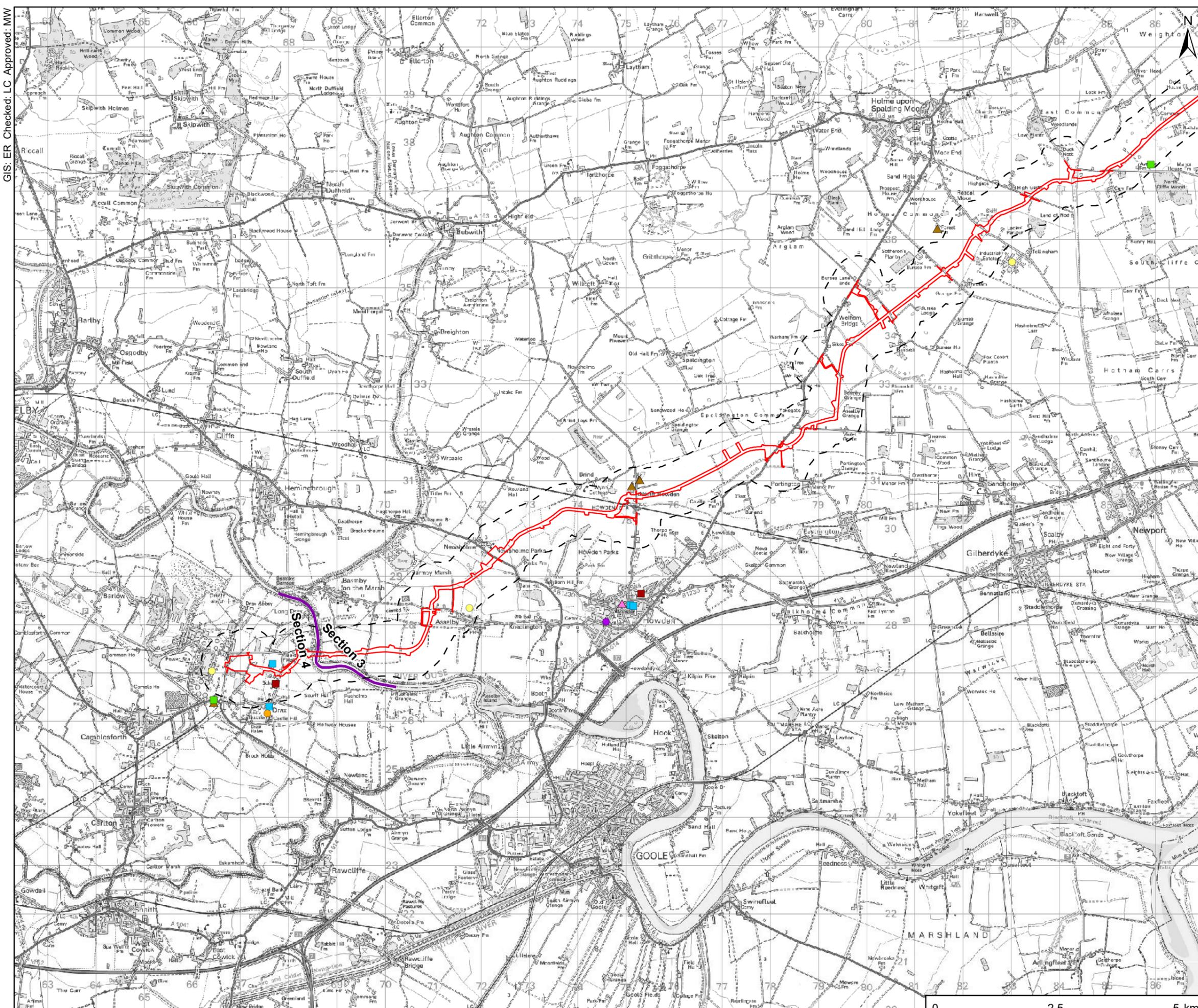
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PROJECT
Scotland England Green Link 2

- KEY**
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break

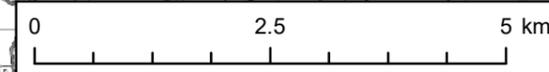
- Receptor:**
- Business Premises
 - Community Facility
 - GP Surgery
 - ▲ Library
 - Open Space
 - Primary School
 - Secondary School
 - ▲ Visitor Attraction



TITLE
Figure 15-4
Socio-economic, Recreation and Tourism
Receptors

REFERENCE
SEGL2_T_ES_15-4_v2_20220524

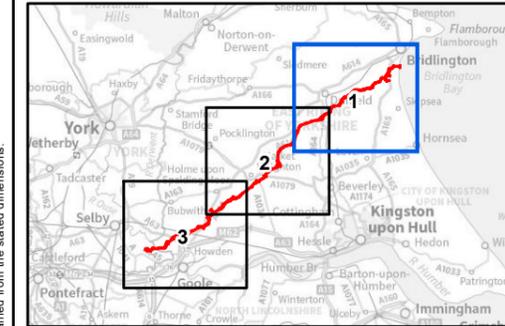
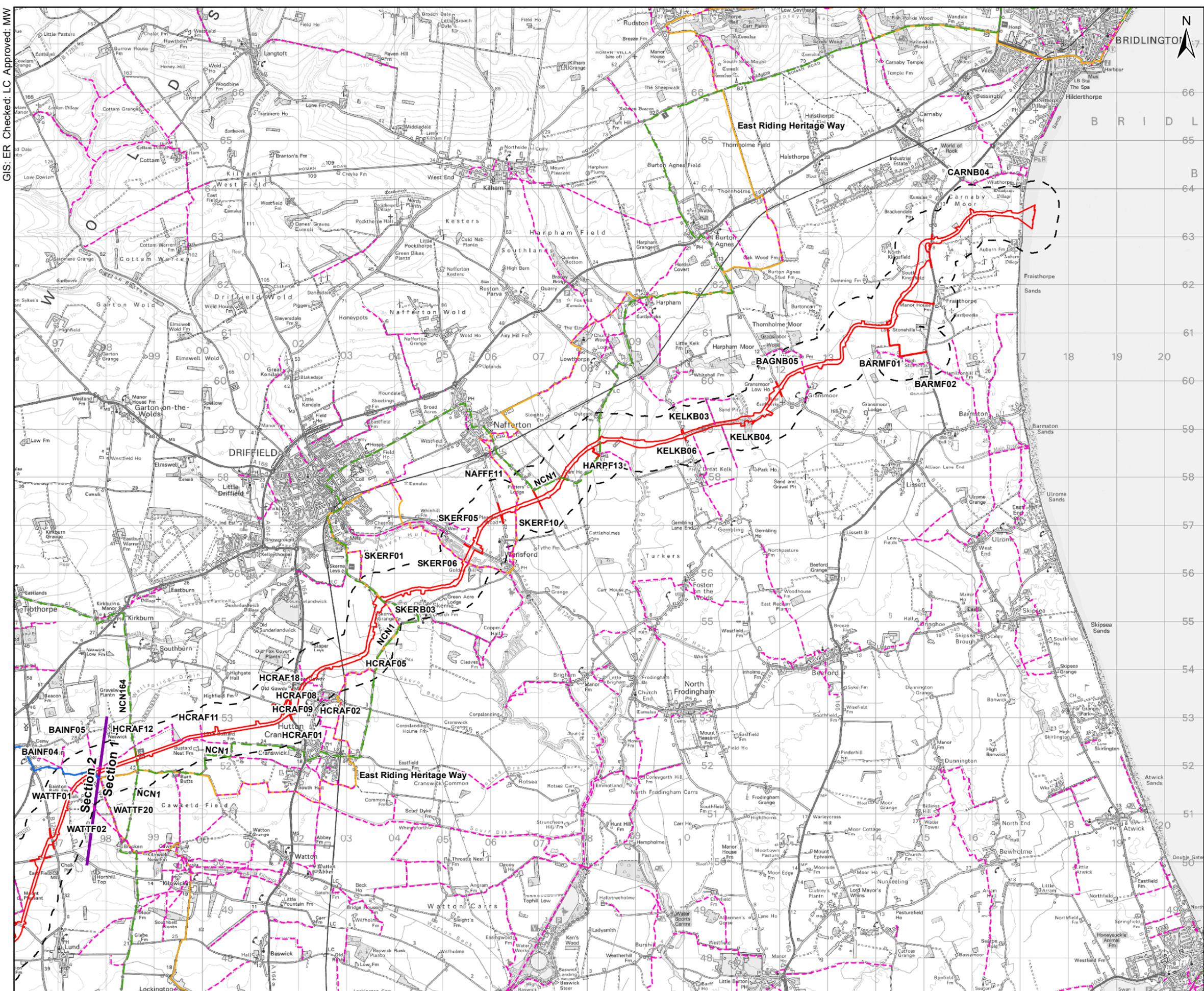
SHEET NUMBER 3 of 3
DATE 24/05/2022



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- KEY
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break
 - National Cycle Network
 - Public Right of Way
- Long Distance Walking Path:
- East Riding Heritage Way
 - Minster Way

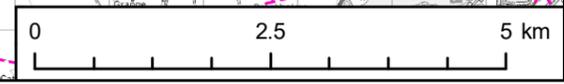


TITLE
**Figure 15-5
Public Rights of Way**

REFERENCE
SEGL2_T_ES_15-5_v3_20220530

GIS: ER Checked: LC Approved: MW

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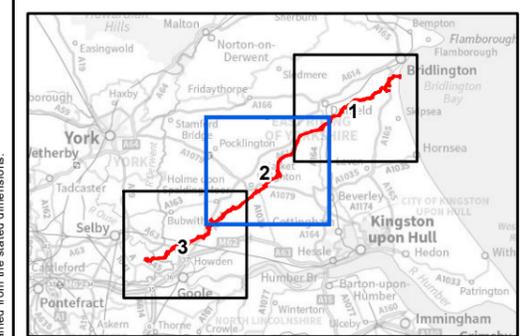
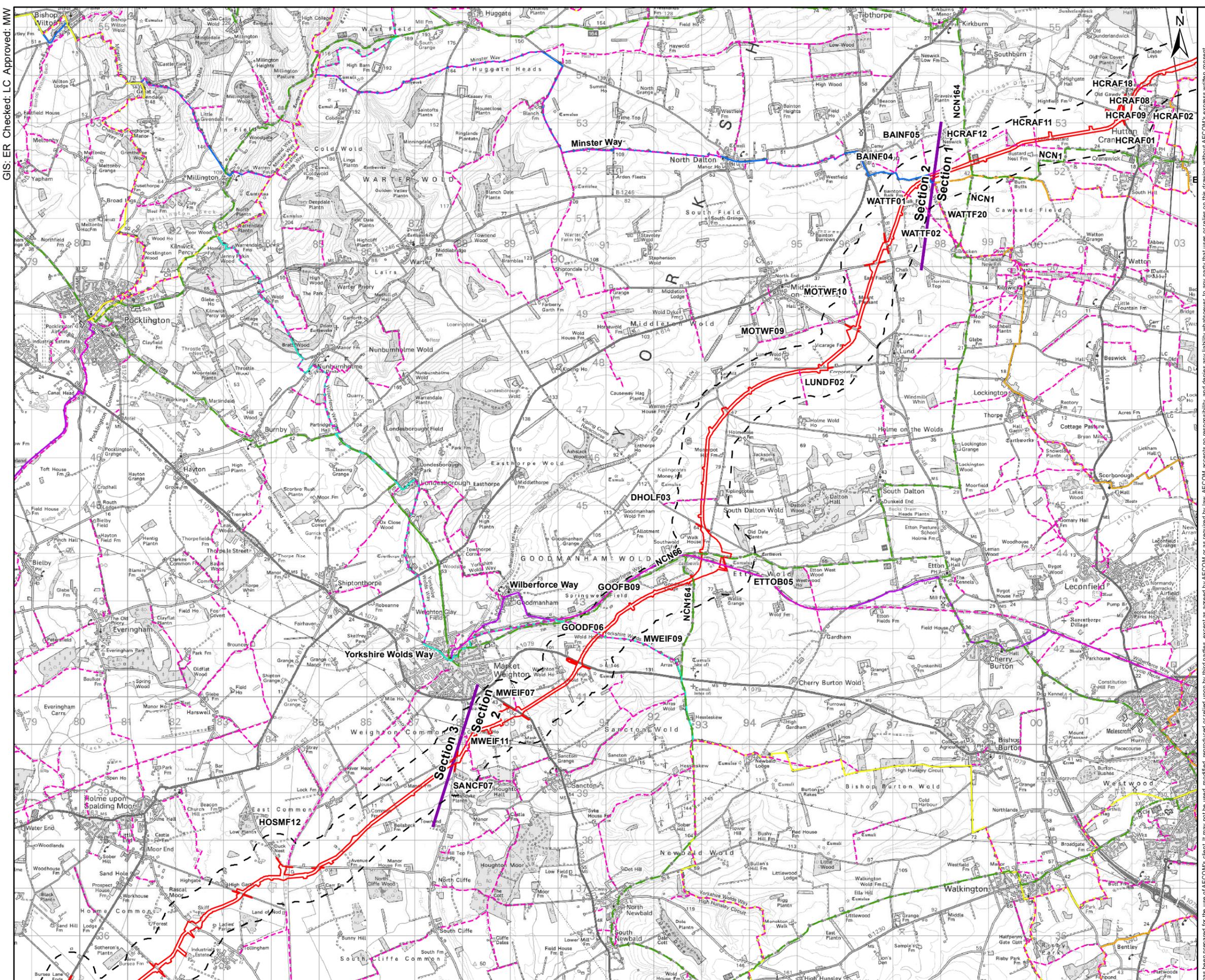


Scale @ A3 1:75,000

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PROJECT
Scotland England Green Link 2

- KEY
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break
 - National Cycle Network
 - Public Right of Way
 - Long Distance Walking Path:
 - East Riding Heritage Way
 - Minster Way
 - Wilberforce Way
 - Yorkshire Wolds Way
 - Other Walking Paths



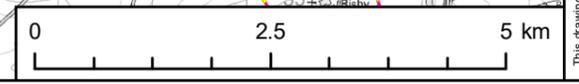
TITLE
**Figure 15-5
Public Rights of Way**

REFERENCE
SEGL2_T_ES_15-5_v3_20220530

SHEET NUMBER
2 of 3

DATE
30/05/2022

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Coordinate System: British National Grid

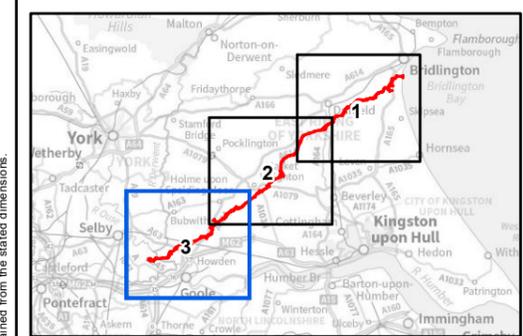
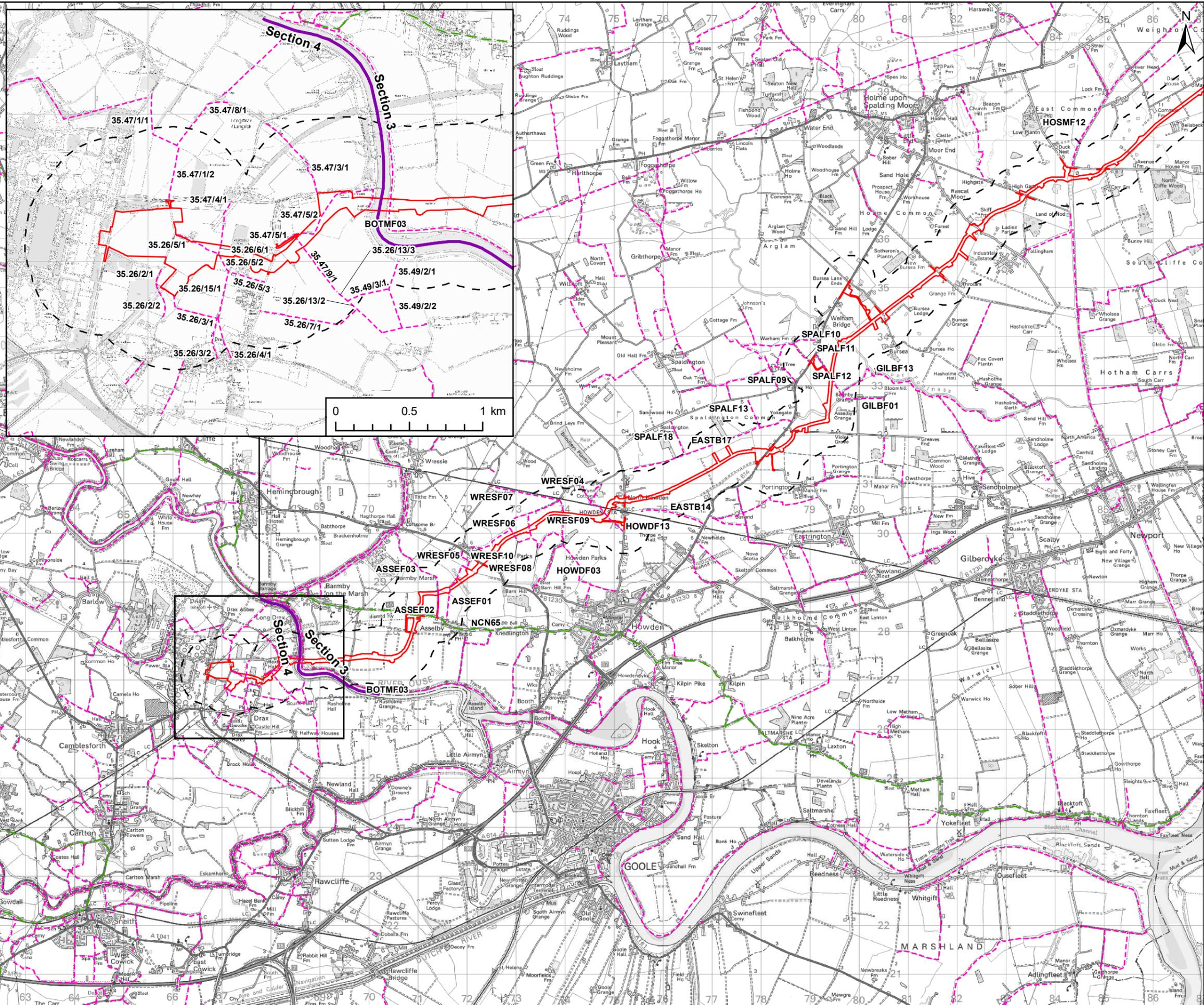
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- KEY
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break
 - National Cycle Network
 - Public Right of Way

GIS: ER Checked: LC Approved: MW



TITLE
**Figure 15-5
Public Rights of Way**

REFERENCE
SEGL2_T_ES_15-5_v3_20220530

SHEET NUMBER 3 of 3 DATE 30/05/2022

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Coordinate System: British National Grid

0 2.5 5 km

Scale @ A3 1:75,000 / 1:25,000

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15.5.2.2 Recreational Routes and PRowS

Table 15-14 indicates the recreational routes and PRow within Section 1 of the buffer zone of influence. These are also shown in **Figure 15-5**. National Cycle Network routes 1 and 164 traverse this area at numerous points offering signposted routes connecting to the wider network. Public footpaths offering significant connection between settlements are found between Nafferton and Wansford, and Wansford and Driffield. The Yorkshire Heritage Way, which crosses the buffer zone of influence near Bainton is a long-distance walking route which connects Driffield and Bridlington.

Table 15-14 Recreational Routes and Public Rights of Way (Section 1)

Reference	Type	Location	Indicative Grid Reference Location	Distance from Planning Application Boundary ⁴
CARNB04	Carnaby Bridleway No.4	Between Kingsgate and Wilsthorpe Cliff	TA 16760 64300	450 m
BARMF01	Barmston Footpath No.1	Near High Stonehills	TA 14019 60687	0 m
BAGNB05	Burton Agnes Bridleway No.5	North of Gransmoor	TA 12509 60187	0 m
KELKB03	Kelk Bridleway No.3	Gransmoor Lane to Gransmoor Quarry	TA 1063 59151	85 m
KELKB04	Kelk Bridleway No.4	Gransmoor Lane to Nutholmes Dike	TA 10188 58856	0 m
KELKB06	Kelk Bridleway No.6	Gransmoor Lane to Great Kelk	TA 10800 59032	0 m
HARPF13	Harpham Footpath No. 13	North of Millingdale Farm to Kelk Beck	TA 08566 58447	240 m
Not applicable	National Cycle Network Route 1	Between Lowthorpe and Nafferton	TA 08274 58499, TA 06764 57869	0 m
NAFFF11	Nafferton Footpath No.11	Along Nafferton Beck, connecting Nafferton and Wansford*	TA 06438 57815	90 m
SKERF10	Skerne & Wansford Footpath No.10	Along Nafferton Beck, connecting Nafferton and Wansford*	TA 06518 57155	0 m
SKERF05	Skerne & Wansford Footpath No.5	Connecting Driffield/Wansford road to itself	TA 05534 56919	130 m
SKERF06	Skerne & Wansford Footpath No.6	Along River Hull/Driffield Canal, connecting Wansford and Driffield*	TA 05492 56204	0 m
SKERF01	Skerne & Wansford Bridleway No.1	Skerne Nook to Bell Mills Farm	TA 03272 55844	470 m
Not applicable	National Cycle Network Route 1	Skerne to Driffield	TA 03764 55389	0 m
Not applicable	National Cycle Network Route 1	Skerne to Driffield	TA 03764 55389	0 m
SKERB03	Skerne & Wansford Bridleway No.3	Skerne/Driffield road to Skerne/Wansford road	TA 03962 55095	25 m
HCRAF05	Hutton Cranswick Footpath No.5	North east of Hutton to Skerne Bridge	TA 02954 53855	190 m
HCRAF18	Hutton Cranswick Footpath No.18	north of Hutton, to Beverley Road A164	TA 02171 53719	0 m
HCRAF08	Hutton Cranswick Footpath No.8	Hutton to churchyard	TA 02474 53411	35 m

⁴ A distance of 0 m indicates that the PRow traverses the planning application boundary.

Reference	Type	Location	Indicative Grid Reference Location	Distance from Planning Application Boundary ⁴
HCRAF09	Hutton Cranswick Footpath No.9	Hutton to churchyard	TA 02586 53347	160 m
HCRAF02	Hutton Cranswick Footpath No.2	Howl Lane to railway line	TA 02872 53256	450 m
Not applicable	National Cycle Network Route 1	west of Hutton Cranswick	TA 00619 52457	240 m
HCRAF12	Hutton Cranswick Footpath No.12	between Little Bustard Farm and Bracken/Southburn road	SE 99738 52527	0 m
HCRAF11	Hutton Cranswick Footpath No.11	North of Hutton Cranswick Footpath No.12	SE 99962 52670	0 m
Not applicable	National Cycle Network Route 164	between Kirkburn and Bracken	SE 96854 51987	0 m
BAINF05	Bainton Footpath No.5	Neswick Lane to Bracken/Southburn road	SE 98218 52139	60 m
WATTF20	Watton Footpath No.20	Bracken towards Bainton	SE 98122 50959	100 m
Not applicable	East Riding Heritage Way	Long distance walking route	SE 97875 51743	230 m

15.5.2.3 Community Severance

Table 15-15 shows the main community facilities and social infrastructure within the in the vicinity of the buffer zone of influence in Section 1 and connected to this area by PRowS. It could be reasonably anticipated that residents of villages to the immediate north and south of the buffer zone of influence would travel to use these facilities.

Table 15-15 Community Facilities (Section 1)

Settlement	Type	Details
Bridlington	Primary Schools	<ul style="list-style-type: none"> Burlington Junior School; Burlington Infant School; New Pasture Lane Primary School; Bay Primary School; Hilderthorpe Primary School; Quay Academy; and Our Lady and St Peter Catholic Primary School - A Catholic Voluntary Academy.
	Secondary Schools	<ul style="list-style-type: none"> Headlands School; and Bridlington School.
	Hospital	<ul style="list-style-type: none"> Bridlington Hospital.
	GP Surgeries	<ul style="list-style-type: none"> Field House Surgery; Manor House Surgery; Practice 1, Medical Centre, Bridlington; Practice 2, Medical Centre, Bridlington; Practice 3, Medical Centre, Bridlington; and City Health Care Partnership Cic - The Wolds Primary Care Practice.
	Libraries	<ul style="list-style-type: none"> Bridlington Central Library; and North Bridlington Library.
Driffield and Nafferton	Primary Schools	<ul style="list-style-type: none"> Driffield Junior School; Northfield Infant School;

Settlement	Type	Details
		<ul style="list-style-type: none"> • Driffield Church of England Voluntary Controlled Infant School; and • Nafferton Primary School.
	Secondary Schools	<ul style="list-style-type: none"> • Driffield School and Sixth Form.
	Hospital	<ul style="list-style-type: none"> • Alfred Bean Hospital.
	GP Surgeries	<ul style="list-style-type: none"> • The Medical Centre, Driffield; • The Park Surgery, Driffield; and • The Park Surgery, Nafferton.
	Libraries	<ul style="list-style-type: none"> • Driffield Library and Customer Services Centre.
Hutton Cranswick	Primary Schools	<ul style="list-style-type: none"> • Hutton Cranswick CP School

15.5.2.4 Private Assets

15.5.2.4.1 Residential Properties

Multiple rural properties and agricultural buildings lie within the buffer zone of influence in this section. Residential properties that fall within this area are found in the small settlements of Fraisthorpe, Gransmoor, Wansford, Skerne, and Hutton Cranswick. The larger residential settlements of Bridlington, Nafferton and Driffield lie outside of the buffer zone of influence, approximately 2km north of the planning application boundary.

15.5.2.4.2 Business Premises

Within the buffer zone of influence, there are a number of business premises serving agricultural, commercial and tourism accommodation functions. Following a direction from Landfall southwards, these premises include the South Shore Holiday Village and Park Rose Village near Bridlington, found 500m to the north of the planning application boundary. The planning application boundary traverses Fraisthorpe Wind Farm near the Landfall location. Further south, Wansford Trout Farm occupies a large area alongside the River Hull at Wansford. The Trout Inn public house also falls within the buffer zone of influence. The village of Skerne hosts agricultural businesses and small holiday accommodations. Within Hutton Cranswick, a number of businesses fall within the buffer zone of influence, including Broach Hill Garage in motor vehicle sales capacity and SW Bikes as a motorcycle retailer. Hutton Cranswick Fisheries is a hot food takeaway and The White Horse Inn is a public house. A convenience store is available at Spar Hutton Cranswick. There are no significant allocations of employment land within the buffer zone of influence.

15.5.2.4.3 Community Facilities

In addition to the community facilities listed in **Table 15-15**, there are no further community facilities within the buffer zone of influence.

15.5.2.4.4 Visitor Attractions

Fraisthorpe Beach and Bridlington Animal Park are local visitor attractions that fall within the buffer zone of influence. There are a number of holiday accommodations, guesthouses and inns within this area including: South Shore Holiday Village, South Cliff Holiday Park, Park Rose Village, Bridlington Holiday Cottages and North Kingsfield Farm catering to tourists. There are no other significant visitor attractions within the buffer zone of influence.

Outside of this area, locally important visitor attractions that have the potential to be impacted by the English Onshore Scheme have been identified in the seaside town of Bridlington lying 2km to the north of the planning application boundary, including Bridlington seafront and beach, Bridlington Golf Club, Royal Yorkshire Yacht Club Dinghy Park. In the vicinity of Driffield, lying 1km to the north of the planning application boundary are Driffield Golf Club, Driffield Skate Park – Skateopia, The Highfield House wedding and events venue, Driffield Rugby Union Football Club and Driffield Showground used for outdoor and agricultural shows.

15.5.2.4.5 Open Space

The landfall area of the buffer zone of influence intersects the seafront between Bridlington South Beach and Fraisthorpe Sands, where significant open space is available. The publicly accessible blue space of Driffield Canal at Wansford Lock is traversed by the English Onshore Scheme. Centenary Wood is a designated open space within the buffer zone of influence. There are no other designated open spaces within this area.

Outside of the buffer zone of influence open spaces have been identified because of their local importance. To the north of Bridlington and approximately 8 km north of the planning application boundary is the designated Flamborough Headland Heritage Coast and RSPB Bempton Cliffs. Smaller recreation facilities for sports and play are found at Eastlands Recreation Club and Playing Fields in Nafferton (2 km to the north of the planning application boundary), Nafferton Mere Coppergate in Nafferton (1.6 km to the north of the planning application boundary), Northend Park in Driffield (3 km to the north of the planning application boundary), Rotsea Lane Recreation Ground in Driffield (3 km to the north of the planning application boundary).

15.5.2.5 Development Land

According to the East Riding of Yorkshire Local Plan Policies Map (Ref. 15-18), there is no allocated development land within the buffer zone of influence in Section 1.

Furthermore, there are no planning applications of relevance to the receptors identified in this chapter within the buffer zone of influence.

15.5.3 Section 2 – Bainton to Market Weighton

15.5.3.1 Overview

Section 2 describes the portion of the English Onshore Scheme between the village of Bainton, through primarily agricultural and rural countryside following the general direction of the A614 before traversing the A1079 and passing to the south of the settlement at Market Weighton. This Section lies wholly within the East Riding of Yorkshire local authority. There is a sparse offering of amenities in the surrounding villages. Within this section, receptors are described as they are found within the buffer zone of influence following a transect from the Section 1 boundary southwards. The socio-economics, recreation and tourism receptors in this Section are shown in **Figure 15-4**.

15.5.3.2 Recreational Routes and PRowS

Table 15-16 indicates the recreational routes and Public Rights of Way within Section 2 of the buffer zone of influence. These are also shown in **Figure 15-5**. National Cycle Network Routes 66 and 164 traverse the planning application boundary in this Section. The Minster Way is a long-distance walking path which connects York and Beverley. The Yorkshire Wolds Way is a National Trail extending to 79 miles and connects Market Weighton to surrounding villages. The Wilberforce Way and Hudson Way are long distance paths which traverse the planning application boundary, providing pedestrian connection between Market Weighton and Beverley.

Table 15-16 Recreational Routes and Public Rights of Way (Section 2)

Reference	Type	Location	Indicative Reference Location	Grid	Distance from Planning Application Boundary ⁵
Not applicable	Minster Way	between Bainton and Bracken*	SE 97802 51764		0 m
WATTF01	Watton Footpath No.1	250m north west of chalk pit	SE 97314 51491		0 m
WATTF02	Watton Footpath No.2	Bracken towards chalk pit	SE 97862 50971		430 m
BAINF04	Bainton Footpath No.4	Bainton to Neswick Road	SE 97058 51939		450 m

⁵ A distance of 0 m indicates that the PRow traverses the planning application boundary.

Reference	Type	Location	Indicative Reference Location	Grid	Distance from Planning Application Boundary ⁵
MOTWF10	Middleton on the Wolds Footpath No.10	Beverley Road to Middleton/Kilnwick Road	SE 96270 48975		30 m
MOTWF09	Middleton on the Wolds Footpath No.9	Goodmanham Road to Beverley Road	SE 95206 48683		340 m
LUNDF02	Lund Footpath No.2	Along field boundary	SE 95134 47422		0 m
DHOLF03	Dalton Holme Footpath No.3	West of Kiplingcotes Farm	SE 93297 45144		0 m
Not applicable	National Cycle Network Route 66	At Kiplingcotes Chalk Pit Nature Reserve	SE 93117 43982		0 m
Not applicable	National Cycle Network Route 164	At Kiplingcotes Chalk Pit Nature Reserve	SE 92792 43519		0 m
ETTOB05	Etton Bridleway No.5	Wilberforce Way/Hudson Way at Kiplingcotes Chalk Pit Nature Reserve, connecting Market Weighton and Beverley*	SE 93242 43811		0 m
GOODB09	Goodmanham Bridleway No.9	Wilberforce Way/Hudson Way at Kiplingcotes Chalk Pit Nature Reserve, connecting Market Weighton and Beverley*	SE 91686 43531		350 m
GOODF06	Goodmanham Footpath No.6	Yorkshire Wolds Way east of Market Weighton*	SE 90790 42335		0 m
MWEIF09	Market Weighton Footpath No.9	Yorkshire Wolds Way west of Arras	SE 92058 41955		20 m
MWEIF07	Market Weighton Footpath No.7	North of Sancton Road A1034	SE 89119 40802		0 m
MWEIF11	Market Weighton Footpath No.11	Cliffe road to Sancton Footpath No.11	SE 88094 39931		0 m
SANCF07	Sancton Footpath No.7	Market Weighton Footpath No.11 to Houghton Hall	SE 88294 29491		50 m

15.5.3.3 Community Severance

Table 15-17 shows the community facilities within Section 2 of the buffer zone of influence. The relative lack of available community facilities would imply residents in this section may traverse the planning application boundary to access community services.

Table 15-17 Community Facilities (Section 2)

Settlement	Type	Details
Middleton-on-the-Wolds	Primary Schools	<ul style="list-style-type: none"> Middleton-on-the-Wolds Church of England Voluntary Controlled Primary School.

15.5.3.4 Private Assets

15.5.3.4.1 Residential Properties

Multiple rural properties and agricultural buildings lie directly within the buffer zone of influence and are distributed sparsely across it. The most significant settlement of residential properties within this area is the village of Lund. The villages of Bainton and Middleton-on-the-Wolds lie outside of the buffer zone of influence, but are each approximately 1km north of the planning application boundary.

15.5.3.4.2 Business Premises

Within the buffer zone of influence, there are various agricultural business premises and farms. There are no significant employment centres within this area. Within the buffer zone of influence at Lund, to the east of the planning application boundary, is The Wellington Inn public house.

A number of locally significant receptors are identified that lie outside of the buffer zone of influence, the village of Bainton is approximately 900 m from the planning application boundary and hosts a roofing retail premises. Also outside of the buffer zone of influence, Middleton-on-the-Wolds is 1.5 km to the north west of the planning application boundary and hosts The Robin Hood Inn and a Post Office. Sancton, 1.3 km to the south of the planning application boundary, includes The Star Inn public house.

15.5.3.4.3 Community Facilities

In addition to the community facilities given in **Table 15-17**, Lund Village Hall lies within the buffer zone of influence and is available for community activities.

Middleton-on-the-Wolds village hall is also available for community activities which is identified as being locally significant but lies outside of the buffer zone of influence, approximately 1.5 km to the north west of the planning application boundary. Likewise, Sancton Village Hall is 1.5 km to the south of the planning application boundary.

15.5.3.4.4 Visitor Attractions

There are no significant visitor attractions within the buffer zone of influence.

The Kiplingcotes Derby is an historic annual horse race which is estimated to be over 500 years old, and takes place in the area around Kiplingcotes, Londesborough, and Goodmanham on grass road verges. The southern portion of the race route falls within the buffer zone of influence, and traverses the planning application boundary at three locations, in the vicinity of Walk House Farm and Station House.

There are a number of holiday accommodations, guesthouses and inns outside the study area including the Pipe and Glass Hotel at Dalton Hall, approximately 2.5 km to the east of the planning application boundary.

15.5.3.4.5 Open Space

Within the buffer zone of influence, open space is available at Kiplingcotes Chalk Pit Nature Reserve on the Wilberforce Way long distance path. There are no further significant open spaces within the buffer zone of influence.

Outside of the buffer zone of influence, Houghton Moor and the adjacent Houghton Hall to the south east of Market Weighton are crossed by publicly accessible routes. The former is a large plantation of deciduous trees and is a well-kept floral landscape. Middleton-on-the-Wolds Recreation Club provides a playing field for sports and leisure, approximately 1.5 km north of the planning application boundary.

15.5.3.5 Development Land

There is no allocated development land within the buffer zone of influence in Section 2.

There are no planning applications of relevance to the receptors identified in this chapter within the buffer zone of influence in Section 2.

15.5.4 Section 3 – Market Weighton to River Ouse

15.5.4.1 Overview

Section 3 describes the portion of the English Onshore Scheme between the town at Market Weighton as it follows the general direction of, and then crosses, the A614. The planning application boundary also traverses the A63 and bounds the River Ouse. This Section lies wholly within the East Riding of Yorkshire local authority. This Section is primarily comprised of agricultural properties and rural villages, with the exception of the settlements of Howden and Market Weighton, where the majority of available services are located. The planning application boundary passes less than 500 m to the south of the more significant settlement at the town of Market Weighton. The study area is crossed by public footpaths and bridleways. Within this section, receptors are described as they are found within the buffer zone of influence following a transect from the Section 2 boundary southwards. The socio-economics, recreation and tourism receptors in this Section are shown in **Figure 15-4**.

15.5.4.2 Recreational Routes and PRowS

Table 15-18 indicates the recreational routes and PRow within Section 3 of the buffer zone of influence. These are also shown in **Figure 15-5**. The Howden 20 circular bridleway is an established leisure route. The Trans Pennine trail traverses the buffer zone of influence at the River Ouse edge and is a bridleway accessible to walkers, cyclists and horse riders, connecting the Irish Sea at Southport with the North Sea at Hornsea. Footpaths offering significant pedestrian connection between settlements can be found between Brind and Newsholme, and Newsholme and Asselby.

Table 15-18 Recreational Routes and Public Rights of Way (Section 3)

Reference	Type	Location	Indicative Grid Reference Location	Distance from Planning Application Boundary ⁶
HOSMF12	Holme on Spalding Moor Footpath No.12	Along Market Weighton Canal towpath	SE 84374 37587	40 m
SPALF12	Spaldington Footpath No.12	south-east of Welham Bridge towards River Foulness	SE 79424 33177	0 m
GILBF01	Gilberdyke Footpath No. 1	Bloom Hill to Spaldington Footpath No.12	SE 76996 32736	250 m
GILBF13	Gilberdyke Footpath No.13	Barmby Grange to River Foulness	SE 80176 33324	250 m
SPALF10	Spaldington Footpath No.10	west of A614 at Welham Bridge	SE 78982 33927	330 m
SPALF11	Spaldington Footpath No.11	A614 to Warham Farm	SE 78802 33647	20 m
SPALF09	Spaldington Footpath No.9	Ivy House to Spaldington Footpath No.10	SE 78546 33263	480 m
EASTB17	Eastrington Bridleway No.17	Featherbed Lane	SE 78278 32207	170 m
SPALF13	Spaldington Footpath No.13	Along Yoke Drain	SE 77798 32519	430 m
Not applicable	Howden 20 circular bridleway route	Featherbed Lane	SE 76930 31755	0 m

⁶ A distance of 0 m indicates that the PRow traverses the planning application boundary.

Reference	Type	Location	Indicative Grid Reference Location	Distance from Planning Application Boundary ⁶
SPALF18	Spaldington Footpath No.18	Along New Drain	SE 76338 31827	470 m
EASTB14	Eastrington Bridleway No.14	east of North Howden along Drain Lane	SE 76044 30434	220 m
HOWDF13	Howden Footpath No.13	South of Howden station towards Brind	SE 75038 30183	0 m
WRESF04	Wressle Footpath No.4	Brind to Howden Footpath No.13	SE 74438 30751	250 m
WRESF07	Wressle Footpath No.7	Rowlandhall Lane to Brind Crossing	SE 73602 30715	240 m
WRESF06	Wressle Footpath No.6	Newsholme to Brind Crossing	SE 73610 30510	0 m
WRESF09	Wressle Footpath No.9	Brind Crossing to Howden Footpath No.3	SE 73982 30395	0 m
WRESF08	Wressle Footpath No.8	Wressle Footpath No.6 to No.9	SE 7345 29659	0 m
HOWDF03	Howden Footpath No.3	Duck Swang Drain to Wressle Footpath No.9	SE 73954 29911	420 m
WRESF10	Wressle Footpath No.10	Wressle Footpath No.6 to No.8	SE 73054 29799	0 m
WRESF05	Wressle Footpath No.5	Newsholme towards Asselby	SE 71870 29251	0 m
ASSEF01	Asselby Footpath No.1	Asselby to Old Derwent Drain	SE 71634 28703	0 m
ASSEF02	Asselby Footpath No.2	Howden 20 circular route at Marsh Lane	SE 71406 28611	0 m
ASSEF03	Asselby Footpath No.3	Howden 20 north of Asselby Footpath No.2	SE 71362 29091	190 m
BOTMF03	Barmby on the Marsh Footpath No.3	Trans Pennine trail along north bank of River Ouse*	SE 68632 27202	0 m

15.5.4.3 Community Severance

Table 15-19 lists the main community facilities and social infrastructure in the vicinity of the buffer zone of influence in Section 3. It could be reasonably anticipated that residents of villages to the immediate north and south of the planning application boundary would travel to use these facilities.

Table 15-19 Community Facilities (Section 3)

Settlement	Type	Details
Market Weighton	Primary Schools	<ul style="list-style-type: none"> Market Weighton Infant School; Mount Pleasant Church of England Voluntary Controlled Junior School; and St Mary's Catholic Primary School - a Catholic voluntary academy.
	Secondary Schools	<ul style="list-style-type: none"> The Market Weighton School.

Settlement	Type	Details
	GP Surgeries	<ul style="list-style-type: none"> Market Weighton Practice.
	Libraries	<ul style="list-style-type: none"> Market Weighton Library and Customer Services Centre.
Howden	Primary Schools	<ul style="list-style-type: none"> Howden Junior School; and Howden Church of England Infant School.
	Secondary Schools	<ul style="list-style-type: none"> Howden School.
	GP Surgeries	<ul style="list-style-type: none"> Howden Medical Centre.
	Libraries	<ul style="list-style-type: none"> Howden Library and Customer Services Centre.

15.5.4.4 Private Assets

15.5.4.4.1 Residential Properties

Multiple rural properties and agricultural buildings lie directly within the buffer zone of influence and are distributed sparsely across it. This includes residential properties in the south of Market Weighton. The planning application boundary is near to the western edge of the hamlet at Bursea, the north western edge of the hamlet at Portington and also passes near to the train station at North Howden. The western edge of the village of Newsholme and the eastern edge of the village of Asselby are near to the planning application boundary. Many properties in these settlements are within the buffer zone of influence.

15.5.4.4.2 Business Premises

Within the buffer zone of influence, there are various agricultural business premises and farms. There are no significant employment centres within this area. Within the southern part of Market Weighton, the retail premises at Mount Pleasant Antiques Centre would be considered to be within the buffer zone of influence. Skiff Lane Industrial Estate offers numerous industrial warehouse premises and is occupied with car sales and repairs, a furniture retailer and agricultural businesses. The hamlet at Howden station has a small public house. The Black Swan public house in the village of Asselby lies within the buffer zone of influence.

Identified because of their proximity to the buffer zone of influence, business premises are concentrated in the surrounding settlements of Market Weighton and Howden.

15.5.4.4.3 Community Facilities

In addition to the community facilities provided in **Table 15-19**, there are no further community facilities within the buffer zone of influence.

The nearest leisure facilities identified to be locally important are found at Market Weighton Community Hall, yet outside of the buffer zone of influence, approximately 1.5 km north of the planning application boundary.

15.5.4.4.4 Visitor Attractions

There are no major visitor attractions within the buffer zone of influence. Howden Windmill is within this area at Brickyard farm and is a Grade-II listed building. There are a number of holiday accommodations, guesthouses and inns within the buffer zone of influence including: Brenda House Touring Caravan Park and Rascal Wood Hotel. There are no other visitor attractions within the area.

Outside of the buffer zone of influence, the historic market town centre at Market Weighton features a shopping High Street and Norman-era church (approximately 1.5 km north of the planning application boundary).

15.5.4.4.5 Open Space

Located within the buffer zone of influence, the nature reserve at Northcliffe Wood is permissively accessible to the public free of charge and noted for bluebell coverage and birdwatching. There are no further designated open spaces within the buffer zone of influence.

15.5.4.5 Development Land

There are no allocations of development land in the buffer zone of influence in Section 3.

There are also no planning applications of relevance to the receptors identified in this chapter within the buffer zone of influence in Section 3.

15.5.5 Section 4 – River Ouse to Drax Substation

15.5.5.1 Overview

Section 4 describes the portion of the English Onshore Scheme nearby to the connection point at the existing substation at Drax power station, which includes the location of the proposed converter station. This Section lies wholly within the Selby District Council local authority and is a primarily within a rural setting encompassing the fields to the north of the village of Drax. The buffer zone of influence is crossed with multiple PRow. The socio-economics, recreation and tourism receptors in this Section are shown in **Figure 15-4**.

15.5.5.2 Recreational Routes and PRow

Table 15-20 indicates the recreational routes and Public Rights of Way within Section 4 of the buffer zone of influence. These are also shown in **Figure 15-5**. There is an extensive network of public footpaths connecting Drax with the surrounding countryside, the River Ouse and the existing power station.

Table 15-20 Recreational Routes and Public Rights of Way (Section 4)

Reference	Type	Location	Indicative Grid Reference Location	Distance from Planning Application Boundary ⁷
35.49/2/1	Public footpath	South of River Ouse	SE 68667 26904	340 m
35.49/3/1	Public footpath	South of River Ouse	SE 68519 26784	0 m
35.47/9/1	Public footpath	West of Main Road	SE 68232 26844	0 m
35.26/7/1	Public footpath	East of The Read School	SE 68182 26599	270 m
35.47/5/2	Public footpath	East of River Ouse, South of Redhouse Lane	SE 68122 27187	0 m
35.47/5/1	Public footpath	West of Main Road	SE 67939 27127	50 m
35.26/5/3	Public footpath	West of The Read School	SE 67664 26897	50 m
35.26/5/2	Public footpath	West of Wren Hall	SE 67514 26989	0 m
35.47/4/1	Public footpath	South of Carr Lane	SE 67502 27232	0 m
35.26/5/1	Public footpath	West of Wren Hall	SE 67319 27117	0 m
35.26/6/1	Public footpath	East of Converter Station location	SE 67479 27081	0 m
35.26/4/1	Public footpath	North of churchyard	SE 67502 26462	350 m
35.26/3/2	Public footpath	North of Main Road	SE 67434 26454	350 m
35.26/15/1	Public footpath	West of The Read School	SE 67504 26764	120 m

⁷ A distance of 0 m indicates that the PRow traverses the planning application boundary.

Reference	Type	Location	Indicative Grid Reference Location	Distance from Planning Application Boundary ⁷
35.26/2/1	Public footpath	South of Wren Hall Lane	SE 67102 26729	70 m
35.26/2/2	Public footpath	South of Wren Hall Lane	SE 67149 26782	210 m
35.26/3/1	Public footpath	West of Wren Hall Lane	SE 67324 26649	70 m
35.47/8/1	Public footpath	South of Pear Tree Avenue	SE 67319 27962	400 m
35.47/1/1	Public footpath	South of Pear Tree Avenue	SE 67044 27879	400 m
35.47/1/2	Public footpath	North of Carr Lane	SE 67182 27642	0 m
35.47/3/1	Public footpath	North of Redhouse Lane	SE 68152 27477	20 m

15.5.5.3 Community Severance

Table 15-21 shows the community facilities available within Section 4. The relatively limited provision of social infrastructure implies that residents of Drax are likely to rely on additional services available in the nearby larger settlements.

Table 15-21 Community Facilities (Section 4)

Settlement	Type	Details
Drax	Primary Schools	<ul style="list-style-type: none"> Kids' Corner Pre School The Read School Drax Community Primary School
	Secondary Schools	<ul style="list-style-type: none"> The Read School

15.5.5.4 Private Assets

15.5.5.4.1 Residential Properties

Multiple rural properties and agricultural buildings lie directly within the buffer zone of influence, north of the village of Drax, and are distributed sparsely across it. The northern edge of the village of Drax is bounded by the planning application boundary, meaning most properties within the village would be considered to be in the buffer zone of influence.

15.5.5.4.2 Business Premises

Within the buffer zone of influence, there are various agricultural business premises and farms. Also, within the area is the existing power station at Drax alongside heavy industrial premises namely a cement mixing plant.

15.5.5.4.3 Community Facilities

In addition to the community facilities provided in **Table 15-21**, Drax has a village hall which can host community activities. There are no further community facilities in the buffer zone of influence.

15.5.5.4.4 Visitor Attractions

Alongside the power station at Drax, a golf course and clubhouse hosting a sports and social club are located within the buffer zone of influence. There are no further visitor attractions within this area.

15.5.5.4.5 Open Space

Within the buffer zone of influence, a playing field at Drax village plays hosts to rugby, football, cricket and other sports. There are no further significant open spaces within this area.

Outside of the buffer zone of influence but identified as locally important, 1.5 km west of the planning application boundary, to the north-west of the power station, Skylark Nature Reserve is a publicly accessible facility with guided walking routes, outdoor seating and shelters, bird hides, wildflower meadows and planted woodland areas.

15.5.5.5 Development Land

According to the Selby District Council Allocations Map (Ref. 15-20), there are no development land allocations within, or nearby to, the buffer zone of influence.

As shown in **Table 15-22**, two planning applications of relevance to the receptors identified in this chapter fall within the buffer zone of influence, including for a caravan siting and carbon capture and storage facility.

Table 15-22 Planning Applications within the Buffer zone of influence (Section 4)

Application Reference	Description	Distance from Planning Application Boundary	Status (as of April 2022)
2022/0120/FUL	The Laurels Main Road Drax Selby North Yorkshire YO8 8NH. Change of use of land for siting of fifteen caravan pitches, WC/Shower block and treatment plant.	0 m	Awaiting decision
2021/1342/GOV	Drax Power Station New Road Drax Selby North Yorkshire YO8 8PQ. Statutory Consultation under section 42 of the Planning Act 2008 - Drax BioEnergy with Carbon Capture and Storage (BECCS)	0 m	Pre-application

15.6 Potential Impacts

15.6.1 Introduction

The impacts and effects associated with the construction and operation of the English Onshore Scheme are outlined in the sections below. The assessments have been undertaken following consideration of the embedded mitigation measures described in **Section 15.6.2**.

All effects are considered adverse unless stated otherwise. Effects which are moderate or major are considered significant.

15.6.1.1 Employment generation during enabling, construction, commissioning and operation

Employment generation effects relate to net jobs created as a result of the English Onshore Scheme. The net amount of jobs created is a function of leakage, displacement and multiplier effects. Employment generation represents a beneficial effect on the local economy.

15.6.1.2 Gross Value Added during construction and operation

Gross Value Added (GVA) effects relate to the beneficial impact on the local economy derived from construction and operational employment. GVA effects represent a beneficial effect on the local economy.

15.6.1.3 Public Rights of Way

Public Rights of Way effects relate to the temporary or permanent diversion or closure of PRoWs, which are likely to impact on users of PRoWs by causing alterations to journeys, altered journey lengths, and a change to the amenity of such routes. These could be adverse or beneficial in nature. Impacts on PRoWs will be assessed per Section of the English Onshore Scheme.

15.6.1.4 Community Severance

Community severance effects are likely to result from the temporary or permanent inability of PRoWs to be used in order to access services, social infrastructure, and neighbouring communities. Significant adverse effects are likely to result where diversions or closures would inhibit the ability of users of PRoWs access neighbouring settlements and services.

15.6.1.5 Private Assets – Residential Properties, Business Premises, Community Facilities, Visitor Attractions and Open Space

Effects on private assets could result from the temporary or permanent disruption to access such receptors, temporary or permanent impacts on the amenity of such receptors, or temporary or permanent land take from such receptors.

15.6.1.6 Development Land

Development land effects relate to potential changes in the viability of allocated residential or employment land allocations to be realised through cumulative impacts on traffic and transport, noise and vibration, landscape and visual amenity, and other sensitive receptors. Impacts on development land will be assessed per Section of the English Onshore Scheme.

Effects on planning applications pending determination result from an influence on the viability of the proposed application or the likelihood of its approval. Where applicable, the impact on relevant planning applications will be assessed per Section of the English Onshore Scheme.

15.6.2 Mitigation by Design

Mitigation measures have been embedded through the development of the design of the English Onshore Scheme, as set out in the respective chapters, in the alignment, siting and/or the approach to installation and construction. These measures have been integrated and committed by the Applicant to reduce other construction and operational effects (such as noise and vibration, transport and access, and landscape and visual amenity) which in turn will mitigate the effects on the local community and existing facilities from a socio-economics, recreation and tourism perspective. Further information on the specific mitigation measures set out in relation to other relevant assessments within this ES can be found in the paragraphs referenced in **Table 15-23**.

Table 15-23 Embedded design mitigations from respective chapters

Embedded Design Mitigation Chapters	Paragraph reference of mitigations
Chapter 8: Landscape and Visual Impact Assessment	Section 8.6.2
Chapter 13: Noise and Vibration	Section 13.6.2
Chapter 14: Transport and Access	Section 14.6.2

Measures to prevent potentially significant impacts on users of PRoWs during the construction phase have been proposed. Appropriate measures will be implemented to ensure accessibility to recreational routes and PRoWs, community facilities, private assets and development land in the buffer zone of influence is maintained. This will be achieved through the use of best practice measures, regard to phasing of works and if necessary, providing diversions for users. Temporary diversions will be supported by clear signs and, where possible, will be planned and programmed to minimise disruption to users.

Through careful siting of the construction compounds and laydown areas, and careful planning of construction activities through consultation with landowners, severance of PRoWs has been limited as far as reasonably practicable. Where temporary disruption to PRoWs, National Cycle Network or other recreational routes during construction is unavoidable, suitable diversions would be agreed with East Riding of Yorkshire Council and Selby District Council and implemented where temporary diversions

are required. Where applicable, PRoW diversions will “dog-leg” the original route before a perpendicular crossing of the corridor.

Direct impacts to land use will be managed through negotiations with stakeholders including land owners and owners of businesses to mitigate any impacts.

15.6.3 Assessment of Potential Impacts: Construction Phase

15.6.3.1 Employment during construction

The estimated construction period is expected to last 60 months. Therefore, the likely effects will be of a medium-term temporary nature. Although these jobs are temporary, they represent a positive economic effect for a substantial period that can be estimated as the function of the scale and type of construction.

It is estimated that the English Onshore Scheme will require an average of 379 gross full-time employment (FTE) construction jobs on-site per day during this construction period. The peak number of staff across the English Onshore Scheme is forecast to occur in months seven, eight, and nine, with 865 staff per day.

15.6.3.1.1 Leakage

Leakage effects are the benefits to those outside the effect area, defined as the principal labour market catchment area (45 minute drive time) as shown in **Table 15-10**. Analysis carried out of Census 2011 data indicates that approximately 23% of people working in the labour market catchment area live outside of the area (Ref. 15-16). This corresponds to approximately the medium leakage rate as set out by HCA Additionality Guide (Ref. 15-15). This rate implies that although a reasonably high proportion of employment opportunities will be retained in the effect area, a noticeable amount of jobs will be taken up by people living outside the effect area. Whilst it is not a specific consideration of the assessment, it is noted that a larger proportion of the jobs taken up by people living outside the area will likely be in more specialised professions owing to the scarcity of such resources within localised areas.

An adjustment of 23% has therefore been applied to the estimated 379 gross construction jobs to find the jobs created outside the labour market catchment area. Thus, it is estimated that the construction period of the English Onshore Scheme will create 328 jobs for residents within labour market catchment and 98 jobs for residents outside of this area.

15.6.3.1.2 Displacement

Displacement measures the extent to which the benefits of a development are off-set by reductions in output or employment elsewhere. Any additional demand for labour cannot simply be treated as a net benefit since it has the potential to displace workers from other positions and the net benefit is reduced to the extent that this occurs.

Construction workers typically move between construction projects when delays occur or to help the workforce meet construction deadlines. Due to the flexibility of the labour market, construction labour force displacement has been assumed to be low.

The HCA Additionality Guide (Ref. 15-15) provides standards (or ‘ready reckoners’) for displacement. Within the context of a construction project in the labour market catchment area, a low displacement factor for 25% is considered appropriate according to the HCA. This factor is a best practice approach in the absence of special local information that might provide a defensible justification for a different level of displacement being used. Applying this level of displacement to the total gross direct employment figure results in a total net direct employment figure of 284 jobs per year during the construction period.

15.6.3.1.3 Multiplier Effect

In addition to the direct employment generated by the construction of the English Onshore Scheme, there will be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, it is assumed part of the income of the construction workers and suppliers will be spent in the labour market catchment area,

generating further employment (in terms of induced or income multipliers). This could benefit a range of additional sectors including, but not limited to, retail, hospitality, accommodation and food services.

The effect of the multiplier depends on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. As the effect area being considered is the 45 minute drive time area, which approximates to a regional scale, a multiplier effect of 1.5 has been considered appropriate, according to HCA guidance (Ref. 15-15). Applying the 1.5 multiplier to the total net direct employment figure of 284 workers results in net indirect and induced employment of 142 jobs per annum during the construction period, together generating 426 total net jobs per annum.

15.6.3.1.4 Net Construction Employment

Table 15-24 presents the temporary employment generated by the English Onshore Scheme identified above, accounting for leakage, displacement and multiplier effects. The English Onshore Scheme will support, on average, 426 total net jobs per annum during the construction period. Of these, 328 jobs per annum will be expected to be taken-up by residents within the labour market catchment area, whilst 98 jobs will likely be taken-up by workers living outside the region.

Table 15-24 Net additional construction employment from the English Onshore Scheme

	45 minute travel Study Area	Outside Area	Study	Total
Gross Direct Employment	292	87		379
Displacement	73	22		95
Net Direct Employment	219	65		284
Indirect and Induced Employment	109	33		142
Total Net Employment	328	98		426

The direct, indirect and induced employment and expenditure created from the construction of the English Onshore Scheme must be judged in the context of the labour pool of construction workers in the labour market catchment area. This area currently has around 94,165 workers in its construction sector (Ref. 15-12).

The impact of construction employment generation on the local economy has been assessed as medium sensitivity and low magnitude, which results in a medium-term temporary **minor beneficial** effect. This is considered **not significant**.

15.6.3.2 Gross Value Added

Applying the average gross value added per construction worker in the area to the total number of construction workers generated from the English Onshore Scheme gives the total GVA arising from the construction period. It should be noted that the last measurement of GVA at the appropriate geographies dates from 2015, and it is likely that GVA will have increased and therefore be higher than reported here.

In East Riding of Yorkshire, the average GVA per worker in the construction sector was £57,353 in 2015 (Ref. 15-21). In Selby, the average GVA per worker in the construction sector was £54,922. Therefore, by taking an average of both GVA figures, this results in a figure representative of the labour market catchment area of £56,138 GVA per worker in the construction sector. By applying this figure to the total construction workers generated by the English Onshore Scheme, it is estimated that the construction phase will contribute £23.9m to the economy, of which £18.4m is within the labour market catchment area, as shown in **Table 15-25**.

Table 15-25 Gross Value Added per annum from the English Onshore Scheme during the construction phase

	45 minute travel Study Area	Outside Study Area	Total
GVA during the construction phase	£18,430,597	£5,505,243	£23,914,788

The impact of GVA generation from the construction phase on the local economy has been assessed to be of medium sensitivity and low magnitude, which results in a temporary **minor beneficial** effect, which is considered **not significant**.

15.6.3.3 Community Severance

The construction of the English Onshore Scheme will require land take for the installation of the underground DC cable and construction of the converter station, which has the potential to lead to temporary severance of access to community facilities for residents leading to the deterioration of social cohesion or affecting mental health, and temporary severance of access to healthcare services and other social infrastructure. However, based on the provision of diversions of PRoWs, that no closures will be required, and following conclusions that there will be no significant effect on users of PRoWs, it is assessed that there will be no impact on community severance as a result of the construction of the English Onshore Scheme. The effects on community severance arising from the English Onshore Scheme is assessed to be **negligible**, which is considered **not significant**.

15.6.3.4 Private Assets - Residential Properties, Business Premises, Community Facilities, Visitor Attractions and Open Space

The construction of the English Onshore Scheme would not require the demolition of, or temporary or permanent land take from, private assets within the buffer zone of influence.

There is the potential for temporary disruption to access to private assets during construction due to road closures. Some crossings will be achieved using horizontal directional drilling (HDD) in order to avoid disruption meaning no closure or diversion is required. Where open cut crossings are proposed, they will be approached as half-and-half installations with traffic management to allow continued use of the road. Only where necessary and they will not have an impact on the traffic network, diversions would be in place which would prevent any loss of access, with any additional journey time likely to be minimal. No permanent disruption to access to private assets is anticipated. Therefore, as the sensitivity of private assets to disruption to access is assessed to be medium, and the impact is assessed to be of negligible magnitude this results in a **negligible** effect, which is considered to be **not significant**.

There is the potential for noise and vibration, transport and access, and landscape visual amenity effects arising from the English Onshore Scheme to impact on the amenity of residents, businesses and other users of private assets. Taking into account the results of the noise and vibration, transport and access, and landscape and visual amenity assessments, there are no groups of residential properties, businesses, or other users of private assets that would likely experience two or more significant effects, as concluded by these assessments, at the same time which would result in effects on their amenity during construction.

15.6.3.5 Section 1 – Landfall to Bainton

15.6.3.5.1 Public Rights of Way

Of the 28 recreational routes and PRoWs identified to be in the buffer zone of influence in this Section (as shown in **Table 15-14**), 12 directly traverse the planning application boundary. As users of these 12 routes could therefore be potentially subject to journey disruption, effects on each are considered below.

As detailed within the **Crossing Schedule (Appendix 3A)**, in the case of BAGNB05, KELKB03, SKERF10, SKERF06, HCRAF18, HCRAF11, and Minster Way, the interaction of the PRoW with the Planning Application Boundary is a crossing only and no temporary diversion is required. As such, there will be no disruption to users of these PRoWs during construction and no potential effects arising.

National Cycle Network 1 is traversed by the underground DC cable route at Out Gates, Hords Lane and Driffield Road. National Cycle Network 164 is traversed by the underground DC cable route at

Oldfield Lane. It is not anticipated that these routes will require diversion and as such, there will be no disruption to users of these routes during construction and no potential effects arising.

In the case of HCRAF12, the PRoW crosses the haul road. As such, localised diversion may be required to achieve a broadly perpendicular crossing of the haul road. Temporary disruption to users making local journeys on this PRoW could be experienced due to this route being temporarily diverted, which could increase journey times. However, this is temporary in nature and access would not be inhibited. Impact arising from this on user journeys are assessed to be of medium sensitivity but **low magnitude**, and therefore the effects on users of HCRAF12 is assessed to be a temporary **minor adverse effect**. This is considered **not significant**.

15.6.3.5.2 Development Land

Potential temporary impacts on development land (this being unimplemented planning permissions and development allocations in the Local Planning Authority development designations) are assessed in this ES chapter.

As noted in **section 15.5.2**, there are no development land allocations within the buffer zone of influence in Section 1. The development of the English Onshore Scheme will not impact on the viability of any of the development land allocations. Therefore, overall there are no effects arising from the English Onshore Scheme on development land allocations in this section during construction, which results in a **negligible** effect, which is considered **not significant**.

15.6.3.6 Section 2 – Bainton to Market Weighton

15.6.3.6.1 Public Rights of Way

Of the 17 recreational routes and PRoWs identified to be in the buffer zone of influence in this Section (as shown in **Table 15-16**), eight directly traverse the planning application boundary. As users of these eight routes could therefore be potentially subject to journey disruption, effects on each are considered below.

As detailed within the **Crossing Schedule (Appendix 3A)**, in the case of WATTF01, LUNDF02, DHOLF03, ETTOB05, MWEIF11, the interaction of the PRoW with the planning application boundary is a crossing only and no temporary diversion is required. As such, there will be no disruption to users of these PRoWs during construction.

National Cycle Network 164 is traversed by the underground DC cable route at Kiplingcotes Lane. It is not anticipated that this route will require diversion and as such, there will be no disruption to users of these routes during construction and no potential effects arising.

In the case of ETTOB05 and MWEIF07, the PRoW crosses the haul road. As such, localised diversion may be required to achieve a broadly perpendicular crossing of the haul road, subject to final choice of highway crossing methodology. Temporary disruption to users making local journeys on these PRoW could be experienced due to these routes being temporarily diverted, which could increase journey times. However, this is temporary in nature and access would not be inhibited. Impact arising from this on user journeys are assessed to be of medium sensitivity but low magnitude, and therefore the effects on users of PRoWs ETTOB05 and MWEIF07 is assessed to be a temporary **minor adverse effect**. This is considered **not significant**.

15.6.3.6.2 Development Land

As noted in **section 15.5.3** there are no development land allocations within the buffer zone of influence in Section 2. The development of the English Onshore Scheme will not impact on the viability of any of the development land allocations. Therefore, overall there are no effects arising from the English Onshore Scheme on development land allocations in this section during construction, which results in a **negligible** effect, which is considered **not significant**.

15.6.3.6.3 Kiplingcotes Derby

The construction of the English Onshore Scheme has the potential to temporarily or permanently impact on the Kiplingcotes Derby event, as the southern portion of the circuit route of the Derby traverses the planning application boundary in three locations. Significant effects would arise if the event would be

inhibited as a result of the English Onshore Scheme. However, Kiplingcotes Derby will not be cancelled as a result of the English Onshore Scheme as the timing of construction works will be planned in order to not coincide with the event. The ground used for the construction phase will be reinstated to an appropriate standard to run the Derby, where necessary. Therefore, there are no effects arising from the English Onshore Scheme on the Kiplingcotes Derby event during construction, which results in a **negligible** effect, which is considered **not significant**.

15.6.3.7 Section 3 – Market Weighton to River Ouse

15.6.3.7.1 Public Rights of Way

Of the 28 recreational routes and PRoWs identified to be in the buffer zone of influence in this section (as shown in **Table 15-18**), eight directly traverse the planning application boundary. As users of these eight routes could therefore be potentially subject to journey disruption, effects on each are considered below.

As detailed within the **Crossing Schedule (Appendix 3A)**, in the case of WRESF09, WRESF08, WRESF10, ASSEF01, ASSEF02 and BOTMF03, the interaction of the PRoW with the planning application boundary is a crossing only and no temporary diversion is required. As such, there will be no disruption to users of these PRoWs during construction and no potential effects arising.

In the case of SPALF12, the PRoW crosses the haul road. As such, localised diversion may be required to achieve a broadly perpendicular crossing of the haul road, subject to final choice of highway crossing methodology. Temporary disruption to users making local journeys on these PRoW could be experienced due to these routes being temporarily diverted, which could increase journey times. However, this is temporary in nature and access would not be inhibited. Impact arising from this on user journeys are assessed to be of medium sensitivity but low magnitude, and therefore the effects on users of SPALF12 is assessed to be a temporary **minor adverse** effect. This is considered **not significant**.

15.6.3.7.2 Development Land

As noted in **section 15.5.4.5**, there are no development land allocations within the buffer zone of influence in Section 3. The development of the English Onshore Scheme will not impact on the viability of any of the development land allocations. Therefore, overall there are no effects arising from the English Onshore Scheme on development land allocations in this section during construction, which results in a **negligible** effect, which is considered **not significant**.

15.6.3.8 Section 4 – River Ouse to Drax Substation

15.6.3.8.1 Public Rights of Way

Of the 22 recreational routes and public rights of way identified to be in the buffer zone of influence in this section (as shown in **Table 15-20**), six directly traverse the planning application boundary. As users of these six routes could therefore be potentially subject to journey disruption, effects on each are considered below.

As detailed within the **Crossing Schedule (Appendix 3A)**, in the case of 35.47/5/2, 35.47/9/1, and 35.26/6/1, the interaction of the PRoW with the planning application boundary is a crossing only and no temporary diversion is required. As such, there will be no disruption to users of these PRoWs during construction and no potential effects arising.

Subject to discussions with landowners, 35.26/5/1 will be permanently diverted resulting in an additional approximately 300 m journey length for users of the PRoW. The limited additional length added to journeys by the realignment would be unlikely to result in any noticeable inconvenience and disruption to users and journeys. Although the realignment will be permanent, the sensitivity of the PRoW is assessed to be low, and the magnitude of impact is assessed to be low, which results in the effect on users of PRoW 35.26/5/1 being **negligible**. This is considered **not significant**.

In the case of 35.47/5/2 at two other points, diversion is required to avoid two crossings of the PRoW on either side of Black Tom Drain. The PRoW is to be temporarily realigned to the west of the construction swathe and around the temporary construction compound. Temporary disruption to users making local journeys on these PRoW could be experienced due to these routes being temporarily diverted which could increase journey times. However, this is temporary in nature and access would

not be inhibited. Impact arising from this on user journeys are assessed to be of medium sensitivity but low magnitude, and therefore the effects on users of PRow 35.47/5/2 is assessed to be a temporary **minor adverse** effect. This is considered **not significant**.

15.6.3.8.2 Development Land

As noted in **section 15.5.5.5**, there are no development land allocations within the buffer zone of influence in Section 4. The development of the English Onshore Scheme will not impact on the viability of any of the development land allocations. Therefore, overall there are no effects arising from the English Onshore Scheme on development land allocations in this section during construction, which results in a **negligible** effect, which is considered **not significant**.

There are two planning applications within the buffer zone of influence found in Section 4 for a caravan siting and power generation facilities. It is not anticipated that there will be any effect from the English Onshore Scheme on these receptors which results in a **negligible** effect, which is considered **not significant**.

15.6.4 Assessment of Potential Impacts: Operational Phase

15.6.4.1 Employment during operation

The English Onshore Scheme will generate long-term jobs at the converter station once it is complete and operational. In estimating operational employment generation, it is important to consider not just the gross effects of the English Onshore Scheme, but also net effects considering leakage, displacement, and multiplier effects, as described in **sections 15.6.3.1.1, 15.6.3.1.2, 15.6.3.1.3, and 15.6.3.1.4**.

Existing employment ('deadweight')

'Deadweight' refers to outcomes which would have occurred without intervention such as if the English Onshore Scheme were to result in a disruption to any existing economic activity currently occurring in relation the labour market catchment area.

The existing labour market catchment area is primarily agricultural land, and there is expected to be no employment loss as a result of the English Onshore Scheme. Furthermore, the English Onshore Scheme does not require land take from any employment generating land uses or premises during operation.

Total net operational employment

It is anticipated that there will be up to six permanent specialist staff on-site during the operational phase.

Assuming a leakage of 23% outside the labour market catchment area, displacement of 25%, and a 1.5 multiplier, it is estimated that the English Onshore Scheme will result in a net creation of an estimated six jobs, of which at least four are within the labour market catchment area. Accounting for the deadweight effects outlined above, the total net employment of the English Onshore Scheme remains six jobs. This is presented in **Table 15-26**.

Table 15-26 Total net employment during operation of the English Onshore Scheme

	45-minute Study Area	Outside Study Area	Total
Gross Direct Employment	5	1	6
Displacement	-2	0	-2
Net Direct Employment	3	1	4
Indirect and Induced Employment	1	1	2

	45-minute Study Area	Outside Study Area	Total
Deadweight Employment	0	0	0
Total Net Employment	4	2	6

Source: AECOM Calculations 2021

It should be noted that the actual number of jobs generated by the English Onshore Scheme may be greater than those represented in **Table 15-26** as staff may be required to perform maintenance and engineering works from time to time to ensure the English Onshore Scheme functions over its operational life.

There are around 1,697,570 total jobs in the labour market catchment area, including 25,535 in the mining, quarrying and utilities broad industrial group (Ref. 15-12), with this representing a medium sensitivity. In this context, and accounting for the additional net direct, indirect, induced, and deadweight employment associated with the English Onshore Scheme, the impact of operational employment generation on the local economy has been assessed as permanent, very low beneficial. This results in a permanent **negligible** effect, which is considered **not significant**.

15.6.5 Assessment of Potential Impacts: Decommissioning Phase

The scale and nature of activities undertaken during decommissioning would be similar to those described previously for construction, and they would be temporary during the period of decommissioning activities on site. Following the removal of the structures and the reinstatement of the land there would be no further potential effects on socio-economic, recreation and tourism receptors. The potential effects from decommissioning should therefore be regarded as the same as construction as described in greater detail below.

15.7 Project Specific Mitigation

15.7.1 Construction Phase Mitigation

This assessment has concluded that there will be no potential significant adverse socio-economics, recreation and tourism effects during the construction phase of the English Onshore Scheme and therefore no additional mitigation measures are required.

No other additional mitigation measures, over and above that stated in the other technical chapters, are therefore required to avoid or minimise the socio-economics, recreation and tourism effects identified in this chapter.

15.7.2 Operational Phase Mitigation

This assessment has concluded that there will be no potential significant adverse socio-economics, recreation and tourism effects during the operation phase of the English Onshore Scheme and therefore no additional mitigation measures are required.

No other additional mitigation measures, over and above that stated in the other technical chapters, are therefore required to avoid or minimise the socio-economics, recreation and tourism effects identified in this chapter.

15.8 Residual Effects

Due to the embedding of design mitigation and construction mitigation into the planning application boundary, the residual effects of the English Onshore Scheme remain unchanged from the potential effects outlined in **Section 15.6** above. This is because all design mitigation and construction mitigation has been taken into account when assessing potential effects.

15.8.1 Assessment of Residual Effects: Construction Phase

A summary of the assessment of socio-economics, recreation and tourism effects including residual effects, during the construction phase is shown in **Table 15-27**.

15.8.2 Assessment of Residual Effects: Operational Phase

A summary of the assessment of socio-economics, recreation and tourism effects including residual effects, during the construction phase is shown in **Table 15-28**.

Table 15-27 Summary of effects (construction)

Receptor Description	Value/ Sensitivity	Description of Potential Impact	Magnitude	Significance	Mitigation Measure(s)	Residual Effect	
						Magnitude	Significance
Employment	Medium	Employment generation through the construction phase	Low	Minor beneficial (not significant)	None required	Low	Minor beneficial (not significant)
GVA	Medium	GVA generation through the construction phase	Low	Minor beneficial (not significant)	None required	Low	Minor beneficial (not significant)
Community Severance	Medium	Impacts on access to community facilities during the construction phase	No effect	Negligible (not significant)	None required	No effect	Negligible (not significant)
Private Assets - residential properties, business premises, community facilities, visitor attractions, open space	Variable by type	Indirect impacts in respect of access on residential properties, business premises, community facilities, visitor attractions, and open space during the construction phase	No effect	Negligible (not significant)	None required	No effect	Negligible (not significant)
	Variable by type	In-combination impacts on residential properties, business premises, community facilities, visitor attractions, and open space during the construction phase	No effect	Negligible (not significant)	None required	No effect	Negligible (not significant)
Route Section 1							
PRoWs	Medium	Impacts on public rights of way users of HCRAF12 during the construction phase	Low	Minor adverse (not significant)	Best practice measures, phasing of works, careful siting of compounds and laydown areas, diversions if necessary	Low	Minor adverse (not significant)

Receptor Description	Value/Sensitivity	Description of Potential Impact	Magnitude	Significance	Mitigation Measure(s)	Residual Effect	
						Magnitude	Significance
Development Land	High	Impacts on viability of planning application or development land	No effect	Negligible (not significant)	None required	No effect	Negligible (not significant)
Route Section 2							
PRoWs	Medium	Impacts on public rights of way users of ETTOB05 and MWEIF07 during the construction phase	Low	Minor adverse (not significant)	Best practice measures, phasing of works, careful siting of compounds and laydown areas, diversions if necessary	Low	Minor adverse (not significant)
	High	Impacts affecting the viability of the Kiplingcotes Derby historic event through disruption to the integrity of the race circuit.	No effect	Negligible (not significant)	The ground will be reinstated to an appropriate standard to run the derby with construction activities avoiding the timings of the race.	No effect	Negligible (not significant)
Development Land	High	Impacts on viability of planning application or development land	No effect	Negligible (not significant)	None required	No effect	Negligible (not significant)
Route Section 3							
PRoWs	Medium	Impacts on public rights of way users of SPALF12 during the construction phase	Low	Minor adverse (not significant)	Best practice measures, phasing of works, careful siting of compounds and laydown areas, diversions if necessary	Low	Minor adverse (not significant)
Development Land	High	Impacts on viability of planning application or development land	No effect	Negligible (not significant)	None required	No effect	Negligible (not significant)
Route Section 4							
PRoWs	Medium	Impacts on public rights of way users of 35.47/5/2 during the construction phase	Low	Minor adverse (not significant)	Best practice measures, phasing of works, careful siting of compounds and laydown areas, diversions if necessary	Low	Minor adverse (not significant)
	Low	Impacts on public rights of way users of 35.26/5/1	Low	Negligible (not significant)	None required	Low	Negligible (not significant)

Receptor Description	Value/Sensitivity	Description of Potential Impact	Magnitude	Significance	Mitigation Measure(s)	Residual Effect	
						Magnitude	Significance
		arising permanently from the construction phase due to realignment.					
Development Land	High	Impacts on viability of planning application or development land	No effect	Negligible (not significant)	None required	No effect	Negligible (not significant)

Table 15-28 Summary of effects (operation)

Receptor Description	Value/Sensitivity	Description of Potential Impact	Magnitude	Significance	Mitigation Measure(s)	Residual Effect	
						Magnitude	Significance
Employment	Medium	Employment generated during operation	Very Low	Negligible (not significant)	None required	Very Low	Negligible (not significant)

15.9 Cumulative Effects

15.9.1 Assessment of Intra-project Cumulative Effects

As outlined in Chapter 1: Introduction, the English Onshore Scheme forms one element of the wider Project, along with the Marine Scheme and Scottish Onshore Scheme. Due to the distances of separation between the English Onshore Scheme and the Scottish Onshore Scheme, intra-Project cumulative effects to individual receptors will not occur, for example no property or ecological site would experience effects from both the English Onshore Scheme and Scottish Onshore Scheme. Similarly, although there is a slight overlap of the English Onshore Scheme and Marine Scheme in the intertidal area between Mean High Water Springs and Mean Low Water Springs (as shown in Figure 1-2), as the HVDC cable reaches the landfall site (part of the English Onshore Scheme) via HDD, the works which could give rise to environmental impacts are physically separated and hence no significant intra-Project cumulative effects to individual receptors are predicted to occur.

The separate EIA/EA reports produced for the English Onshore Scheme, Marine Scheme and Scottish Onshore Scheme provide an environmental assessment of each topic area for which potential environmental effects could arise from that element. Once the assessment of the other elements of the Project is complete, a Bridging Document will be prepared which summarises the main interactions of these three individual environmental assessments. The Bridging Document will be made available as soon as it is available, but as highlighted above, there are no significant in-combination impacts between the English Onshore Scheme, Marine Scheme or Scottish Onshore Scheme. This section, therefore, provides an assessment of the combined and cumulative effects relating to the English Onshore Scheme only. For full definitions of terminology and details of other projects considered in this assessment see Chapter 17: Cumulative Assessment.

The assessment has been undertaken for the English Onshore Scheme as a whole and therefore the effects defined above already take into account the intra-project effects between different components of the English Onshore Scheme (i.e. between the converter station and the underground DC cable). There are no intra-project effects on receptors related to socio-economic, recreational and tourism effects in the construction and operation phase.

15.9.2 Assessment of Inter-project Cumulative Effects

This section of the chapter assesses the potential effects of the English Onshore Scheme in combination with the potential effects of other development schemes (referred to as 'cumulative schemes') within the surrounding area, as listed within **Chapter 17: Cumulative Effects**.

The schemes which are considered in the assessment of inter-project cumulative effects have been identified because they are relevant to the receptors assessed in this chapter, and are located within the applicable 1km study area.

15.9.2.1 Construction

All of the approved cumulative schemes and submitted applications listed in **Chapter 17: Cumulative Effects** will generate additional construction related employment in the surrounding areas if they were to go ahead. The scale of construction employment cannot be readily quantified based on the information available for each scheme as this information is commercially sensitive and not available. Applying an assumption that 2 direct temporary construction jobs are generated for every residential unit to the available scheme information results in at least 200 jobs generated. However, as this figure does not take into consideration other cumulative schemes such as energy farms, offshore wind farms or other commercial and industrial developments, it is likely that this figure would be much greater. Thus, it could reasonably be anticipated that the notable number of jobs associated with the cumulative schemes would represent a beneficial impact on the local economy. Therefore, cumulative construction employment in addition to the 426 average construction employment due to the English Onshore Scheme represents a temporary minor beneficial impact on the local economy, which remains **not significant**.

The overall cumulative effect from the generation of GVA from construction activities is likely to remain temporary minor beneficial, which is considered **not significant**.

The overall inter-project cumulative effect on PRowWs has the potential to impact on the total disruption to users via longer journey times or community severance effects. However, as these schemes are unlikely to involve disruption to users of PRowWs, there will be no additional cumulative impact on users of PRowWs. Furthermore, footpath BARMF02 which may be affected by the neighbouring Hornsea 4 Export Cable falls within the buffer zone of influence yet will not be affected by the English Onshore Scheme. Therefore, the overall cumulative assessment on public rights of way is assessed to remain as **minor adverse** which is considered **not significant**.

The overall cumulative effect on residential properties, business premises, community facilities, visitor attractions and open space is likely to remain as a **negligible** effect, which is considered **not significant**, as the cumulative schemes in proximity to the English Onshore Scheme are not likely to have an additional adverse impact on the amenity of these private assets.

The overall cumulative construction effect on development land is likely to remain as **negligible**, which is considered **not significant**.

15.9.2.2 Operation

If all of the schemes are realised there will be additional employment as a result of additional employment generating business (commercial or industrial) floorspace, visitor attractions and electricity infrastructure and energy generation facilities. Some of the schemes, however, will not generate considerable employment due to their nature as infrastructure or utilities projects which would require only occasional maintenance. Therefore, the overall inter-project cumulative operation effect from the generation of construction workers during operation is likely to remain as **negligible**, which is considered **not significant**.

15.10 Summary of Assessment

The population of the labour market catchment area is approximately 3,571,889; in East Riding of Yorkshire is approximately 343,201 and of Selby District is 91,697. Between 2011 and 2020, the population in the labour market catchment area has grown by 4.8%, in East Riding of Yorkshire has grown by approximately 2.5%, and in Selby District by 9.8%. The economic activity rate of working age individuals in East Riding of Yorkshire is 78.3% and in Selby District is 79.1%. Manufacturing represents the most significant sector in terms of employment in the labour market catchment area (12.8%), East Riding of Yorkshire (14.8%) and Selby District (22.9%). In both local authorities, there are relatively low levels of deprivation recorded, compared with the wider geography of Yorkshire and the Humber.

The location of the route of the English Onshore Scheme is largely rural in nature and there are no significant receptors, besides PRowWs and the Kiplingcotes Derby, of relevance to the socio-economics, recreation and tourism assessment identified within the planning application boundary.

The socio-economics, recreation and tourism assessment considers receptors that lie within the study area, which is variable depending on the receptor being assessed. The findings of the assessment of impacts on socio-economics, recreation and tourism receptors during the construction phase are presented below:

- The English Onshore Scheme will generate employment during the construction phase. It is estimated that the peak workforce will be 865 construction workers during months seven, eight, and nine. The average workforce, after taking into account leakage, displacement, and multiplier effects, is calculated to be 426. Therefore, the effect on the local economy from construction generated as a result of the English Onshore Scheme is assessed to be temporary minor beneficial, which is considered not significant.
- The construction phase will result in GVA generation in the local economy. It is calculated that approximately £18.4m within the labour market catchment area and £5.5m elsewhere will be generated, resulting in a total of £23.9m. Therefore, the effect on the local economy from GVA generated as a result of the English Onshore Scheme is assessed to be temporary minor beneficial, which is considered not significant.
- The English Onshore Scheme traverses a number of existing public rights of way. It is anticipated that no closures of PRowWs will be required as a result of construction activities. It is anticipated that the vast majority of PRowWs will experience no impact and where temporary diversions are

necessary, these will be short and localised in nature. Where a permanent diversion is anticipated, the additional journey length is of low magnitude. It is therefore assessed that the effect on users of PRowS is temporary minor adverse, which is considered not significant.

- As no significant effects on users of PRowS is identified, it is not anticipated that there will be any impact on community severance as a result of the English Onshore Scheme. Therefore, the effects on community severance arising from the English Onshore Scheme is assessed to be negligible, which is considered not significant.
- As any disruption to residential properties, business premises, community facilities, visitor attractions, and open space is minimised through the implementation of temporary road diversions meaning access is not temporarily or permanently lost, and that no major visitor attractions and open spaces fall within the study area due to good design, the effect on these receptors as a result of the English Onshore Scheme is assessed to be negligible, which is considered not significant.
- The Kiplingcotes Derby circuit route traverses the planning application boundary. The Derby will not be cancelled as a result of the English Onshore Scheme as the timing of works, including any reinstatement will be planned to avoid the event, and prevent any impact to the Derby. Therefore, the effect on the Kiplingcotes Derby is assessed to be negligible, which is considered not significant.
- Taking into account the results of the noise and vibration, transport and access, and landscape and visual amenity assessments, there are no groups of residential properties, businesses, or other users of private assets that would likely experience two or more significant effects, as concluded by these assessments, at the same time which would result in effects on their amenity during construction. The effect on the amenity of private assets is therefore assessed to be negligible, which is not significant.
- There are no development land allocations identified within the buffer zone of influence and therefore it is assessed that the English Onshore Scheme will not impact on the viability of any development land allocations. Therefore, the effect on development land as a result of the English Onshore Scheme is assessed to be negligible, which is considered not significant.
- The design of the English Onshore Scheme has taken account of publicly available information as well as that provided by landowners with regard to other future developments. As a result it is considered that the English Onshore Scheme will have no impact (or negligible impact) on other development proposals.

The findings of the assessment of impacts on socio-economics, recreation and tourism receptors during the operation phase are presented below:

- The English Onshore Scheme will generate employment at the converter station during operation. The operation of the English Onshore Scheme will result in six FTE jobs. Therefore, the effect on the local economy as a result of employment during operation is assessed to be negligible, which is considered not significant.

This assessment has concluded that there will be no potential significant adverse socio-economics, recreation and tourism effects during the construction or operation phases of the English Onshore Scheme and therefore no additional mitigation measures are required.

There are no residual significant effects of the English Onshore Scheme on socio-economics, recreation and tourism, as no significant effects have been identified.

15.11 References

Ref. 15-1 Ministry of Housing, Communities and Local Government (MHCLG), (2021); National Planning Policy Framework (NPPF).

Ref. 15-2 Ministry of Housing, Communities and Local Government (MHCLG), (2021); Planning Practice Guidance.

Ref. 15-3 Department for Energy and Climate Change, (2011); Overarching National Policy Statement for Energy (EN-1).

- Ref. 15-4** Department for Energy and Climate Change, (2011); National Policy Statement for Electricity Networks Infrastructure (EN-5).
- Ref. 15-5** Department for Business, Energy and Industrial Strategy, (2021); Draft Overarching National Policy Statement for Energy (EN-1).
- Ref. 15-6** Department for Business, Energy and Industrial Strategy, (2021); Draft National Policy Statement for Electricity Infrastructure (EN-5).
- Ref. 15-7** East Riding of Yorkshire Council, (2016); East Riding Local Plan 2012-2029 Strategy Document.
- Ref. 15-8** East Riding of Yorkshire Council, (2018); East Riding Local Plan 2012-2029 Local Plan Review – Options Document.
- Ref. 15-9** Selby District Council, (2013); Selby District Core Strategy Local Plan.
- Ref. 15-10** Selby District Council, (2021); Local Plan Preferred Options Consultation.
- Ref. 15-11** Office for National Statistics (ONS), (2022); Mid-Year Population Estimates (2020).
- Ref. 15-12** Office for National Statistics (ONS), (2022); Business Register and Employment Survey (2020).
- Ref. 15-13** Office for National Statistics (ONS), (2021); Annual Population Survey (January 2020 to December 2020).
- Ref. 15-14** Ministry of Housing, Communities and Local Government (MHCLG), (2020); English Indices of Deprivation (2019).
- Ref. 15-15** Homes and Communities Agency, (2014); Additionality Guide, 4th Edition
- Ref. 15-16** Office for National Statistics (ONS), (2012); Census 2011.
- Ref. 15-17** Office for National Statistics (ONS), (2022); Mid-Year Population Estimates (2011).
- Ref. 15-18** East Riding of Yorkshire Council, (2021); Adopted East Riding Local Plan (Adopted 2016): Policies Map. Accessed online: <https://www.eastriding.gov.uk/planning-permission-and-building-control/planning-policy-and-the-local-plan/policies-map/>.
- Ref. 15-19** Office for National Statistics (ONS), (2020); Sub-National Population Projections (2018).
- Ref. 15-20** Selby District Council, (2021); Interactive Planning Policy Map: Local Plan. Accessed online: <https://www.selby.gov.uk/interactive-planning-policy-map>
- Ref. 15-21** [Office for National Statistics \(ONS\), \(2016\); Gross Value Added \(Income Approach \(2015\)\).](#)
- Ref. 15-22** Homes and Communities Agency, (2015); Employment Densities Guide: Third Edition.

