



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>	
Natural England	<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>
East Riding of Yorkshire Council	<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>
East Riding of Yorkshire Council	<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>
East Riding of Yorkshire Council	<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.

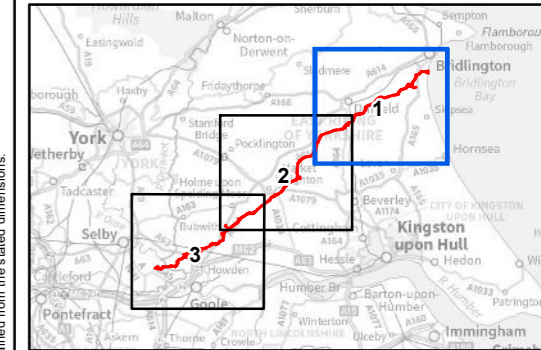
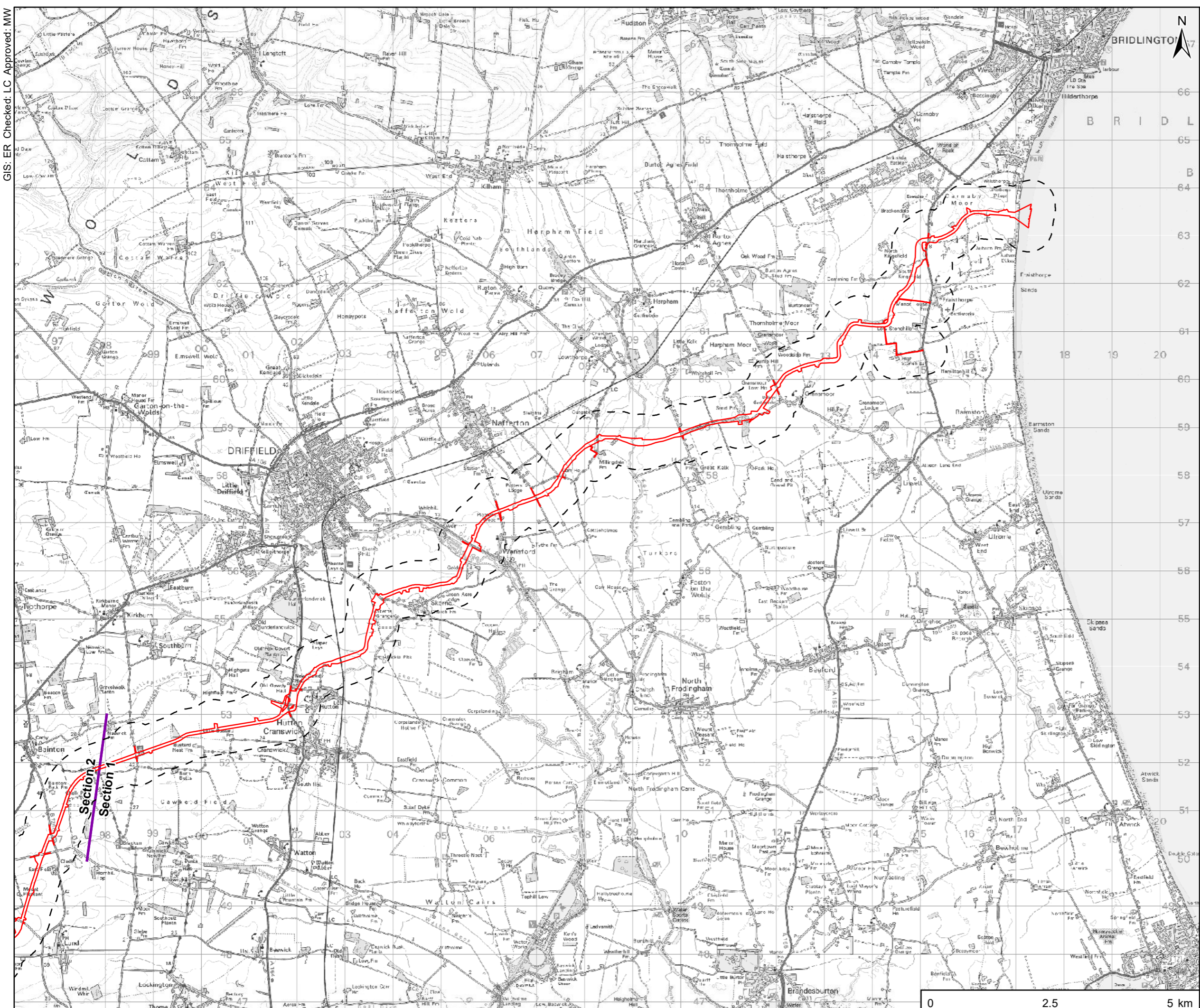
Table 15-10 sets out the geographical scale at which the identified receptors will be considered and the given rationale in line with the Scoping Report. The study area varies depending on the effect or type of resource being assessed. For the majority of receptors, as the geographical scale of impact 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

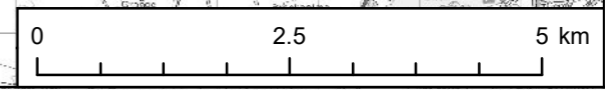


TITLE
**Figure 15-1
Study Area**

REFERENCE
SEGL2_T_ES_15-1_v2_20220524

SHEET NUMBER
1 of 3

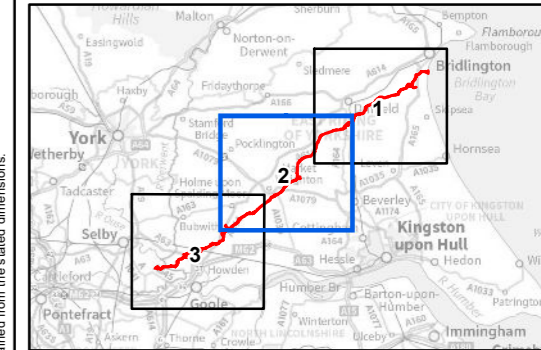
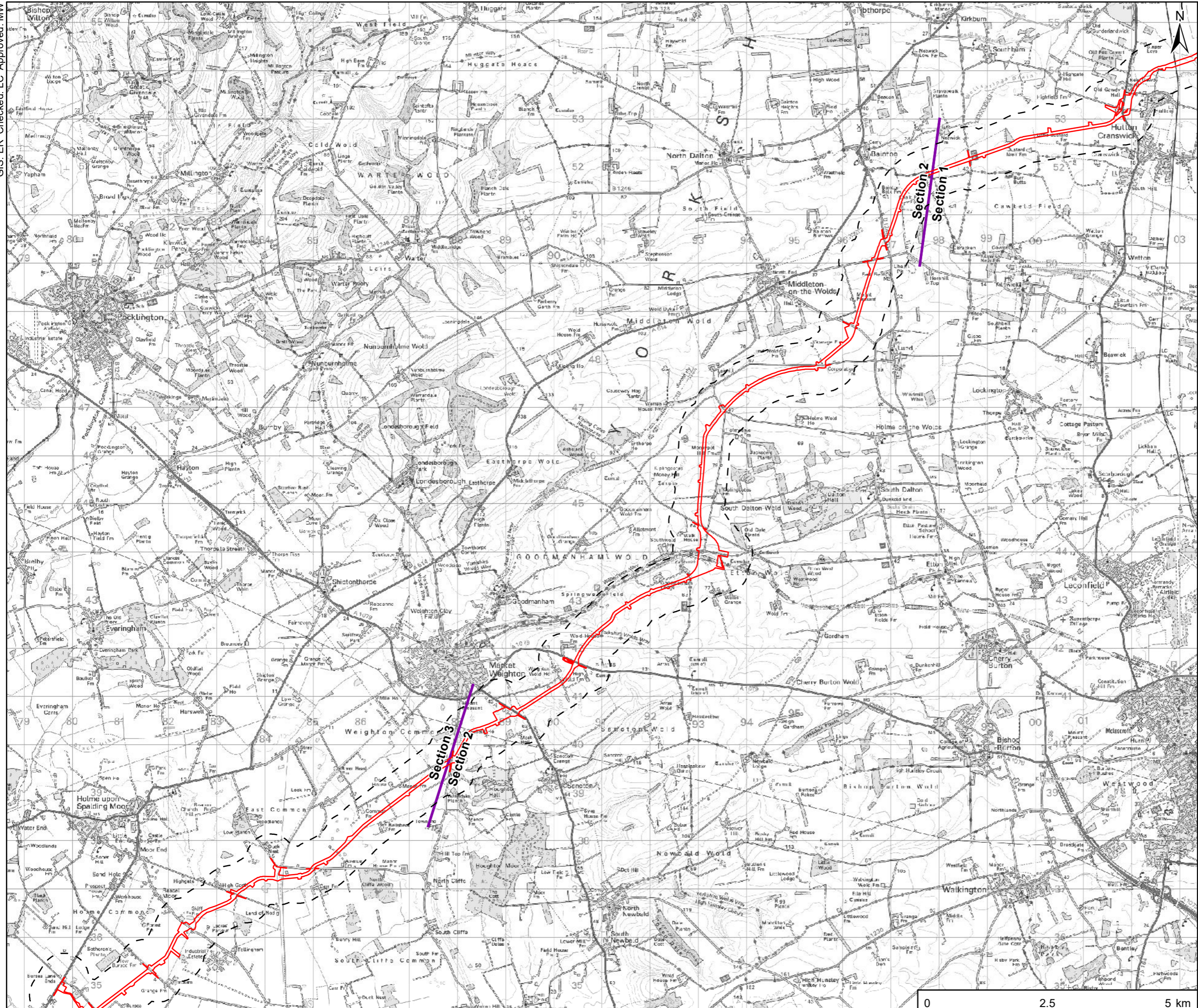
DATE
24/05/2022



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

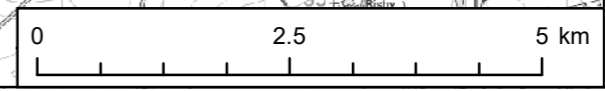


TITLE
**Figure 15-1
Study Area**

REFERENCE
SEGL2_T_ES_15-1_v2_20220524

SHEET NUMBER
2 of 3

DATE
24/05/2022

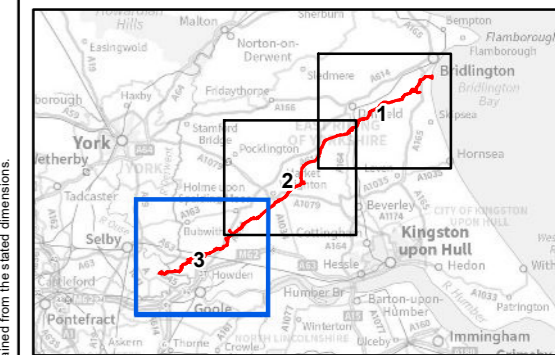
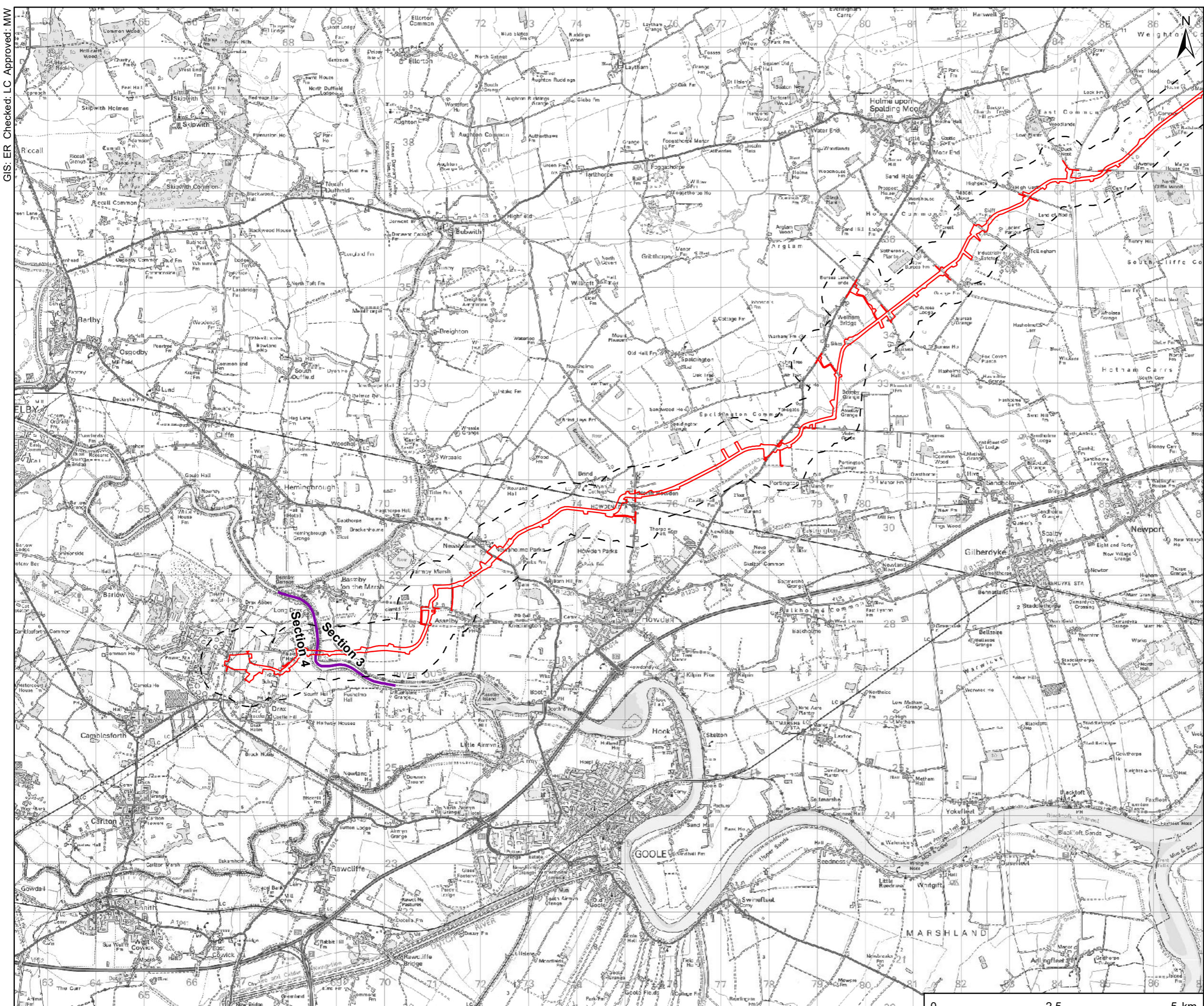


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PROJECT
Scotland England Green Link 2

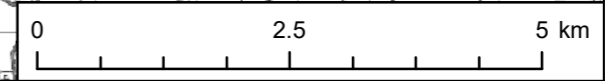
- KEY
- Planning Application Boundary
 - 500m Study Area
 - Route Section Break



TITLE
Figure 15-1
Study Area

REFERENCE
SEGL2_T_ES_15-1_v2_20220524





SHEET NUMBER 3 of 3 DATE 24/05/2022

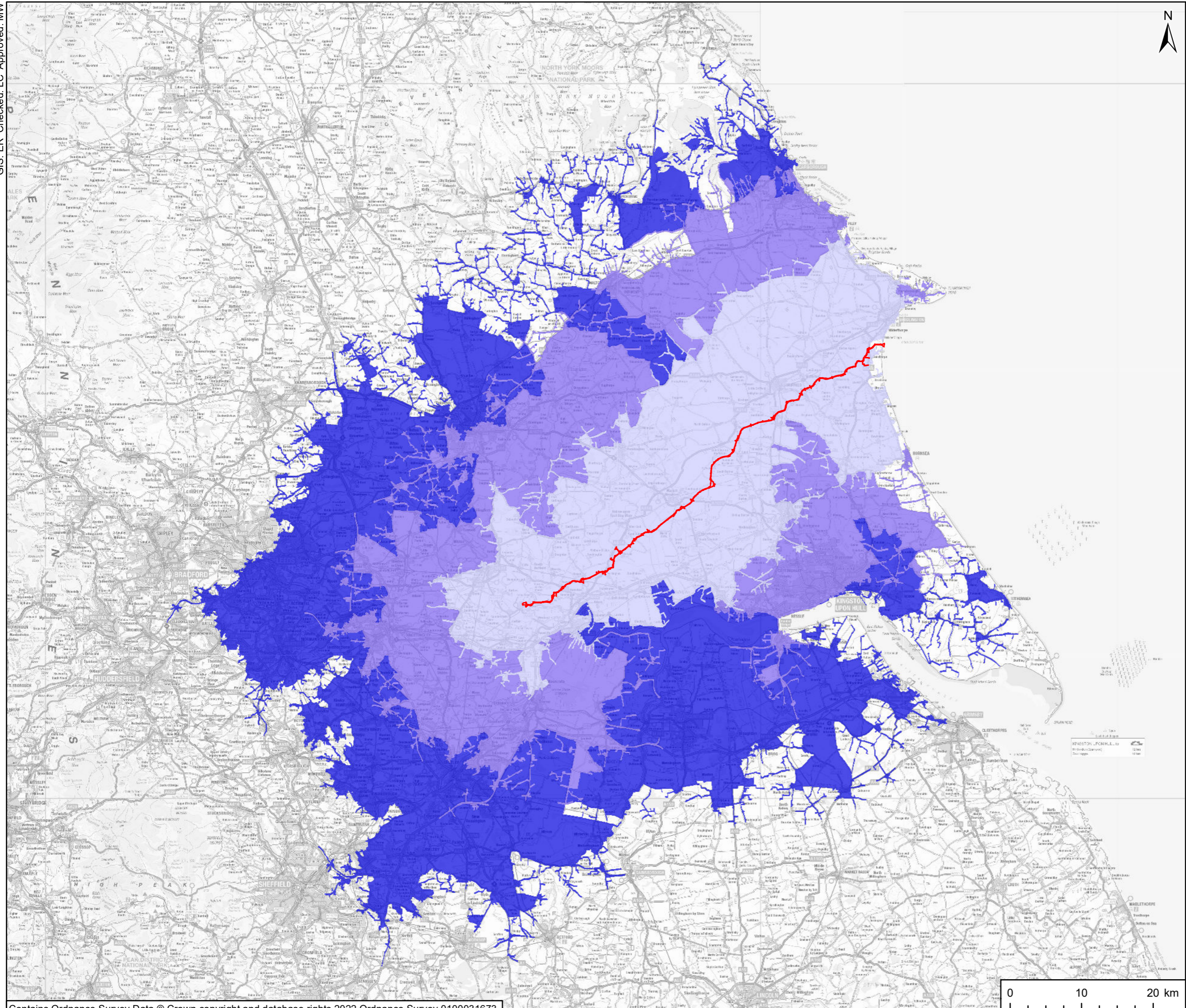


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GIS: ER Checked: LC Approved: MW

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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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).

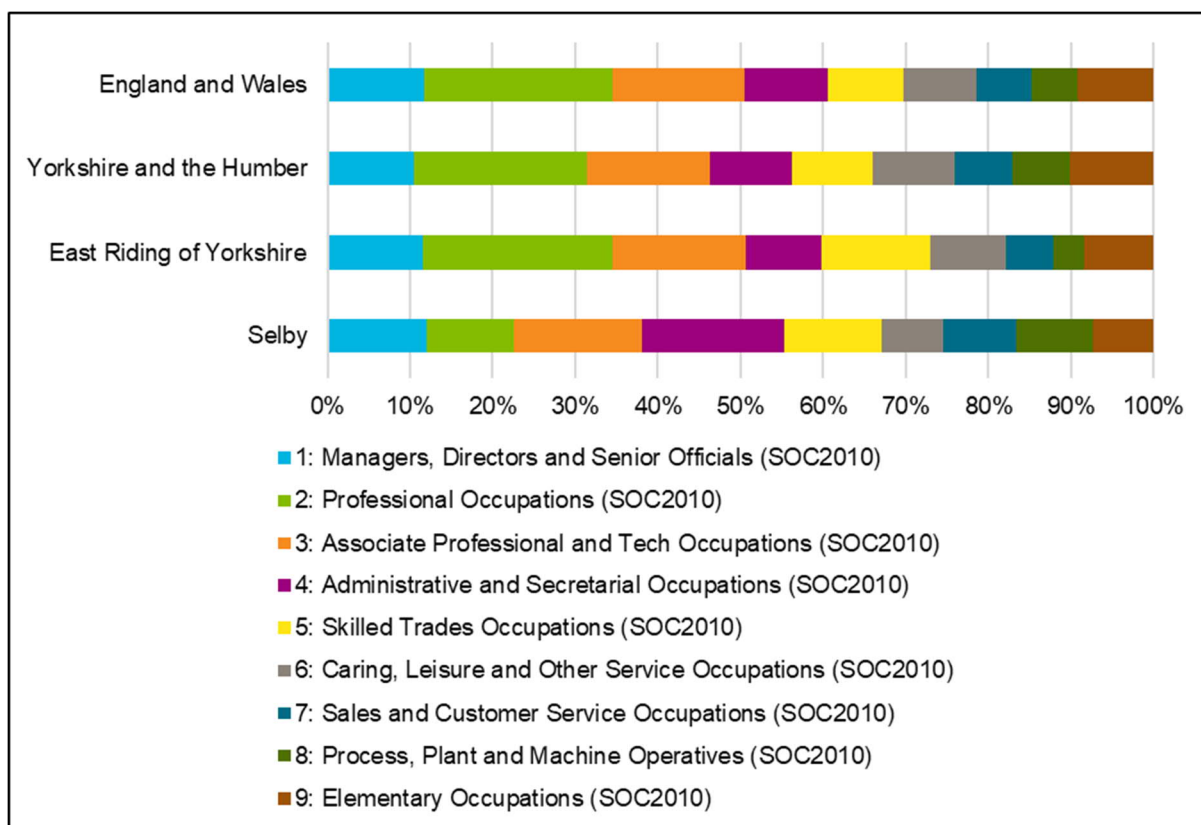


Figure 15-3 Occupational Profile

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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