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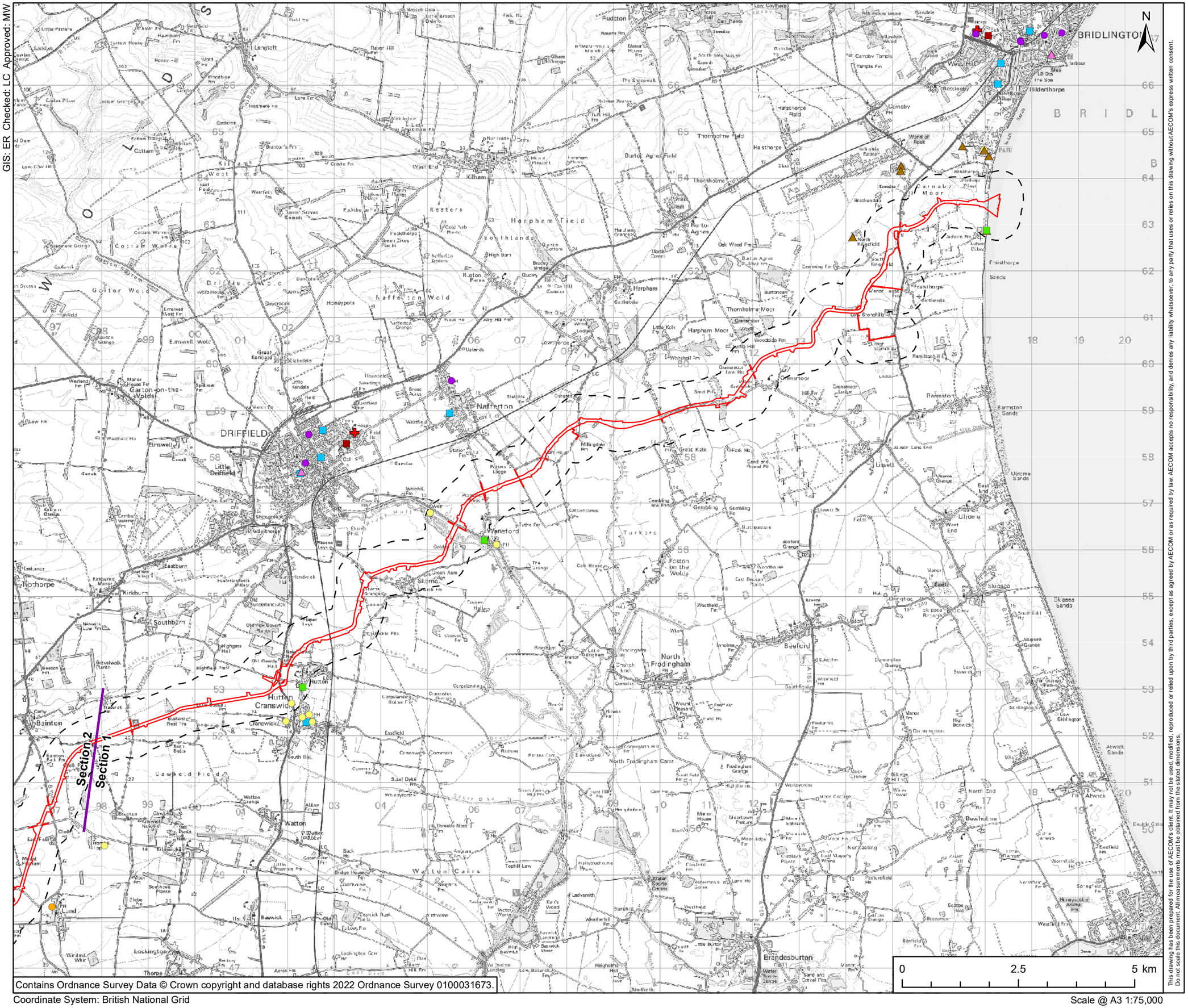

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PROJECT

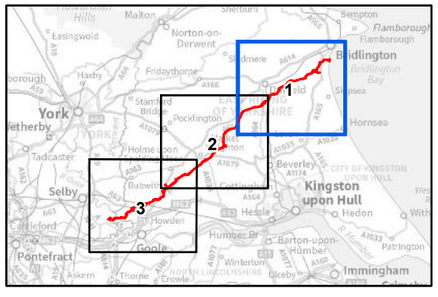
Scotland England Green Link 2

KEY

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

Receptor:

- Business Premises
- Community Facility
- GP Surgery
- Hospital
- 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

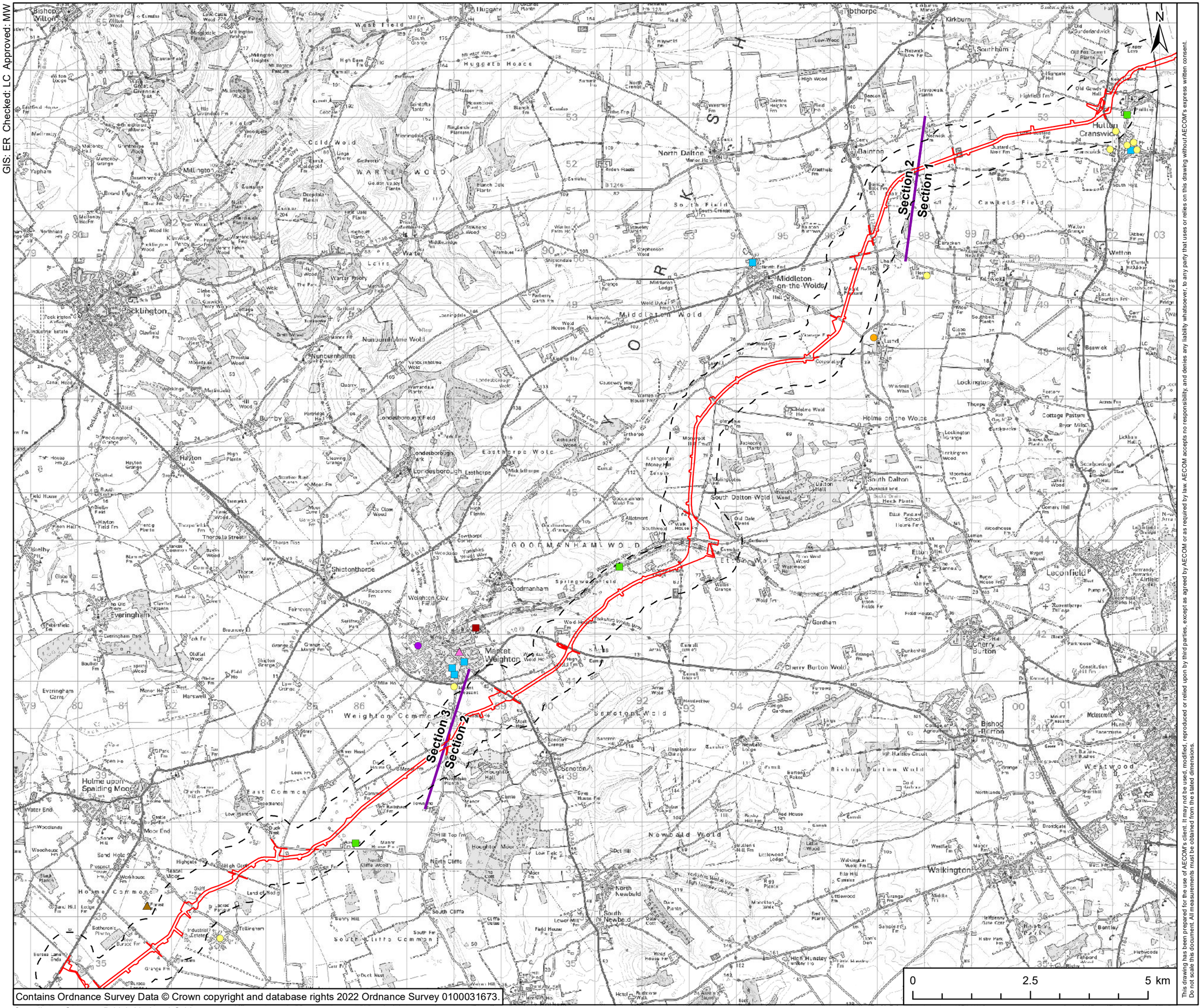
SHEET NUMBER

1 of 3

DATE

24/05/2022

GIS: ER Checked: LC Approved: MW



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Coordinate System: British National Grid

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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

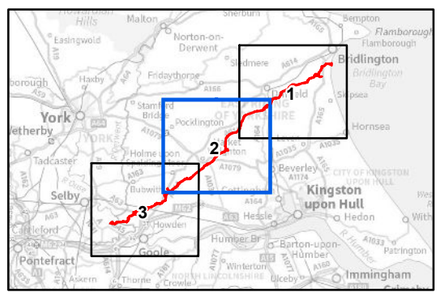

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Figure 15-4
Socio-economic, Recreation and Tourism Receptors

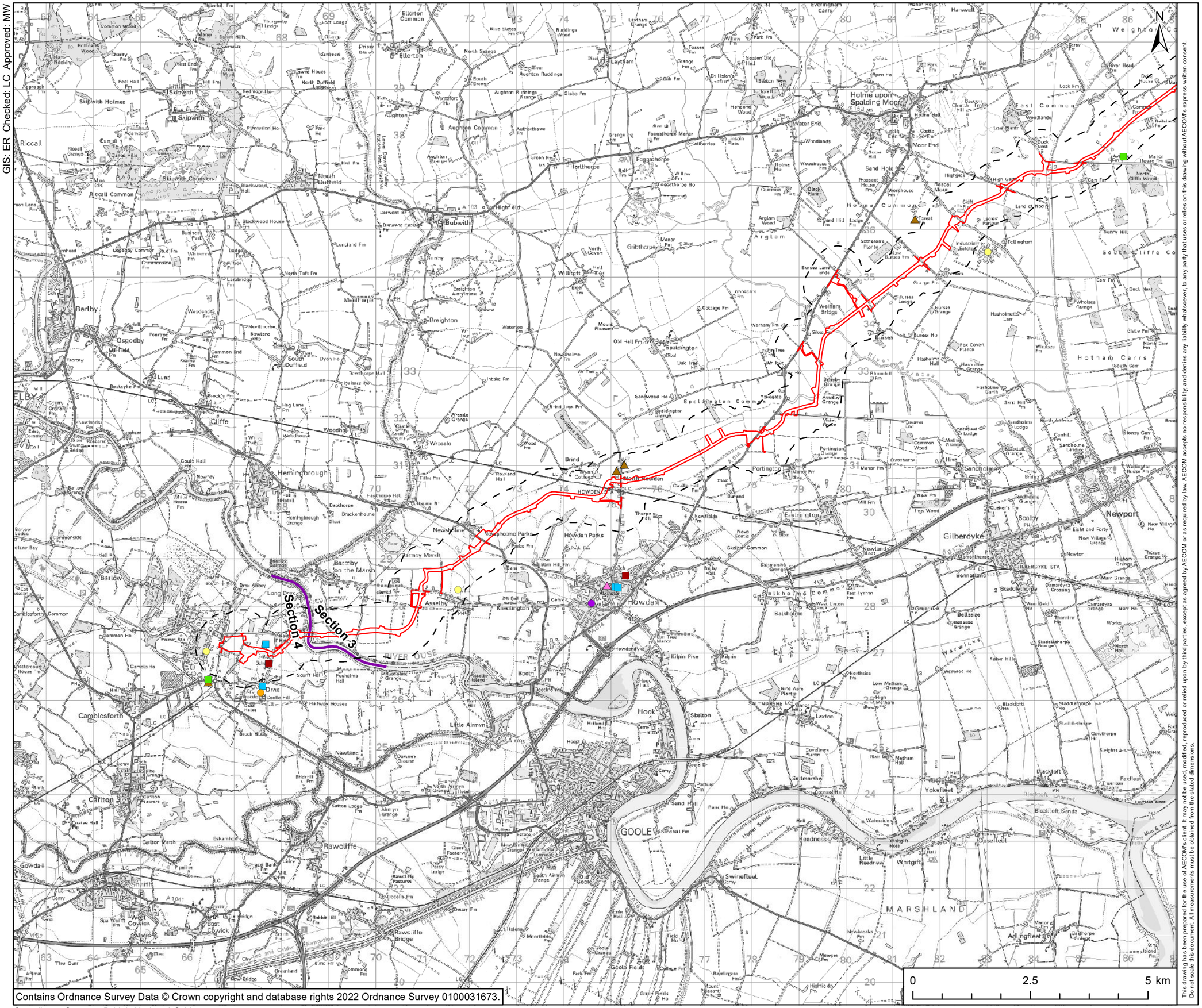
REFERENCE

SEGL2_T_ES_15-4_v2_20220524

SHEET NUMBER: 2 of 3

DATE: 24/05/2022

GIS: ER Checked: LC Approved: MW



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nationalgrid

PROJECT

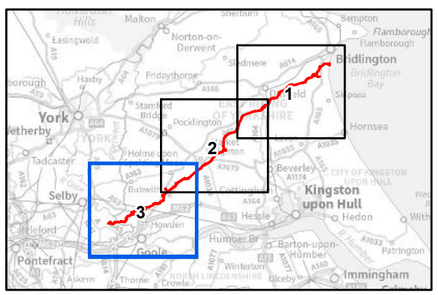
Scotland England Green Link 2

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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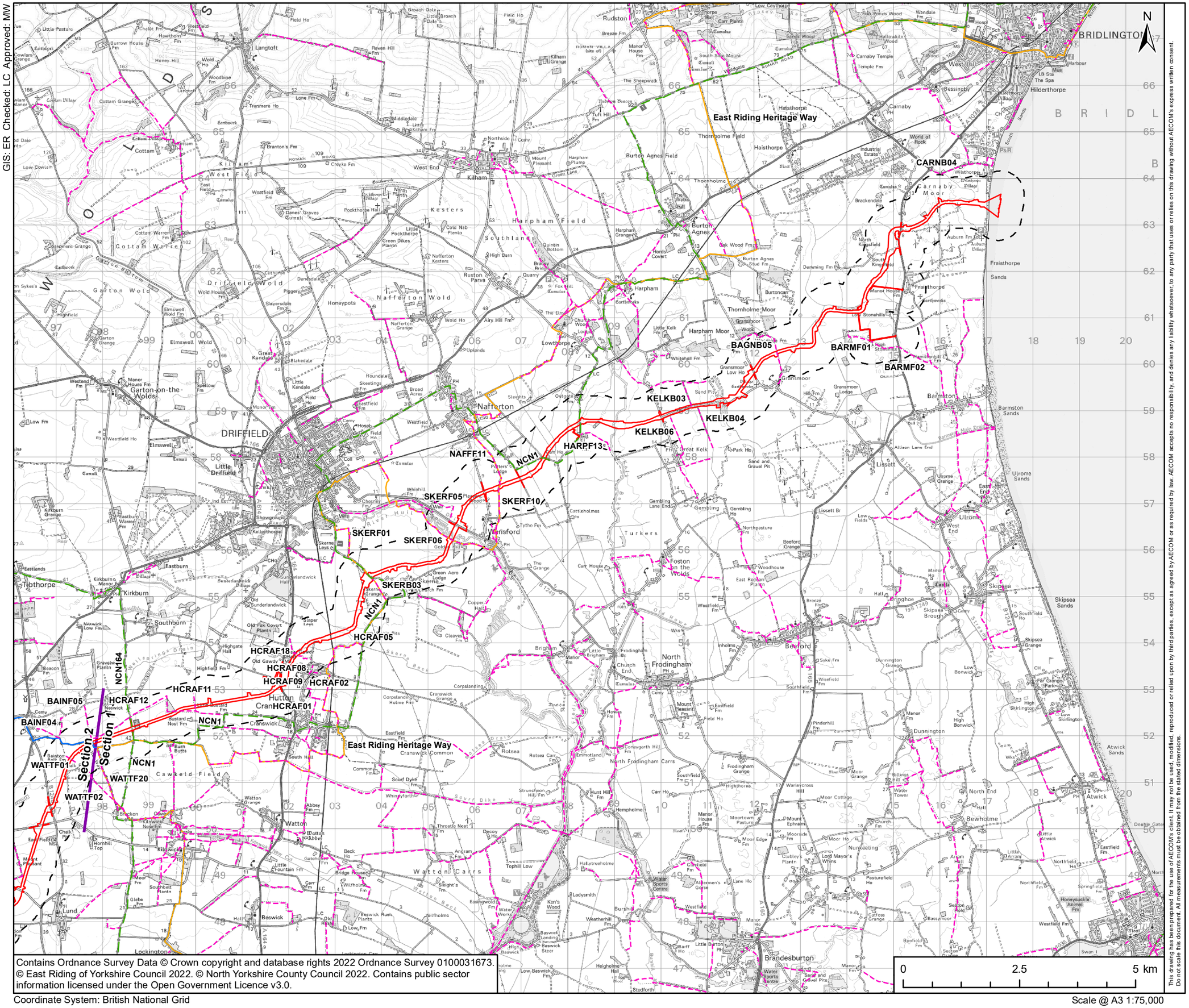

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PROJECT

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

TITLE

Figure 15-5
Public Rights of Way

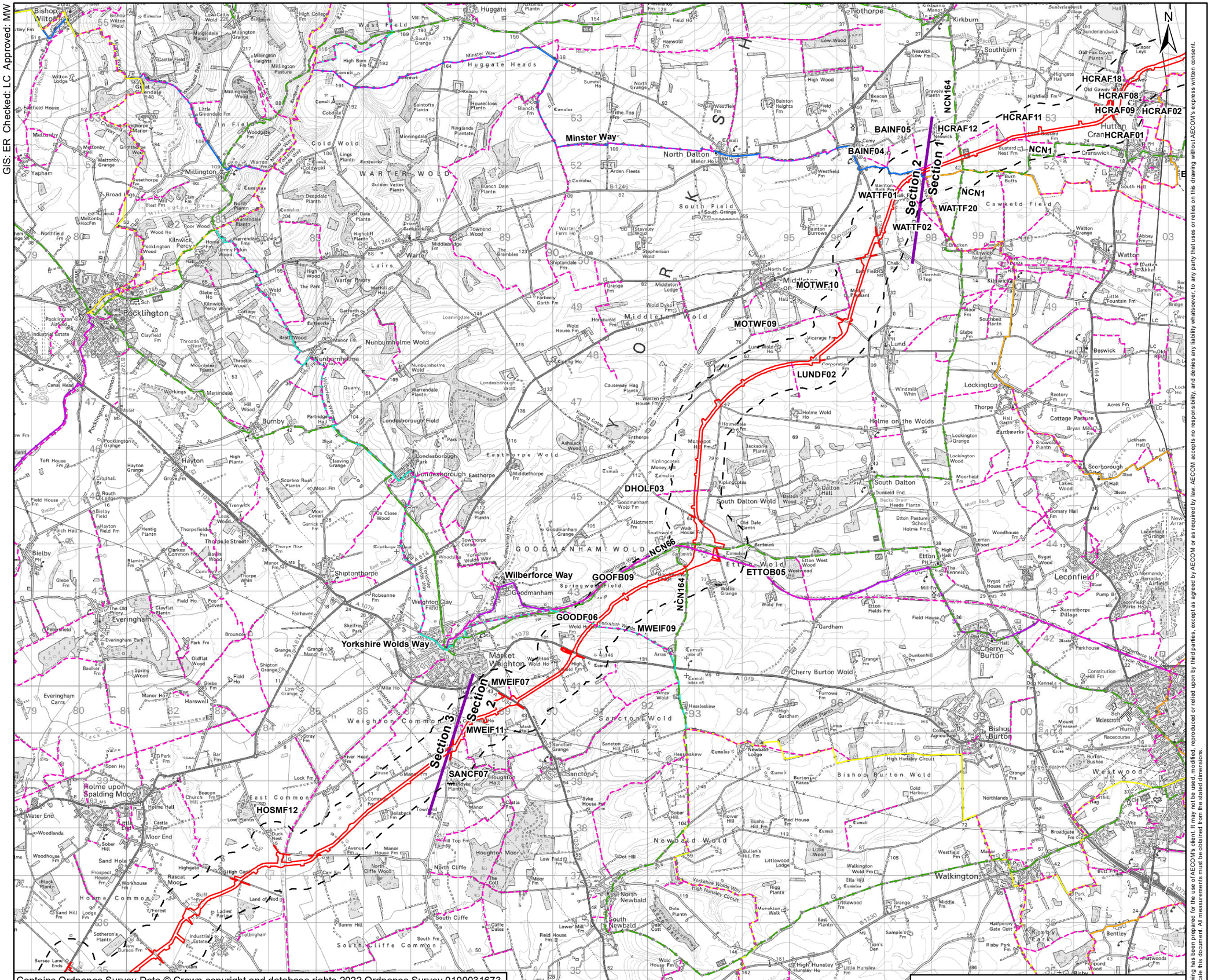
REFERENCE

SEGL2_T_ES_15-5_v3_20220530

SHEET NUMBER: 1 of 3

DATE: 30/05/2022

GIS: ER Checked: LC Approved: MW



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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

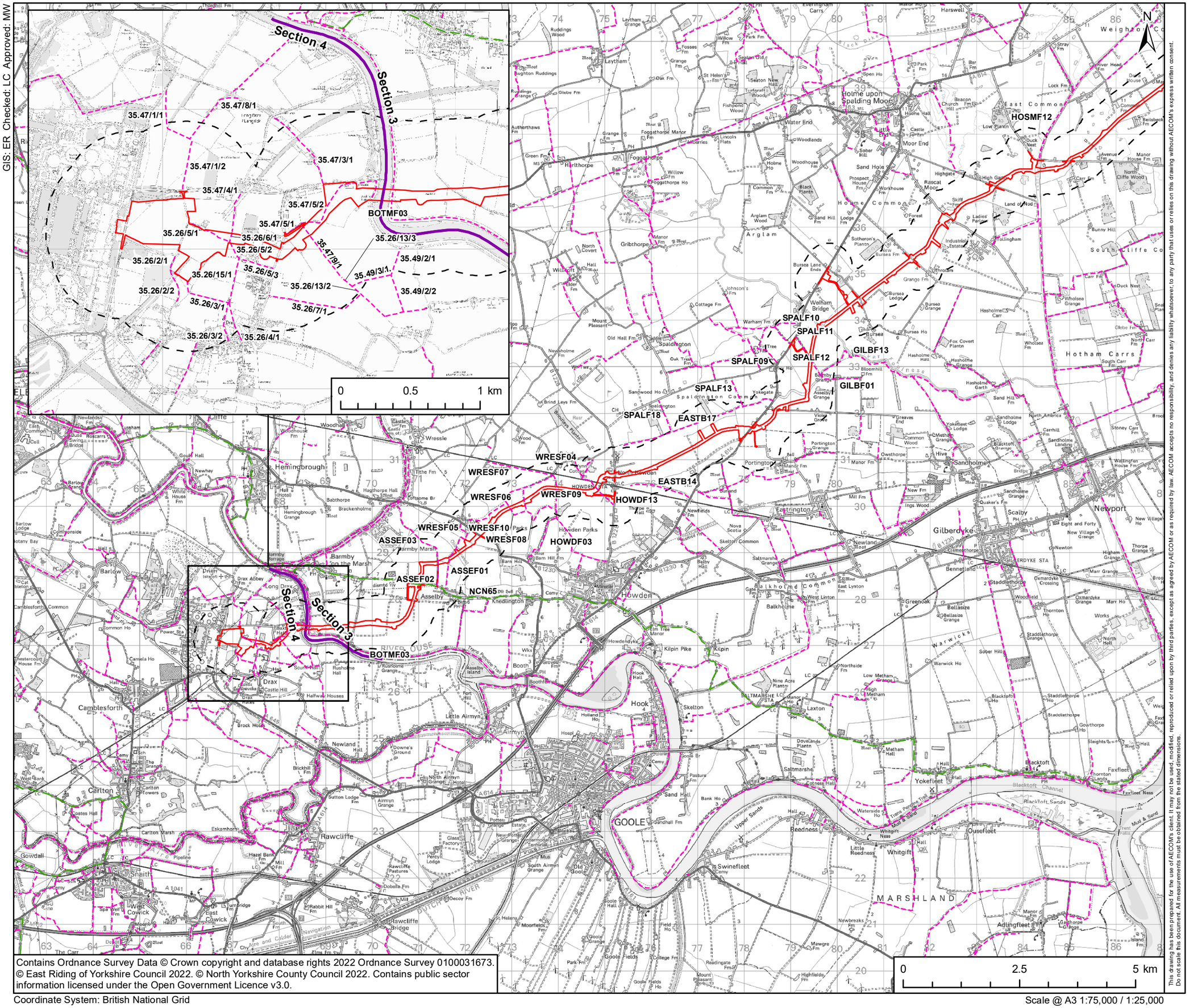
SHEET NUMBER

2 of 3

DATE

30/05/2022

GIS: ER Checked: LC Approved: MW



Coordinate System: British National Grid

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

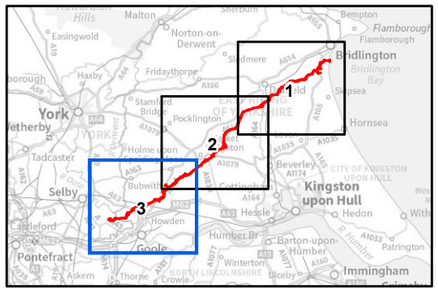
nationalgrid

PROJECT

Scotland England Green Link 2

KEY

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



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

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 Foorpath 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	• 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	• Headlands School; and • Bridlington School.
	Hospital	• Bridlington Hospital.
	GP Surgeries	• 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	• Bridlington Central Library; and • North Bridlington Library.
Driffield and Nafferton	Primary Schools	• Driffield Junior School; • Northfield Infant School;

Settlement	Type	Details
		• Driffield Church of England Voluntary Controlled Infant School; and • Nafferton Primary School.
	Secondary Schools	• Driffield School and Sixth Form.
	Hospital	• Alfred Bean Hospital.
	GP Surgeries	• The Medical Centre, Driffield; • The Park Surgery, Driffield; and • The Park Surgery, Nafferton.
	Libraries	• Driffield Library and Customer Services Centre.
Hutton Cranswick	Primary Schools	• 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 Grid Reference Location	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 Grid Reference Location	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	• 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 the 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	• 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	• The Market Weighton School.

Settlement	Type	Details
	GP Surgeries	• Market Weighton Practice.
	Libraries	• Market Weighton Library and Customer Services Centre.
Howden	Primary Schools	• Howden Junior School; and • Howden Church of England Infant School.
	Secondary Schools	• Howden School.
	GP Surgeries	• Howden Medical Centre.
	Libraries	• 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 PRoWs

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	• Kids' Corner Pre School • The Read School • Drax Community Primary School
	Secondary Schools	• 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 ability 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 Study Area	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 PRoWs 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 PRoWs, there will be no additional cumulative impact on users of PRoWs. 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 PRoWs 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 PRoWs will be required as a result of construction activities. It is anticipated that the vast majority of PRoWs 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

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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.

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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).

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Ref. 15-16 Office for National Statistics (ONS), (2012); Census 2011.

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