

YG-DCO-045

Yorkshire Green Energy Enablement (GREEN) Project

Volume 5

Document 5.2.16 ES Chapter 16: Socio-economics

Final Issue A

November 2022

Planning Inspectorate Reference: EN020024

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(a)

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Version history

Date	Version	Status	Description/changes
01/11/2022	A	Final	First Issue

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16. Socio- economics

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16. Socio-economics

16.1 Introduction

16.1.1 This chapter presents the assessment of the likely significant effects of Yorkshire Green Energy Enablement Project (referred to as the Project or Yorkshire GREEN throughout the ES) with respect to socio-economics, including tourism, recreation and the local and regional economy. It should be read in conjunction with the Project description provided in **Chapter 3: Description of the Project, Volume 5, Document 5.2.3** and with respect to relevant parts of the following chapters:

- **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6;**
- **Chapter 7: Historic environment, Volume 5, Document 5.2.7;**
- **Chapter 8: Biodiversity, Volume 5, Document 5.2.8;**
- **Chapter 11: Agriculture and soils, Volume 5, Document 5.2.11;**
- **Chapter 12: Traffic and transport, Volume 5, Document 5.2.12;**
- **Chapter 13: Air quality, Volume 5, Document 5.2.13;** and
- **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14.**

16.1.2 This chapter describes:

- The legislation, policy and technical guidance that has informed the assessment (**Section 16.1**);
- Consultation and engagement that has been undertaken, and how comments from consultees relating to socio-economics have been addressed (**Section 16.2**);
- The methods used for baseline data gathering (**Section 16.3**);
- Overall baseline (**Section 16.4**);
- Embedded measures relevant to socio-economics (**Section 16.5**);
- The scope of the assessment for socio-economics (**Section 16.6**);
- The methods used for the assessment (**Section 16.7**);
- The assessment of socio-economics effects (**Section 16.8**); and
- Assessment of cumulative effects (**Section 16.9**).
- A summary of the significance conclusions (**Section 16.10**).

Project overview

16.1.3 The Project is divided into six sections for ease of reference as indicated in **Figure 1.2, Document 5.4.1, Volume 5**. In summary the Project comprises the following new infrastructure within the Order Limits:

- Section B (North-west of York Area):

- Shipton North and South 400kV cable sealing end compounds (CSECs) and 230m of cabling;
- the 2.8km YN 400kV overhead line (north of proposed Overton Substation);
- Overton 400/275kV Substation; and
- two new sections of 275kV overhead line south of Overton Substation: the XC 275 kV overhead line to the south-west (2.1km) and the SP 275kV overhead line to the south-east (1.5km);
- Section D: Tadcaster Tee West and East 275kV CSECs; and 350m of cabling; and
- Section F: Monk Fryston 400kV Substation (adjacent to the existing substation).

16.1.4 Works to existing infrastructure within the Order Limits would comprise:

- Section A (Osbalwick Substation): Minor works at Osbalwick Substation comprising the installation of a new circuit breaker and isolator along with associated cabling, removal and replacement of one gantry and works to one existing pylon. All substation works would be within existing operational land.
- Section B (North-west of York Area): Reconductoring of 2.4km of the 2TW/YR 400kV overhead and replacement of one pylon. A mixture of decommissioning, replacement and realignment of 5km of the existing XCP 275kV Poppleton to Monk Fryston overhead line between Moor Monkton and Skelton. To the south and south-east of Moor Monkton the existing overhead line would be realigned up to 230m south from the current overhead line and the closest pylon to Moor Monkton (340m south-east) would be permanently removed. A 2.35km section of this existing overhead line permanently removed between the East Coast Mainline (ECML) Railway and Woodhouse Farm to the north of Overton.
- Section C (Moor Monkton to Tadcaster): Works proposed to the existing 275kV Poppleton to Monk Fryston (XC) overhead line comprise replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations.
- Section D (Tadcaster Area): Replacement of one pylon on the Tadcaster Tee to Knaresborough (XD) 275kV overhead line route.
- Section E (Tadcaster to Monk Fryston). Works proposed to the existing 275kV Poppleton to Monk Fryston (XC) overhead line comprise replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations.
- Section F (Monk Fryston Area): Reconfiguration of the existing XC Poppleton to Monk Fryston overhead line at its southern end to connect into the new substation at Monk Fryston; Reconfiguration of the Monk Fryston to Eggborough 400kV 4YS overhead line to connect into the new substation at Monk Fryston.

16.1.5 Please refer to **Chapter 3: Description of the Project, Document 5.2.3, Volume 5** for more information on the different components of the Project

Limitations and assumptions

16.1.6 This ES has been produced to assess the likely significant effects of the Project on socio-economics, including tourism, recreation and the local and regional economy. As

confirmed by the Scoping Opinion, this assessment has been undertaken by means of a desk-based assessment, utilising data from publicly accessible sources.

COVID 19

16.1.7 Where information has been affected by the COVID-19 pandemic, either from updated data not having been published in 2020/2021 or where the pandemic has affected data for those years, the most appropriate data has been selected depending on what is available. This may be the most recent data available from before the pandemic or using 2022 data compared back to 2019 data. This therefore allows any data from 2022 to be checked against previous data to ensure any anomalies due to the COVID-19 pandemic to be identified and managed appropriately.

Relevant legislation, planning policy and technical guidance

16.1.8 This section identifies the legislation, planning policy and technical guidance that has informed the assessment of effects with respect to socio-economics. Further information on policies relevant to the Project is provided in **Chapter 5: Legislation and policy overview, Volume 5, Document 5.2.5.**

Legislation

16.1.9 A summary of the relevant legislation is given in **Table 16.1.**

Table 16.1 – Legislation relevant to the socio-economics assessment

Legislation	Legislative Context
There is no dedicated UK legislation that specifies the detailed scope of socio-economic assessment or that provides appropriate standards and thresholds for determining significance of effects.	

Planning policy

16.1.10 A summary of the relevant national and local planning policy is given in **Table 16.2.** In September 2021, the Department of Business, Energy and Industrial Strategy (BEIS) consulted upon a review of energy National Policy Statements (NPS) with consultation closing on 29 November 2021. The energy NPS were reviewed to reflect the policies and broader strategic approach set out in the Energy white paper and ensure a planning framework was in place to support the infrastructure requirement for the transition to net zero. There are no substantive changes with regard to socio-economic principles within those draft Energy National Policy Statements which are considered to be relevant to the Project.

Table 16.2 – Planning policy relevant to the socio-economics assessment

Policy	Policy Context
National planning policy	

Policy	Policy Context
Overarching National Policy Statement for Energy (EN-1) ¹	<p>Section 5.12</p> <p>Sets out an overall approach to energy infrastructure from a socio-economic perspective.</p> <p>Section 5.12.3</p> <p>Details some of the likely economic impacts that should be considered as part of any assessment.</p> <p>Section 5.12.7</p> <p>States that it may be concluded: “that limited weight is to be given to assertions of socio-economic impacts that are not supported by evidence (particularly in view of the need for energy infrastructure as set out in the NPS)”.</p>
National Policy Statement for Electricity Networks Infrastructure (EN-5) ²	<p>Supports EN-1 by providing guidance on new electricity networks infrastructure to ensure it is well designed. It includes advice on Landscape and Visual and Noise and Vibration matters which may have a bearing on the socio-economic assessment.</p>
National Planning Policy Framework (NPPF) ³	<p>The NPPF does not contain policies specifically for NSIPs. NSIPs are determined in accordance with the Planning Act 2008 (the Act) and any relevant NPSs, as well as any other matters that are relevant. These other matters may include the NPPF.</p> <p>The NPPF confirms that the role of the planning system is to contribute to sustainable development, and two of the three overarching objectives of the planning system in achieving this are relevant to socio-economics: to help build a strong, responsive and competitive economy, and to support strong, vibrant and healthy communities.</p> <p>Paragraph 84 of the NPPF states that planning decisions should enable sustainable growth and expansion of all businesses in rural areas, the development and diversification of rural businesses, sustain rural and leisure developments and retain and develop accessible local services and community facilities.</p>

¹ Department of Energy and Climate Change (2011), Overarching National Policy Statement for Energy (EN-1). (Online) Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf (Accessed September 2021)

² Department of Energy and Climate Change (2011), National Policy Statement for Electricity Networks Infrastructure (EN-5). (Online) Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/37050/1942-national-policy-statement-electricity-networks.pdf (Accessed September 2021)

³ Ministry of Housing, Communities and Local Government (2021). The National Planning Policy Framework (NPPF). (Online) Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004408/NPPF_JULY_2021.pdf (Accessed September 2021)

Policy	Policy Context
Local planning policy	Paragraphs 99 and 100 seek to protect open space, sports and recreational facilities, public rights of way and access.
Harrogate District Local Plan 2014 – 2035 ⁴	<p><u>Policy GS5: Supporting the District's Economy</u> To encourage sustainable economic growth in the district.</p> <p><u>Policy EC6: Protection of Tourist Facilities</u> To facilitate and encourage development and improvement in tourism provision, including protecting the continued attractiveness and operation of existing tourist attractions.</p> <p><u>Policy HP5: Public Rights of Way</u> To protect public rights of way so that the routes and their existing recreational and amenity value is not undermined by new development.</p> <p><u>Policy HP6: Protection of Existing Sport, Open Space and Recreation Facilities</u> To prevent the loss of existing outdoor public and private sport, open space and recreational facilities, including natural and semi-natural green spaces.</p> <p><u>Policy NE8: Protection of Agricultural Land</u> Seeks to conserve and protect the BMV (best and most valuable) agricultural land and sets out the circumstances when development of BMV will be permitted.</p>
Hambleton Local Plan 2022	<p><u>Policy S1 Sustainable Development Principles</u> The Council will seek to ensure that development makes a positive contribution towards the sustainability of communities, enhances the environment and adapts to and mitigates the impact of climate change. This will be achieved by a range of criteria including:</p> <ul style="list-style-type: none"> • Promoting Hambleton as a recognised location for business by providing a range of employment opportunities that meet local aspirations, including high quality jobs, meeting the needs of new and expanding businesses and recognising the contribution of the rural economy. • Protecting and enhancing the high quality natural and historic environment whilst facilitating development in a way that respects and strengthens the distinctive character of the landscape and the form and setting of settlements. <p><u>Policy S5 Development in the Countryside</u></p>

⁴ Harrogate Borough Council (2020). Harrogate District Local Plan 2014-2035. (online). Available at: <https://www.harrogate.gov.uk/planning-policy-guidance/harrogate-district-local-plan-2014-2035> (Accessed September 2021)

Policy	Policy Context
City of York Draft Development Control Local Plan 2005 ⁵	<p>Protects the BMV agricultural land (classed as grades 1, 2 and 3a) from development that is not associated with agriculture or forestry, that would cause the land to be permanently removed from agricultural use.</p> <p><u>Policy EG2 Protection and Enhancement of Employment Land</u></p> <p>The purpose of this policy is to safeguard and enhance areas of established and identified employment uses across Hambleton to help maintain a thriving economy.</p> <p><u>EG8 The Visitor Economy</u></p> <p>The Council will encourage the sustainable development of the visitor economy in Hambleton. The purpose of this policy is to set out the expectations for proposals for visitor attractions and facilities and for visitor accommodation.</p> <p><u>CI3 Open Space, Sport and Recreation</u></p> <p>Seeks to protect and enhance open space, outdoor recreation facilities, allotments and areas of garden land that provide amenity value.</p> <p><u>CI4 Community Facilities</u></p> <p>Seeks to maintain and improve the provision of local community services and facilities.</p> <hr/> <p><u>GP4a Sustainable Development</u></p> <p>Development should: contribute towards meeting the social needs of communities within City of York and to safe and socially inclusive environments, and maintain or increase the economic prosperity and diversity of the City of York and maximise employment opportunities.</p> <p><u>GP7 Open Spaces</u></p> <p>Development on open space will only be permitted where: a) there will be no detrimental effect on local amenity or nature conservation; and b) compensatory provision of an equivalent size and standard is provided by the applicant in the immediate vicinity of the site proposed for development.</p> <p><u>GP14 Agricultural Land</u></p> <p>Planning permission will only be granted for development that would result in the loss of the best and most versatile agricultural land (defined as grades 1, 2 and 3a) if an applicant can clearly demonstrate that very special circumstances exist which determine that the proposal cannot be located elsewhere.</p> <p><u>V1 Visitor Related Development</u></p>

⁵ City of York Council (2005). Local Plan Incorporating the 4th Set of Changes (April 2005). (Online) Available at: <https://www.york.gov.uk/downloads/file/2822/the-local-plan-2005-development-control-local-plan-full-document-and-appendices> (Accessed September 2021).

Policy	Policy Context
City of York Draft Local Plan – Publication draft ⁶	<p>Visitor related development will be encouraged. Applications will be determined based on criteria such as: likelihood to improve tourism, adverse effects on the use or enjoyment of adjacent buildings, and adverse impacts on the countryside setting of the city.</p> <p><u>Policy DP2 Sustainable Development</u></p> <p>Sustainable Development can be defined as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’. As indicated in the National Planning Policy Framework (2012) (NPPF), the purpose of the planning system is to contribute to the achievement of sustainable development.</p> <p>Development should meet a series of sustainable development principles which include ‘creating a prosperous city for all’ which includes supporting strategic employment locations and protecting and enhancing the visitor economy.</p> <p><u>Policy DP3 Sustainable Communities</u></p> <p>Development should contribute towards sustainable communities by following principles such as respecting the historic character and appearance of the green spaces and landscapes.</p> <p><u>Policy EC4 Tourism</u></p> <p>Tourism in York will contribute to a diverse economy. This will be achieved by supporting proposals that relate to some of the following (and more):</p> <ul style="list-style-type: none"> • maintaining and improving the choice and quality of visitor accommodation to encourage overnight stays, particularly by higher spending visitors; and • the retention and growth of existing visitor attractions. <p><u>Policy EC5 Rural Economy</u></p> <p>The land-based sector, and in particular agriculture, has undergone considerable restructuring over the post war period, and is set to continue to restructure as a consequence of both local and global changes. Policy EC5 is intended to support and be flexible to the needs of those who rely on the land-based economy. It also supports new opportunities that may arise from future changes.</p> <p><u>Policy HW1 Protecting Existing Facilities</u></p> <p>The Council will work with local communities and voluntary sector organisations to help preserve and re-use existing community assets.</p>

⁶ City of York Council (2018). Local Plan – Publication Draft. (Online) Available at: <https://www.york.gov.uk/downloads/file/1314/cd001-city-of-york-local-plan-publication-draft-regulation-19-consultation-february-2018-> (Accessed September 2021).

Policy	Policy Context
Saved Policies of the Selby District Local Plan, 2005 ⁷	<p data-bbox="635 230 1406 297"><u>Policy Planning Strategy 2.1 Promotion of Sustainable Development</u></p> <p data-bbox="635 315 1426 524">To ensure an adequate supply of suitable land for employment, housing and other purposes whilst safeguarding environmental and natural resources from inappropriate development. To facilitate economic recovery and diversification in a way which enhances environmental quality.</p> <p data-bbox="635 542 1203 571"><u>Policy EMP12 Agricultural Development</u></p> <p data-bbox="635 589 1474 757">Development proposals which would lead to the irreversible loss of the BMV agricultural land (Grades 1, 2 and 3a) will not be permitted unless there is an exceptional overriding need and there is no suitable alternative site available.</p>
Selby District Core Strategy Local Plan, 2013 ⁸	<p data-bbox="635 790 1337 857"><u>Policy SP1 Presumption in Favour of Sustainable Development</u></p> <p data-bbox="635 875 1474 1160">When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p data-bbox="635 1178 1315 1245"><u>Policy SP13 Scale and Distribution of economic Development</u></p> <p data-bbox="635 1263 1410 1328">Support will be given to developing and revitalising the local economy in all areas.</p>
Selby District Council Local Plan Publication Version Consultation 2022	<p data-bbox="635 1361 1474 1429"><u>Policy SG1 Achieving Sustainable Development (Strategic Policy)</u></p> <p data-bbox="635 1447 1426 1798">Repeats the same text as provided in Policy SP1 of the 2014 Core Strategy Local Plan. I.e. “When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”</p> <p data-bbox="635 1816 1086 1845"><u>Policy IC7 Public Rights of Way</u></p>

⁷ Selby District Council (2005). Selby District Local Plan. (Online) Available at: <https://www.selby.gov.uk/selby-district-local-plan-sdlp-2005> (Accessed September 2021).

⁸ Selby District Council (2013). Selby District Core Strategy Local Plan. (Online) Available at: https://www.selby.gov.uk/sites/default/files/Documents/CS_Adoption_Ver_OCT_2013_REDUCED.pdf (Accessed September 2021).

Policy	Policy Context
	Development which may impact on a public right of way will only be permitted where satisfactory, alternative routes can be provided and where appropriate, enhancements have been provided.
Leeds Core Strategy 2019 ⁹	<p>Spatial policy 8 includes support for the growth and diversification of the rural economy which includes support for tourism and recreational facilities and local services and community facilities. Policy P9 also states that should any community facilities, including sport or recreation, be lost to a development then alternative provision could be required.</p> <p>Policy G1 states that development proposals should ensure that the PRow network is protected and enhanced through avoiding unnecessary diversions and adding new links.</p>

Technical guidance

16.1.11 A summary of the technical guidance for socio-economics is provided in **Table 16.3**.

Table 16.3 – Technical guidance relevant to the socio-economics assessment

Technical Guidance Document	Context
Design Manual for Roads and Bridges ¹⁰ (DMRB)	<p>LA 112 Population and Human Health</p> <p>Whilst not specific to electricity infrastructure, this guidance provides some useful context for assessing land use and community impacts of linear infrastructure. The socio-economic assessment is not however intended to be DMRB compliant.</p>

16.2 Consultation and engagement

Overview

16.2.1 The assessment has been informed by consultation responses and ongoing stakeholder engagement. An overview of the approach to consultation is provided in **Chapter 4: Approach to preparing the ES, Volume 5, Document 5.2.4**.

⁹ Leeds City Council (2019). Core Strategy (as amended by the Core Strategy Selective Review 2019) Leeds Local Plan. (Online) Available at: <https://www.leeds.gov.uk/Local%20Plans/Adopted%20Core%20Strategy/Consolidated%20Core%20Strategy%20with%20CSSR%20Policies%20Sept%202019.pdf> (Accessed September 2021).

¹⁰ Standard for Highways (2021). Design Manual for Roads and Bridges. (Online) Available at: [REDACTED] (Accessed September 2021).

Scoping Opinion

- 16.2.2 A Scoping Opinion was adopted by the Secretary of State for Business, Energy and Industrial Strategy (BEIS), administered by the Planning Inspectorate, on 28 April 2021. **Appendix 4A, Volume 5, Document 5.3.4A** provides a copy of the Scoping Opinion in relation to socio-economics.
- 16.2.3 A summary of the relevant responses received in the Scoping Opinion in relation to socio-economics and confirmation of how these have been addressed within the assessment to date is presented in **Table 16.4**.

Table 16.4 – Summary of EIA Scoping Opinion responses for socio-economics

Consultee	Consideration	How addressed in this ES
Planning Inspectorate	Given the nature and scale of the Proposed Development, the Inspectorate agrees that employment generation and economic activity during operation can be scoped out of the ES. The ES should include suitable cross referencing with health and well-being.	Employment generation and economic activity during operation to be scoped out of the socio-economic assessment within the ES. Appropriate cross-referencing to other chapters will be provided as necessary if this aspect is considered elsewhere.
Planning Inspectorate	There has been no comprehensive assessment presented in the Scoping Report concerning future development within the region and study area. Information from the consultation bodies indicates that there are large scale housing developments proposed for the Skelton Wigginton area, and current planning applications within 1km of the site including a motorway service area at Lumby and gas turbines adjacent to Monk Fryston Substation. The Inspectorate does not agree to scope this matter out. The ES should have regard to the advice in Advice Note 17 regarding the identification of other development.	A Cumulative Effect Assessment (CEA) has been undertaken for this ES. A long list of potential cumulative development has been identified and screened to identify a short list of developments with the potential to have significant cumulative effects in line with Planning Inspectorate Advice Note 17 (Chapter 18: Cumulative Effects Assessment, Volume 5, Document 5.2.18). This short list includes the developments listed in the Scoping Opinion. Impacts on residential properties/settlements are considered within the CEA within the ES. Chapter 18: Cumulative Effects Assessment (Volume 5, Document 5.2.18) presents receptors which could experience intra-project

Consultee	Consideration	How addressed in this ES
Planning Inspectorate	<p>Given the nature and scale of the Proposed Development, the Inspectorate agrees that direct permanent loss of agricultural land can be scoped out of the ES. However, this should be kept under review as the detailed scope of work is developed and further baseline data is gathered. If there is a change that results in the Applicant concluding that this matter could potentially give rise to significant effects, then it should be assessed in the ES.</p>	<p>cumulative effects (i.e. combined effects from a combination of different types of effect from the Project).</p> <p>Chapter 11: Agriculture and soils, Volume 5, Document 5.2.11 currently concludes that there would be no significant effects through the permanent loss of agricultural land. It is also the case that the Project has been designed in consultation with landowners and farmers to avoid substantial impacts on individual businesses. Section 16.8 therefore considers impacts on agricultural units where feedback has been received.</p>
Planning Inspectorate	<p>The Inspectorate agrees that effects on property prices can be scoped out of the ES.</p>	<p>Effects on property prices are scoped out.</p>
Planning Inspectorate	<p>The ES should explain how the Proposed Development would avoid impacts on existing transmissions links e.g. mobile phone communications or set out any mitigation required in respect of such links.</p>	<p>As set out in Chapter 2: Project need and alternatives, Volume 5, Document 5.2.2 a design change review process has been followed in developing the Project design for statutory consultation. As part of this process, the engineering feasibility of design development has been considered in refining and changing the Project design which has taken into account existing transmission links. This approach will continue through the ongoing design work with engagement taking place with service providers.</p>
Planning Inspectorate	<p>The Inspectorate welcomes the consideration of potential visual and noise/vibration impacts on tourist and recreational receptors; any such assessment should cross</p>	<p>Cross references are provided to other relevant chapters as required.</p>

Consultee	Consideration	How addressed in this ES
	refer to findings of other relevant aspect chapters.	

Statutory Consultation

- 16.2.4 Statutory Consultation took place between 28 October and 9 December 2021 in accordance with the Act. Prescribed statutory consultees and non-prescribed consultee bodies were included, and the event was publicised to allow the general public to take part. Various methods of consultation and engagement were used in accordance with the Statement of Community Consultation (SoCC) including letters, website, public exhibitions, publicity and advertising in newspapers and webinar briefings.
- 16.2.5 National Grid Electricity Transmission plc (“National Grid”) prepared a Preliminary Environmental Information Report (PEIR) which was publicised at this consultation stage. National Grid sought feedback on the environmental information presented in that report. Feedback received during statutory consultation was considered by National Grid and incorporated where relevant into the design of the Project.
- 16.2.6 A summary of the relevant responses received in response to statutory consultation, together with any subsequent discussions held in relation to socio economics and confirmation of how these have been considered within the assessment to date is presented in **Table 16.5**. Statutory consultation representations and National Grid’s responses are provided in **Volume 6, Document 6.1 (Consultation Report)**.

Table 16.5 – Summary of statutory consultation responses

Consultee	Comments and consideration	How addressed in this ES
British Horse Society	Raised concerns over bridleways 28/13/10 and 35.63/6/3 and how they would be affected by the Project	Detailed comments are provided in Chapter 12 Traffic and Transport, Volume 5, Document 5.2.12 and the Public Right of Way Management Plan (PRoWMP, Volume 5, Document 5.3.3G) . However, neither bridleway will be directly affected by the proposals.
Member of public	Concern over use of Overton Road (National Cycle Network (NCN) Route 65) to access the proposed Overton 400/275kV Substation sub-station	Detailed comments are provided in Chapter 12 Traffic and Transport, Volume 5, Document 5.2.12 and the Public Right of Way Management Plan (PRoWMP, Volume 5, Document 5.3.3G) . However, it is proposed that an alternative route to the existing NCN Route would be provided

Consultee	Comments and consideration	How addressed in this ES
The Canal and River Trust	<p>Requested details of the design of new structures with consideration given to minimising their visual prominence from the River Ouse corridor.</p> <p>Requested that the height of overhead lines be such that they would not adversely affect users of rivers and canals (including walkers/anglers using land adjacent to them).</p> <p>Raised concerns over dust arisings and pollution run-off into rivers.</p>	<p>for cyclists and pedestrians wishing to avoid Overton Road, however access along Overton Road will remain open..</p> <p>Detailed comments are provided in Chapter 6: Landscape and visual amenity (Volume 5, Document 5.2.6), with that chapter's assessments feeding into the socio-economic assessments set out in Section 16.8.</p> <p>The height of overhead lines above rivers (and other infrastructure) has been considered in the design of the Project and all appropriate consents will be obtained from the Canal and River Trust prior to any work starting.</p> <p>Potential pollution is considered in the appropriate chapters e.g. (Chapter 13: Air quality, Volume 5, Document 5.2.13 for dust) with the assessment results feeding into the socio-economic assessments in Section 16.8.</p>
Sustrans	<p>A detailed discussion was undertaken with a focus on the design of the NCN Route 65 Diversion at Overton Lane and commitments made regarding the alternative route for NCN Route 65 regarding design guidance, design parameters and signage.</p>	<p>Details of the alternative route are set out in the PRoWMP Appendix 3G (Volume 5, Document 5.3.3G).</p> <p>The details of the alternative route for NCN Route 65 have been included in the Access and Rights of Way plans and would be secured under the powers in the DCO.</p>

Technical engagement

16.2.7 There were no matters raised from the Scoping exercise or from statutory consultation that indicated specific technical engagement for socio-economics was needed.

16.3 Data gathering methodology

16.3.1 Baseline data on socio-economics has been collected through desk-based research and through data gathered from work in other chapters where this is relevant to the socio-economic assessment.

Study Area

16.3.2 A two-tier Study Area has been defined for the assessment and is shown on **Figure 16.1, Volume 5, Document 5.4.16**:

- Local Study Area – The Local Study Area takes into account all land that could be subject to direct effects from the construction works or the Project layout and from indirect effects from amenity subjects (visual impact, noise and vibration, air quality). It therefore includes all land within the Order Limits, plus a 3km offset from the Project components at the North-west of York (Section B), Tadcaster (Section D) and Monk Fryston (Section F) Areas (see **Figure 1.2, Volume 5, Document 5.4.1**) as new infrastructure is proposed in these sections of the Project. The 3km offset area includes all land identified within the Study Area for the amenity subjects (and is consistent with the Study Area presented within **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6**, the largest of these Study Areas).
- Wider Study Area – the Wider Study Area encompasses the local authority areas which overlap with the Order Limits) and seeks to address potential direct and indirect economic effects within the broader economy of these local authority areas.

16.3.3 The administrative areas within the Wider Study Area are summarised in **Table 16.6**.

Table 16.6 - Administrative areas within Wider Study Area

Section	Administrative Areas
North-west of York Area	North Yorkshire County Council ¹¹ Harrogate Borough Council Hambleton District Council City of York Council
Tadcaster Area	North Yorkshire County Council Leeds City Council Selby District Council
Monk Fryston Substation Area	North Yorkshire County Council

¹¹ The local authorities' boundaries and titles are correct at the time of submission November 2022. North Yorkshire County Council, Hambleton District Council, Selby District Council, Ryedale District Council, Scarborough Borough Council, Harrogate Borough Council, Craven District Council and Richmondshire District Council are expected to form a new single council (North Yorkshire Council) on 1 April 2023 as a result of Local Government Reorganisation.

Section	Administrative Areas
	Selby District Council

Desk study

16.3.4 A summary of the where information has been obtained from, together with the nature of that data is outlined in **Table 16.7**.

Table 16.7 – Data sources used to inform the socio-economics assessment

Organisation	Data Source	Data Provided
MAGIC	www.magic.defra.gov.uk	Mapping information, walking and cycling routes, public access land.
North Yorkshire County Council	www.northyorks.gov.uk	Local economic information, local development plan documents, planning applications and permissions
Hambleton District Council	www.hambleton.gov.uk	Local economic information, local development plan documents, planning applications and permissions
City of York Council	www.york.gov.uk	Local economic information, local development plan documents, planning applications and permissions
Harrogate Borough Council	www.harrogate.gov.uk	Local economic information, local development plan documents, planning applications and permissions
Leeds City Council	www.leeds.gov.uk	Local economic information, local development plan documents, planning applications and permissions
Selby District Council	www.selby.gov.uk	Local economic information, local development plan documents, planning applications and permissions
Nomis	Nomis website	UK labour market statistics
Office for National Statistics	www.ons.gov.uk	UK population and social statistics
Individual receptors within the Study Areas	Relevant websites	Information on the businesses, organisation, activities, services provided.
Ordnance Survey	1:25000 scale mapping	1:25000 scale mapping

Survey work

16.3.5 No specific survey work has been undertaken for the socio-economic assessment beyond the baseline data gathering noted in **Table 16.7**. Where relevant, survey work from other chapters, e.g. landscape and visual, has been used to aid the socio-economic assessment.

16.4 Overall baseline

Current baseline

16.4.1 All parts of the Local Study Area will include farming businesses given the largely rural and agricultural nature of the Site (the land within the Order Limits). Within the Local Study Area, business with an outdoor element to their operations are considered to be the most sensitive to indirect effects from the Project and the baseline search therefore focussed on these businesses.

Local Study Area – North-west of York Area (Section B)

16.4.2 The Local Study Area around the north-west of York Area contains the settlements of Haxby in the east, the outskirts of York to the south-east and Upper/Nether Poppleton to the south. The River Ouse, A19, A59 and East Coast Mainline (ECML) railway all run through the area. The majority of the land is open countryside and agricultural land with isolated properties and smaller settlements and occasional woodlands. Within this area are such socio-economic receptors as:

- Beningbrough Hall (National Trust);
- Woodstock Lodge wedding venue;
- Forest of Galtrees Golf Club, York Footgolf, fishing lakes at Poppleton Lakes and Duttons Farm;
- Rawcliffe Bar Country Park; and
- National Cycle Route 65 and the Yorkshire Ouse Walk long distance trails pass through the Local Study Area.

Local Study Area – Tadcaster Area (Section D)

16.4.3 The Local Study Area around the Tadcaster area contains the town of Tadcaster itself in the north-east, with the River Wharfe running from the north to the east. The A1 corridor cuts across the western extent of the Local Study Area and the A64 runs west to east. The following receptors are found in the area:

- Ebor Way;
- Bowcliffe Hall;
- Hazlewood Castle Hotel; and
- National Cycle Route 665.

16.4.4 National Cycle Route 665 runs from the north-west to Newton Kyme within the Local Study Area, and then starts again to the north-west of Tadcaster. Work is ongoing to join these two sections up, which will create a link across the Site near Tadcaster. As

users are already likely to cross the Site to join up the existing sections, the route is included here in the current baseline section.

Local Study Area – Monk Fryston Area (Section F)

16.4.5 The Local Study Area around the Monk Fryston Substation area is a mainly rural area, but also contains the settlements of South Milford in the north, Monk Fryston to the east and Fairburn to the south-west. The A1(M) and A1246 cut across the western part of the Local Study Area, with the A63 running west to east and the A162 running north-south. A number of rail lines run through the area, including the Hull to Leeds, York to Castleford and York to Wakefield links. The following receptors are found in the area:

- Steeton Hall Gateway;
- Squires Café and Caravan Park;
- Sherburn Willows, Fairburn Ings and Ledsham Bank Nature Reserves;
- Milford Plants nursery;
- Byram Nurseries;
- Monk Fryston Hall Hotel;
- Lumby Garden Centre and Coffee Shop;
- South Milford Hotel; and
- Milford Hotel.

275kV Overhead line reconductoring and Osbaldwick Substation (Sections A, C and E)

16.4.6 In addition to the three Local Study Areas identified above, the Order Limits along the existing 275kV Poppleton to Monk Fryston (XC) overhead line include a number of businesses such as The Crooked Billet Inn near Saxton, Maran Lakes fishing centre and Mosaic business services.

16.4.7 The Order Limits around the Osbaldwick Substation do not include any tourism receptors or businesses, but there is an Other Route with Public Access (ORPA) shown on OS mapping running through the Order Limits within this area.

Wider Study Area: Hambleton District Council

16.4.8 Hambleton District Council (Hambleton) sits within the administrative area of North Yorkshire County Council. Hambleton was estimated to have a population of 91,900 in 2020¹². In 2020, 57.5% (52,800) of Hambleton's population was aged between 16-64, which is lower than both Yorkshire and Humber (62.1%) and Great Britain (62.4%).

16.4.9 Hambleton's population is focussed within the market towns of Northallerton, Thirsk, Easingwold, Bedale and Stokesley and is highly economically active. 84.9% (44,800) of people are classified as economically active and only 3.1% classified as unemployed in 2020, in comparison to the Yorkshire and Humber region (77.4% and 4.5%) and Great Britain as a whole (78.5% and 4.4%). Full-time workers receive a higher gross weekly

¹² NOMIS (2022). Local Authority Profile – Hambleton. (Online) Available at: [\[REDACTED\]](#) (Accessed 7 July 2022)

benefits, which is considerably lower than both the Yorkshire and Humber region and Great Britain.

- 16.4.18 63.5% of the population of Harrogate are employed full-time, which is lower than the regional and national averages of 67.4% and 67.9% respectively.
- 16.4.19 Harrogate shares a higher gross weekly pay for full-time workers (£650.90) than that of the Yorkshire and Humber region (£568.50), both of which are lower than the national average (£613.10).
- 16.4.20 Educational attainment within Harrogate is high 50.3% of working age people having attained NVQ4 and above qualifications in 2021, which is above the Great Britain as a whole (43.6%) and the Yorkshire and Humber region (38%). For the other levels of educational attainment, Harrogate also scored higher than the Yorkshire and Humber region and Great Britain.
- 16.4.21 Harrogate is ranked 278th out of 317 Councils with the Indices of Multiple Deprivation¹³, meaning it is one of the least deprived districts within England.
- 16.4.22 The main urban areas of Harrogate, Knaresborough and Ripon support the greatest densities of Harrogate's population. These settlements alongside the market towns of Boroughbridge, Masham and Pateley Bridge are where most new growth has been concentrated in recent years¹⁵. These towns are also tourist attractions in their own right.
- 16.4.23 Harrogate was home to the Tour de France Grand Depart in 2014. Harrogate is also home to the Nidderdale Area of Outstanding Natural Beauty (AONB), Studley Royal Park and the ruins of Fountains Abbey (World Heritage Site). Harrogate also benefits from the Great Yorkshire Show, an event that celebrates Yorkshire and its many products. The important tourist attractions of the Yorkshire Dales National Park and Nidderdale AONB are located wholly or partially within Harrogate.

Wider Study Area: Leeds City Council

- 16.4.24 In 2020, the population of Leeds City Council area (Leeds) was estimated to be 798,800¹⁶. 65.2% of the population of Leeds is aged between 16-64 and 77.0% are economically active, which is similar to the Yorkshire and Humber region (77.8%) and Great Britain (78.5%). Leeds also has similar levels of unemployment (4.6%) as the Yorkshire and Humber region (4.3%) and Great Britain (4.1%) and has a slightly higher level of out of work benefit usage (4.4% compared to 4.1% and 3.7 respectively).
- 16.4.25 Leeds has 46.2% of its working age population currently possessing an NVQ4 and above qualification, 65.3% possessing an NVQ3 and above qualification, 79.1% possessing an NVQ2 and above qualification and 87.9% possessing an NVQ1 and above qualification. This is above the Yorkshire and Humber region's qualification attainment levels, which are 38%, 58.2%, 76.3% and 86.4% respectively. Attainment is more similar to the qualification attainment of Great Britain, which has 43.6%, 61.5%, 78.1% and 87.5% respectively.

¹⁵ Harrogate District Council (2020). Harrogate District Local Plan 2014-2035 (Adopted 2020). (Online) Available at: <https://www.harrogate.gov.uk/planning-policy-guidance/harrogate-district-local-plan-2014-2035> (Accessed 31 August 2022)

¹⁶ NOMIS (2022). Local Authority Profile – Leeds. (Online)

(Accessed 31 August 2022)

- 16.4.26 Jobs within Leeds are primarily full-time (69.9%), slightly above the regional and national figures, with full-time gross weekly pay averaging £594.60 which is lower than the national average (£613.10) although is higher than the Yorkshire and Humber region (£568.50). The main industries within which the Leeds population are employed are retail (11.7%), professional/scientific technical activities (10.8%), administration and support (13.5%) and human health and social work (12.6%).
- 16.4.27 Leeds City Centre comprises a considerably built-up environment with a wide variety of jobs. Jobs outside of the city are more rural in nature. Leeds houses several of the most deprived areas in the UK and these are located within the city itself and adjacent urban areas, whilst the more rural areas of the district have lower levels of deprivation⁹. Leeds City Council is seeking to address these areas of deprivation and continue the growth of the city through an ambitious Core and Growth Strategy, which will hopefully raise Leeds from being ranked 92nd out of 317 for deprivation¹³.
- 16.4.28 Leeds is popular with tourists, housing many retail, cultural and entertainment options. Leeds Bradford International Airport acts as an important gateway to the wider world and for international tourists to visit Leeds and the UK as a whole. The city centre houses the headquarters of the Northern Ballet and the Leeds Arena. The Leeds City Museum and the Royal Armouries are also popular visitor attractions as is Opera North and Henry Moore Institute. Within the Leeds City Council area is also Harewood House, which is a state house owned by the Royal Family and has extensive gardens and an exotic bird sanctuary.

Wider Study Area: Selby District Council

- 16.4.29 Selby District Council (Selby) sits within North Yorkshire County Council. In 2013, it was estimated that the total population of Selby was 82,200, with 19.5% of its population aged above 65 and 10.3% aged 16-24⁸. It was estimated that the population would rise to 86,667 in 2016, with population growth centred mainly around the key market towns of Selby, Tadcaster and Sherburn-in-Elmet¹⁷. However, by 2020, Selby's population has increased to 91,700¹⁸.
- 16.4.30 61.1% of Selby's population is aged between 16-64 which is in keeping with the surrounding region and Great Britain. 77.9% of the population is economically active (similar to the regional and national figures) and there is a slightly lower unemployment rate at 3.2% and a lower uptake of out of work benefits at 2.3%.
- 16.4.31 Higher educational attainment sees Selby in general having similar figures to the regional and national figures, with 44.5% of the population achieving an NVQ4 and above qualification, which is above the regional (38.0%) but similar to the national (43.6%) averages. Selby has NVQ3 and above qualification attainment of 60.0%, NVQ2 and above qualification attainment of 73.7% and NVQ1 and above attainment of 84.7%. The equivalent figures for Yorkshire and Humber are 58.2%, 76.3% and 86.4%, and nationally they are 61.5%, 78.1% and 87.5%.
- 16.4.32 Selby benefits from a high proportion of its jobs being full-time positions (73.5%) which is higher than the regional and national average. Selby has a higher gross weekly pay

¹⁷ Selby District Council (2019). Selby District Authority Monitoring Report 2017-2018. (Online) Available at: <https://www.selby.gov.uk/authority-monitoring-report-and-infrastructure-funding-statement> (Accessed 15 July 2021)

¹⁸ NOMIS (2022). Local Market Profile – Selby. (Online)

(Accessed 31 August 2022)

for full-time workers (£610.50) than at the regional level (£568.50), with the national average being similar at £613.10. Jobs within Selby are dominated by the field of manufacturing (23.5%) which makes up a larger percentage of jobs than manufacturing does in the Yorkshire and Humber region (11.4%) and Great Britain (7.9%).

- 16.4.33 Selby is identified as the most industrious of the districts within North Yorkshire, supporting a wide range of industries and seeing strong job growth in areas such as power generation, agriculture, glass manufacturing and brewing. Despite this, roughly half of the Selby population commute outside of it for work⁸.
- 16.4.34 Selby was ranked 252nd out of 317 for deprivation, meaning it is one of the least deprived districts within England.
- 16.4.35 Selby is home to several tourist attractions. Selby Abbey has stood for over 950 years and is a building of significant historical and cultural importance alongside being a popular tourist attraction. Similarly, the Holy Trinity Church is another important historical tourist attraction. Barlow Common Nature Reserve and Skylark Centre and Barlow Nature Reserve are important natural tourist attractions. The Trans Pennine Trail cycleway passes through the district and the Selby Town Hall acts as a local hub for shows and events.

Wider Study Area: City of York

- 16.4.36 The 2011 Census indicated that the City of York Council area (York) had a population of 198,051 people and this was estimated to rise to 208,367 people in 2016⁶. The 2011 Census identified that the population within York was becoming more polarised as it was growing to have an aging population and a temporary growing young population due to York's considerable educational opportunities. This means that York has a fluctuating population in reality, as the younger demographic comes into the area to study at university but, in the vast majority of cases, leave after completing their education. York is currently trying to attract more young people to the city by retaining graduates and has plans to provide a considerable amount of housing and deliver on the York Central Enterprise Zone and High Speed Hub in the future¹⁹.
- 16.4.37 York's population has continued to grow with the population in 2020 estimated to be 211,000, with 66.1% of the population aged between 16-64 years old. York benefits from 83.1% of its working age population being economically active²⁰.
- 16.4.38 61.9% of the population is in full time employment, with gross weekly earnings averaging £597.60 (above the regional average of £568.50, but below the national average of £613.10), whilst unemployment is low at 2.6%.
- 16.4.39 59.4% of York's population has a NVQ4 and above qualification, with 74.8% having a NVQ3 and above qualification, 87.8% having a NVQ2 and above qualification and 92.9% having NVQ1 and above qualification. All above the regional and national figures.

¹⁹ City of York Council (2022). York Economic Strategy 2016-20. (Online) Available at: <https://www.york.gov.uk/downloads/download/598/york-economic-strategy-2016-to-2020> (Accessed 15 July 2021)

²⁰ NOMIS (2022). Local Market Profile – York. (Online)

(Accessed 31 August 2022)

- 16.4.40 York ranked 275th out of 317 for deprivation, making it one of the least deprived Council areas within Great Britain. Some pockets of deprivation exist within the city, but these are small in scale¹³.
- 16.4.41 It is estimated that the city usually attracts seven million visitors per year. York has many important tourist attractions that range from retail attractions to important architectural/historical attractions and many museums.
- 16.4.42 Attractions in York city centre such as the York Minster Cathedral, Jorvik Viking museum, York Castle Museum, Yorkshire Museum, York Art Gallery and Shambles market are but a few of the tourist attractions important to the York's economy. The landscape surrounding York is also important to the attractiveness of the area and the wider area also includes tourist attractions such as Castle Howard and Clifford's Tower.

Wider Baseline

- 16.4.43 Certain information relevant to the assessment is not available at the Wider Study Area level. Information on turnover in the construction economy is only available at the national (UK) and regional (Yorkshire and Humber) levels. At the national level²¹, the construction sector had a turnover of £306,865m in 2019. Within this sector, civil engineering projects accounted for £55,570m and £6,473m was spent on construction projects within the electricity and telecommunications markets. At the regional level²¹, the construction sector had a turnover of £18,879m in 2019, with civil engineering works accounting for £3,330m. No information is available at the regional level for construction projects in the electricity and telecommunications sector.

Future baseline

- 16.4.44 Future tourism, recreational, residential or business developments that are likely to be affected by the Project have been identified in the ES. Further research regarding the timescales and potential impacts on how the Project may affect the deliverability of these developments is identified in **Chapter 18: Cumulative Effects Assessment (Volume 5, Document 5.2.18)**. There is no information available to suggest that there would be any specific changes to the existing tourism, recreational, residential or business receptors identified in the baseline in the future. For the purposes of this assessment it is assumed that they will continue to operate into the future as identified in the existing baseline.
- 16.4.45 Population trends have already been considered as part of the trends influencing the need for electricity around the country²² and they do not have to be considered again here.
- 16.4.46 Employment and economic impacts have been scoped out for the operational phase, so no account of the future economic baseline is required for the assessment.

²¹ Office for National Statistics (2022). Annual Business Survey Results. (Online) Available at: <https://www.ons.gov.uk/businessindustryandtrade/business/businessservices/datasets/uknonfinancialbusinesseconomyannualbusinesssurveysections> (Access 31 August 2022)

²² Future Energy Scenarios are produced annually by National Grid ESO in consultation with industry stakeholders to identify what 'credible futures' might exist, when considering the rate at which the UK may decarbonise, the impact of de-carbonisation of supply and how consumer behaviour will impact demand.

16.5 Embedded environmental measures

- 16.5.1 Embedded environmental measures have been incorporated into the design to date, relating to the proposed infrastructure avoiding potential receptors as part of the Corridor and Routing and Siting Study (CRS Study, **Volume 7, Document 7.8**) (see **Chapter 2: Project need and alternatives, Volume 5, Document 5.2.2**) as well as the design development completed since this stage of the Project. The detailed design, including the selection of the preferred route for the overhead lines, and the precise siting of the infrastructure has sought to and will continue to seek to avoid and minimise effects on potential receptors as far as is practicable.
- 16.5.2 In addition, embedded environmental measures for other topics that will also mitigate socio-economic effects can be found in the chapters identified at **Paragraph 16.1.1** and in **Appendix 3A, Volume 5, Document 5.3.3A**.

16.6 Scope of the assessment

The Project

- 16.6.1 All aspects of the Project are included in the scope of the socio-economics chapter.

Spatial scope

- 16.6.2 The spatial scope of the assessment of socio-economics covers the area of the Project within the Order Limits, together with the Local and Wider Study Areas described in **Section 16.3**.

Temporal scope

- 16.6.3 With the exception of the assessment of employment generation and economic activity, the temporal scope of the assessment of socio-economics is consistent with the period over which the Project would be carried out and therefore covers the expected period of 2024-2028 for construction, and 2027 onwards for operation.
- 16.6.4 The assessment of employment generation and economic activity will only cover the construction phase of the Project (anticipated for 2024-2028) as agreed through the Scoping Opinion.
- 16.6.5 The Project is expected to have a life span of more than 80 years. If decommissioning is required at this point in time, then activities and effects associated with the decommissioning phase are expected to be of a similar level to those during the construction phase works, albeit with a lesser duration. Therefore, the likely significance of effects relating to the construction phase assessment will be applicable to the decommissioning phase and decommissioning effects are not discussed further in this chapter.

Potential receptors

- 16.6.6 Within the Order Limits and Local Study Areas all tourism, recreational or business receptors identified from the baseline studies are included as receptors across the construction and operational phases.
- 16.6.7 The principal socio-economics receptors that have been identified from the baseline research, and which may be subject to effects, are summarised in **Table 16.8**. No comments have been received through the earlier consultation exercises on any

receptors that have been missed from this list. However, it is considered that the range of receptors identified will provide an appropriate assessment that would also be relevant for any receptors which may have been missed or which may be developed in the future in the local Study Area.

- 16.6.8 Within the Wider Study Area, the effects of employment generation and economic activity resulting from the construction works has been assessed, with ‘receptors’ including the population (employment rates, salaries) and businesses (direct, indirect and induced spend).

Table 16.8 – Socio-economics receptors subject to potential effects

Receptor	Reason for Consideration
Local Study Areas	
North-west of York	
Tourism: Beningbrough Hall (National Trust),	Tourist attraction with the potential to be indirectly affected by the Project.
Recreation: Forest of Galtrees Golf Club, York Footgolf, fishing lakes at Poppleton Lakes and Duttons Farm, Rawcliffe Bar Country Park, National Cycle Route 65, Yorkshire Ouse Walk, Public Rights of Way (PRoW), River Ouse (boating/angling).	Recreational businesses or assets with the potential to be indirectly affected by the Project, with National Cycle Route 65, Yorkshire Ouse Way, PRoW and the River Ouse having the potential to be directly affected.
Businesses: Woodstock Lodge wedding venue and farm businesses	Businesses with the potential to be indirectly or directly affected by the Project.
Tadcaster	
Recreation: Ebor Way, PRoW, National Cycle Route 665	Recreational assets with the potential to be directly and indirectly affected by the Project.
Businesses: Quarry on Warren Lane, Jackdaw Quarry, Hazlewood Castle Hotel, Bowcliffe Hall and farm businesses	Businesses with the potential to be indirectly or directly affected by the Project.
Monk Fryston	
Tourism: Steeton Hall gateway, Squires Café and Caravan Park	Tourist attractions/accommodation with the potential to be indirectly affected by the Project.
Recreation: Sherburn Willows Nature Reserve, Fairburn Ings Nature Reserve, Ledsham Bank Nature Reserve, PRoW	Recreational businesses or assets with the potential to be indirectly affected by the Project, with PRoW having the potential to be directly affected.
Businesses: Milford plants nursery, Malting Organic treatments (waste management business), Monk Fryston Hall Hotel, Byram Nurseries, Lumby Garden Centre and Coffee Shop, South Milford Hotel and Milford Hotel.	Businesses with the potential to be indirectly affected by the Project.

Receptor	Reason for Consideration
There will also be a number of farm businesses.	
275kV Overhead Line Reconductoring and Osbaldwick Substation	
Recreation: Maran Lakes fishing centre	Recreational businesses or assets with the potential to be indirectly affected by the Project.
Recreation: An ORPA through Osbaldwick Substation	Potential for the ORPA to be directly affected by the Project.
Businesses: The Crooked Billet Inn near Saxton, Mosaic business services and a number of farm businesses.	Businesses with the potential to be indirectly or directly affected by the Project.
Wider Study Areas	
Population (employment, salaries)	Construction phase employment has the potential to provide beneficial effects to the population of the Wider Study Area.
Businesses (direct, indirect and induced spend with businesses)	Construction phase spend has the potential to provide beneficial effects to businesses in the Wider Study Area.

Likely significant effects

16.6.9 The effects on socio-economics receptors (**Figure 16.2, Volume 5, Document 5.4.16**) which have the potential to be significant and have been taken forward for detailed assessment are summarised in **Table 16.9**.

Table 16.9 – Socio-economics receptors scoped in for further assessment

Receptor	Likely Significant Effects
Local Study Areas	
North-west of York	
Tourism: Beningbrough Hall (National Trust)	Tourist attraction with the potential to be indirectly affected by the Project.
Recreation: Forest of Galtrees Golf Club, York Footgolf, fishing lakes at Poppleton Lakes and Duttons Farm, Rawcliffe Bar Country Park, National Cycle Route 65, Yorkshire Ouse Walk, PRoW.	Recreational businesses or assets with the potential to be indirectly affected by the Project.
Businesses: Woodstock Lodge wedding venue	Businesses with the potential to be indirectly or directly affected by the Project.

Receptor	Likely Significant Effects
Tadcaster	
Recreation: Ebor Way, PRow, National Cycle Route 665	Recreational assets with the potential to be directly and indirectly affected by the project.
Businesses: Hazlewood Castle Hotel, Bowcliffe Hall	Businesses with the potential to be indirectly affected by the Project.
Monk Fryston	
Tourism: Steeton Hall gateway, Squires Café and Caravan Park	Tourist attractions/accommodation with the potential to be indirectly and/or directly affected by the Project.
Recreation: Sherburn Willows Nature Reserve, Fairburn Ings Nature Reserve, Ledsham Bank Nature Reserve, PRow	Recreational businesses or assets with the potential to be indirectly affected by the Project.
Businesses: Milford plants nursery, Monk Fryston Hall Hotel, Byram Nurseries, Lumby Garden Centre and Coffee Shop, South Milford Hotel and Milford Hotel.	Businesses with the potential to be indirectly affected by the Project.
275kV XC Overhead line reconductoring	
Recreation: Maran Lakes fishing centre	Recreational businesses or assets with the potential to be indirectly affected by the Project.
Businesses: The Crooked Billet Inn near Saxton, Mosaic business services.	Businesses with the potential to be indirectly affected by the Project.
Wider Study Areas	
Population (employment, salaries)	Construction phase employment has the potential to provide beneficial effects to the population of the Wider Study Area.
Businesses (direct, indirect and induced spend with businesses)	Construction phase spend has the potential to provide beneficial effects to businesses in the Wider Study Area.

16.6.10 The receptors/effects detailed in **Table 16.10** have been scoped out from being subject to further assessment because the potential effects are not considered likely to be significant.

Table 16.10 – Summary of effects scoped out of the socio-economics assessment

Receptors/potential effects	Justification
National Cycle Routes, Yorkshire Ouse Way, Ebor Way, PRowS, ORPAs (direct effects)	<p>Chapter 12 Traffic and Transport, Document 5.2.12 finds that all National Cycle Routes and Regional Trails will remain open with appropriate mitigation in place (diversions, users management, signage and so on). No direct effects can therefore take place on users of these routes. Away from the Regional Trails, there would be one PRow and one ORPA which would require temporary closure and diversion during the construction works at each location. The other PRowS and the ORPAs (except at Osbaldwick Substation – see below) would be subject to temporary short-term closure with active management of users in place. No significant direct effects from the loss of access would therefore occur for users of these routes.</p>
Osbaldwick Substation	<p>Direct impacts:</p> <p>The only receptor identified within the Order Limits at Osbaldwick Substation is an ORPA which is shown on the OS mapping as running along the proposed (and existing) access route and then continuing through the existing substation site. This route does not however appear on the City of York Council PRow definitive map nor is there any indication in this location that any sort of public access is available from online mapping. Gates are permanently closed on part of the route preventing public access to the operational substation and an additional gate is located at the entrance to the public highway on Murton Way. It is therefore assumed that the ORPA is not publicly accessible and no direct impacts can occur.</p> <p>Amenity impacts:</p> <p>Due to minor scale of works being proposed at Osbaldwick Substation and all of these works being contained within operational land, visual, air quality and operational noise and vibration effects have all been scoped out. The nearest socio-economic receptors (business premises adjacent to Osbaldwick Link Road) are all over 100m away and outside the study area for vibration effects. This would only leave construction noise as a potential significant issue. Due to the agreed socio-economic methodology (Paragraphs 16.8.10-16.8.13), a single significant amenity effect could not create a significant socio-economic effect.</p> <p>Osbaldwick Substation is therefore scoped out.</p>
Individual farm businesses	<p>A small number of representations have been received from agricultural businesses within the Order limits raising concerns about land take. Where feasible,</p>

Receptors/potential effects	Justification
Quarries and waste management facilities	<p>changes have been accommodated as part of the design process (Chapter 2: Project need and alternatives, Document 5.2.2). In other cases, from examining holdings, it is apparent the agricultural holding is not their sole source of income, or where it is the land to be lost represents less than 10% of their available agricultural land.</p> <p>As such, no significant effects on any of these individual businesses are anticipated and the topic remains scoped out of the EIA. An assessment of effects from the loss of best and most most versatile agricultural land from the permanent and temporary land take needed by the Project as well as effects on soil resource is provided in Chapter 11: Agriculture and soils, Volume 5, Document 5.2.11.</p> <p>The Project has been routed so no direct impacts can occur. The operation of these facilities will not be affected by amenity issues such as visual, noise or air quality and therefore no indirect effects can occur.</p>

16.6.11 In addition, within the Monk Fryston Area a traveller encampment has been set up on land adjacent to Junction 42 of the A1(M) and the A63, within the Order limits. It is understood that an application for a Lawful Development Certificate was submitted to Selby District Council for this encampment, but this was refused in April 2022. The encampment is therefore currently operating without planning permission. The encampment is being used for minor activities relating to the occupant's business activities including the stockpiling of materials such as hard core, road planings and gravel. Given the informal nature of this storage it is expected that alternative locations to stockpile materials will be easily available in the surrounding area and therefore any impact on this site from the Project, from either construction or operations, is not anticipated to be significant.

16.7 Assessment methodology

- 16.7.1 The generic project-wide approach to the assessment methodology is set out in **Chapter 4: Approach to preparing the ES, Volume 5, Document 5.2.4**. However, whilst this has informed the approach that has been used in this socio-economics assessment, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of this socio-economics assessment.
- 16.7.2 The assessment will focus on the socio-economic effects of the Project and will build on the information collected to date through further desk survey as necessary. This is to provide a full appreciation of any likely significant socio-economic impacts of the Project across employment and economy, tourism and recreation.
- 16.7.3 The methodology adopted for the socio-economic assessment has taken into account feedback following scoping.

16.7.4 The economic assessment will consist of a qualitative assessment of the effects on tourism. No quantitative impact assessment on the economy in the Wider Study Area will be undertaken, with the assessment utilising available data and applying professional judgement to reach conclusions.

Significance assessment methodology: direct and isolation effects

- 16.7.5 This methodology is relevant for direct effects (where the Project utilises local businesses or encroaches on a resource directly) and isolation effects (where the route prevents access to a resource such that its activity level is impacted). There is no definitive guidance on significance criteria for socio-economic effects; as such the assessment will draw on existing industry accepted practice. The focus of the assessment will be on determining whether impacts will change activity, social or economic patterns.
- 16.7.6 The significance of a socio-economic effect will be determined by assessing the magnitude of the impact and the sensitivity of the receptor.
- 16.7.7 The magnitude of an impact represents its severity. Key factors when assessing magnitude include the extent (number of groups and/or people or businesses affected) and the value of the resource. For example, an impact on a heavily trafficked PRow which is part of a National Trail would have a higher magnitude than an impact on a little trafficked local PRow. **Table 16.11** details the guidance criteria for assessing the impact magnitude.

Table 16.11 - Magnitude of effects (direct and isolation effects)

Magnitude of Effects	Criteria
High	An impact that would be very adverse/beneficial and very likely to affect a large number of businesses and/or people.
Medium	An impact that would be adverse/beneficial and that is likely to affect a moderate number of businesses and/or people.
Low	An impact that would be adverse/beneficial and that it is likely to affect a small number of businesses and/or people.
Negligible	An impact that is anticipated to have a slight or no effect on the operation of businesses or the social resource.

16.7.8 The sensitivity of a receptor relates to the capacity for the receptor to overcome an effect. For example, a distribution facility of a firm with multiple premises in the local area and spare capacity would be viewed as less sensitive than an equivalent firm for which the affected distribution facility is their only property. **Table 16.12** details the guideline criteria for assessing receptor sensitivity.

Table 16.12 - Receptor sensitivity (direct and isolation effects)

Receptor Sensitivity	Criteria
High	Businesses, individuals or groups who are at risk and that have little or no capacity to experience the impact without incurring a material loss (or gain). An economic resource with between 25 and 50 full time employees. A social resource which is considered nationally significant (e.g. National Trail).
Medium	Businesses, individuals or groups who are at risk and that have some capacity to experience the impact without incurring a material loss (or gain). An economic resource with between 5 and 25 full time employees. A social resource which is considered regionally significant (e.g. Regional Trail).
Low	Businesses, individuals or groups who are at risk and that generally have capacity to experience the impact without incurring a material loss (or gain). An economic resource with up to 5 full time employees. A social resource which is considered to be of local significant (e.g. public footpath or community centre).

16.7.9 As stated previously, the significance of a socio-economic effect is determined by combining both the magnitude of the impact and the sensitivity of the receptor. The approach to determining significance is summarised in **Table 16.13**. The impacts can be beneficial or adverse.

Table 16.13 - Determining significance (direct and isolation effects)

Receptor Sensitivity	Impact Magnitude			
	High Impact	Medium Impact	Low Impact	Negligible Impact
High	Major – significant	Major – significant	Moderate – significant	Minor – not significant
Medium	Major – significant	Moderate – significant	Minor – not significant	Negligible – not significant
Low	Moderate – significant	Minor – not significant	Negligible – not significant	Negligible – not significant

Significance assessment methodology: amenity effects

16.7.10 An amenity effect relates to the benefits and wellbeing that users gain from using a resource for their intended function. For example, a hotel renowned for its views and gardens would have a positive amenity value. More specifically, the amenity value of a resource may be affected by a combination of factors such as visual, air quality, noise and vibration and traffic. As such, the amenity assessment draws on the conclusions from other assessments which could lead to a socio-economic effect.

16.7.11 The approach to determining the magnitude of an amenity impact is summarised in the **Table 16.14**.

Table 16.14 - Impact magnitude (amenity effects)

Impact Magnitude (amenity)	Criteria
High	Two or more residual significant effects are identified where both are major in nature.
Medium	Two residual significant effects are identified with one being major in nature.
Low	Two residual significant effects are identified with both being moderate or less in nature.
Negligible	One or no significant residual effects identified.

16.7.12 A key consideration of the amenity assessment is sensitivity of receptors. This can be illustrated by considering an adverse visual impact on two different resources. For a tourism business, such as a country park or a National Trust property, the visual impact could have a negative effect by creating an off-putting view for visitors. Whereas for a distribution business visual impact such as this would not be expected to affect the activity of the business. As such, the sensitivity for the amenity assessment is essentially a binary choice; either a resource is sensitive to amenity impacts or it is not sensitive. Sensitive resources would be expected to largely comprise tourism or recreational resources, outdoor community resources and specialised manufacturing which is sensitive to noise/vibration impacts.

16.7.13 When a resource is considered to be sensitive to amenity impacts and has a high or medium magnitude then this is considered to be a significant amenity effect.

16.8 Assessment of socio-economics effects

- 16.8.1 The predicted construction and operational effects of the Project on the socio-economic receptors identified in this assessment are considered in further detail in the sections below including an explanation of any receptors scoped out from further assessment.
- 16.8.2 Effects on the amenity of local residents and the local community due to visual impacts (**Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6**), agriculture (**Chapter 11: Agriculture and soils, Volume 5, Document 5.2.11**), (**Chapter 12: Traffic and transport, Volume 5, Document 5.2.12**), air quality (**Chapter 13: Air quality, Volume 5, Document 5.2.13**), noise and vibration (**Chapter 14: Noise and vibration, Volume 5, Document 5.2.14**), and health (**Chapter 15: Health and Wellbeing, Volume 5, Document 5.2.15**) are not included in this chapter as they are assessed in those chapters respectively with relevant findings cross referenced in this assessment. Interrelating effects will be considered in the CEA in the ES (**Chapter 18: Cumulative Effects Assessment, Volume 5, Document 5.2.18**).

Assessment of effects: North-west of York Local Study Area

Tourism

- 16.8.3 **Beningbrough Hall (National Trust):** This receptor is outside of the study areas used for the noise, vibration and air quality assessments and will therefore experience no effects from the Project during the construction phase. **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** finds that Beningbrough Hall would experience a minor adverse visual impact during the operational phase of the Project. **Chapter 7: Historic environment, Volume 5, Document 5.2.7** finds that there will be a minor adverse effect on the heritage value of the Hall and Gardens during the construction phase and there would be no adverse effects during the operational phase. Beningbrough Hall is a sensitive receptor and with no significant effects from relevant aspects, it is considered there will be **negligible** effects in socio-economic terms across the construction and operational phases.

Recreation

- 16.8.4 **National Cycle Route 65:** The current route of National Cycle Route 65 will remain open through all phases of the Project (**Chapter 12: Traffic and transport, Volume 5, Document 5.2.12**), however due to the increase in traffic associated with the construction works for the Overton Substation, an alternative route will also be provided during this phase. This will allow any users of National Cycle Route 65 to avoid these busier sections of the public road. Once operational, the construction traffic will cease and the temporary diversion option will be closed with users returning to the original route. Therefore, there will be no direct effects on users of this route during the construction or operational phases.
- 16.8.5 Considering the amenity of users of the route, **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** finds that the visual impact would create a medium magnitude of change which would lead to a moderate/major and significant effect during construction and Year 1 of operations. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** finds that the closest residential receptor (the Sidings) would have a low magnitude of change (at the construction phase only) and a not

significant adverse effect. Although users of the NCR65 would pass closer to the construction activities than the location of The Sidings (including on the proposed alternative route), the temporary nature of effects on cyclists would indicate that noise effects would also be not significant. **Chapter 13: Air quality, Volume 5, Document 5.2.13** finds there would be negligible effects on air quality from construction works. Taking these matters into account, **Chapter 15: Health and Wellbeing, Volume 5, Document 5.2.15** finds that construction stage effects would be neutral on users of National Cycle Route 65. For the socio-economic assessment, National Cycle Route 65 is classed as a sensitive receptor in amenity terms and one significant effect during the construction phase identifies a negligible magnitude of impact on the receptor from indirect effects. This would be **not significant** in socio-economic terms. Once into the operational phase of the Project, no effects are identified from noise or air quality, or from the visual impacts after Year 1 and therefore **no significant** indirect socio-economic effects would occur.

- 16.8.6 **Yorkshire Ouse Walk:** the Yorkshire Ouse Walk would be temporarily closed but with active management during construction and open during operation (**Chapter 12: Traffic and transport, Volume 5, Document 5.2.12**) and therefore there will be **no direct effects** on users of this route. Considering the amenity of users of the route, **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** finds that the visual impact would create a low magnitude of change which would lead to a moderate and significant effect during construction. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** finds there would be no significant effects on users of the route noise, and **Chapter 13: Air quality, Volume 5, Document 5.2.13** finds there would be negligible effects on air quality, from construction works. Taking these matters into account, **Chapter 15: Health and Wellbeing, Volume 5, Document 5.4.15** finds that construction stage effects would be neutral on walkers on this trail. The Yorkshire Ouse Walk is classed as a sensitive receptor and one significant effect identifies that there would a negligible magnitude of impact on the receptor during the construction phase from indirect effects. This would be **not significant** in socio-economic terms. Once into the operational phase of the Project, no adverse indirect visual, noise or air quality effects are identified, with some beneficial (but not significant) visual impacts occurring. It is therefore considered that no significant socio-economic effects would occur.
- 16.8.7 **Forest of Galtrees Golf Club:** **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** finds that the visual impact would create a very low (construction) and low (operational) magnitude of change which would lead to a negligible or low effect which would not be significant. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** finds there would be no significant effects and **Chapter 13: Air quality, Volume 5, Document 5.2.13** finds there would be negligible effects on air quality from construction works. No effects would result from noise or air quality during the operational phase. The Golf Club is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects during construction or operational phases.
- 16.8.8 **York Footgolf:** **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** finds that the visual impact would create a very low (construction) and low (operational) magnitude of change which would lead to a negligible or low effect which would not be significant. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** finds there would be no significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** finds there would be negligible effects on air quality from construction works. York Footgolf is classed as a sensitive receptor and one significant effect identifies that there would a negligible magnitude of impact on the receptor from indirect effects which would be **not significant** in socio-economic terms.

- 16.8.9 **Fishing lakes at Poppleton and Duttons Farm and Rawcliffe Bar Country Park:** These receptors are all outside of the study areas for the noise, vibration and air quality assessments, and no visual impacts effects have been identified in **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6**. Therefore, no effects on these receptors can be experienced and there will be **no significant** indirect socio-economic effects for either construction or operational phases.
- 16.8.10 **Public Rights of Way:** No PRoW in the Local Study Area have been identified as experiencing significant effects from air quality (**Chapter 13, Volume 5, Document 5.2.13**) or noise (**Chapter 14, Volume 5, Document 5.2.14**) or on the health and wellbeing (**Chapter 15, Volume 5, Document 5.2.15**) of users. Three PRoW have been identified as experiencing significant visual effects.
- Footpath 10.115/2/3 on the north bank of the River Ouse would experience a low magnitude of change leading to a moderate adverse and significant visual effect during construction;
 - Footpath 11/8/20 between Shipton and Hall Moor would experience a low magnitude of change leading to a moderate adverse effect during construction, and a medium magnitude of change leading to a major/moderate adverse effect during operations. Both effects would be significant; and
 - The ORPA to Newlands Farm from Corban Lane would experience a medium magnitude of change leading to a major/moderate adverse and significant effect during operations.
- 16.8.11 All three PRoWs would experience one significant indirect effect each (visual) which provides a magnitude of impact of negligible and **not significant** for socio-economics.

Businesses

- 16.8.12 **Woodstock Lodge wedding venue:** For both the construction and operational phases, **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** and **Chapter 13: Air quality, Volume 5, Document 5.2.13** find there would be no significant effects.
- 16.8.13 **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** finds that the visual impact would create a medium magnitude of change at the construction and operational stages which would lead to a major/moderate adverse effect which would be significant.
- 16.8.14 Using the methodology identified in **paragraphs 16.7.10-13** and **Table 16.14**, this would result in a negligible impact on a sensitive receptor, which would be a non-significant socio-economic effect. However, due to the nature of the business and the importance of the outdoor areas and their views to the wedding venue business, it is considered that the perception of the Project may be more influential on their potential customers than the actual identified impacts are. In this particular set of circumstances, it is considered that the impact magnitude could be greater than the negligible effect identified through the methodology. The impact magnitude is therefore assessed as being medium adverse, which would be considered **significant** in socio-economic terms during both the construction and operational phases.

Assessment of effects: Tadcaster Local Study Area

Recreation

- 16.8.15 **National Cycle Route 665:** National Cycle Route 665 runs from the north-west to Newton Kyme within the Local Study Area, and then starts again to the north-east of Tadcaster. Work is ongoing by Sustrans to join these two sections, which will formalise a link across the Site near Tadcaster. At present, it is expected that users of this route will currently 'join' the two sections informally using existing roads or PRoW between these two points. The most likely crossing point of the Site would be the A659 or the bridleways to the south of the A659 near Smaws Court. The A659 and these bridleways will remain open during construction and operation of the Project and therefore there will be no direct effects on the users of National Cycle Route 665. In amenity terms, **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** finds that the visual impact, on both the existing and potential link sections, would all be of a very low magnitude of change during construction and operational phases. This would lead to a minor adverse and not significant effect (using residential receptors at Tadcaster and Toulston as representative receptors). **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects on users of the route. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. National Cycle Route 665 is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects would occur during construction or operational phases.
- 16.8.16 **Ebor Way:** The Ebor Way runs along the south bank of the River Wharfe to the west of Tadcaster, crossing the Site close to Smaws Ings. The Ebor Way would be temporarily closed with active management during the construction phase of the Project and therefore there will be no direct effects on the users of the Ebor Way. In amenity terms, **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** (using PRoW west of Tadcaster as representative) finds that the visual impact would all be of a very low magnitude of change during both construction and operational phases. This would lead to a minor adverse and not significant effect. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects on users of the route. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. Ebor Way is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects would occur during construction or operational phases.
- 16.8.17 **Public Rights of Ways:** No PRoW in this Local Study Area have been identified as experiencing significant effects from visual impacts, noise or air quality, and therefore there would be **no significant** socio-economic effects during either the construction or operational phases.

Businesses

- 16.8.18 **Hazlewood Castle Hotel:** **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** (using scattered dwellings near Hazlewood Park as representative) finds that there would be no visual change and therefore no effect from the Project at either the construction or operational phases. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. Hazlewood Castle Hotel is classed as a sensitive

receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects at either construction or operational phases.

16.8.19 **Bowcliffe Hall: Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** (using Bramham as representative) finds that the visual impact would be of a very low magnitude of change which would lead to a minor adverse and not significant effect at both construction and operational phases. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. Bowcliffe Hall is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects at either construction or operational phases.

Assessment of effects: Monk Fryston Local Study Area

Tourism

- 16.8.20 **Squires Café and Caravan Park:** The Squires Café and Caravan Park are located close to Newthorpe, where the B1222 crosses the Leeds to Selby rail line. As such, the existing 275kV Monk Fryston to Poppleton XC overhead line passes directly above the receptor and the proposed works would see access routes, a reconductoring working area and a possible scaffold support structure within the receptor grounds. The Project therefore has the potential to create a direct effect on the caravan park part of this business through land take and access restrictions on the hardstanding/all weather pitches. The receptor is considered to be of medium sensitivity as the café part of the business would not be directly affected and there may be scope for some areas to remain open for caravan or camping pitches. A medium magnitude of direct effect is therefore predicted, which would give a moderate, adverse and **significant** effect during construction.
- 16.8.21 In terms of the amenity effect on the café and some of the grassed caravan and camping pitches, **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** has scoped out reconductoring where there would be changes to overhead cables and cable fittings of existing pylons, following agreement from Planning Inspectorate in the Scoping Opinion. Planning Inspectorate stated that *'the Inspectorate accepts that like for like replacement of existing wires and pylon fittings would be unlikely to have significant landscape and visual effects'*.
- 16.8.22 Reconductoring was also scoped out of **Chapter 13: Air quality, Volume 5, Document 5.2.13** as there will be no substantial construction or earthwork activities, and no construction compounds required, the reconductoring works to be undertake here would be controlled by the CoCP and the dust control measures included within that document.
- 16.8.23 The Squires site is not assessed directly by **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14**. However, receptors SEL16 and SEL17 in the noise chapter do consider caravan accommodation (traveller sites near the A63 and A1(M) junction). Proposed works near to SEL16 and SEL17 involve similar works to the Squires Café and Caravan Park, but also additional elements of stringing and pylon demolition and construction. They can therefore be considered to be a worst case representation of the works proposed at Squires. The noise assessment finds that due to the short term nature of the works at SEL16 and SEL17, no significant noise effects will occur during

the construction phase. Once into the operational phase, the noise effects will be the same as for the existing baseline, and therefore no significant noise effects will occur.

16.8.24 **Steeton Hall Gateway: Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** shows that this receptor is outside of the ZTV for the Monk Fryston Substation Study Area proposals and therefore, would not experience any visual impact from these works at construction or operational phases. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** finds there would only be negligible effects on air quality from construction works. In addition, **Chapter 10: Historic environment, Volume 5, Document 5.2.10** finds that there would be no discernible heritage effect on Steeton Hall Gateway at any phase. This receptor is classed as a sensitive receptor, however there are no significant indirect effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects form either the construction or operational phases.

Recreation

16.8.25 Sherburn Willows Nature Reserve, Fairburn Ings Nature Reserve, Ledsham Bank Nature Reserve: **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** shows that all of these sites are outside of the ZTV for the Monk Fryston Substation Study Area proposals and therefore would not experience any visual impact from these works at construction or operational phases. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** finds there would only be negligible effects on air quality from construction works. In addition, **Chapter 8: Biodiversity, Volume 5, Document 5.2.8** finds that there would be no effects on the biodiversity value of the sites at either construction or operational phases. All of these receptors are classed as sensitive receptors, however there are no significant indirect effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects form either the construction or operational phases.

16.8.26 Public Rights of Ways: No PRowS in this Study Area have been identified as experiencing significant effects from visual impacts, noise or air quality, and therefore there would be **no significant** socio-economic effects during either the construction or operational phases.

Businesses

16.8.27 Milford plants nursery: **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** (using South Milford as representative) finds that the visual impact would be of a very low magnitude of change, across both construction and operational phases, which would lead to a minor adverse and not significant effect. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** finds there would only be negligible effects on air quality from construction works. Milford nursery is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects would occur during either the construction or operational phases.

16.8.28 Monk Fryston Hall Hotel: **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** (using Monk Fryston as representative) finds that the visual impact would be of a very low magnitude of change, across both construction and operational phases, which would lead to a minor adverse and not significant effect. **Chapter 14:**

Noise and vibration, Volume 5, Document 5.2.14 does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. Monk Fryston Hall Hotel is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects would occur during either the construction and operational phases.

- 16.8.29 Byram Nurseries: **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** (using Burton Salmon as representative) finds that the visual impact would be of a low magnitude of change, across both construction and operational phases, which would lead to a moderate adverse and not significant effect. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. Byram Nursery is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects would occur during either the construction or operational phases.
- 16.8.30 Lumby Garden Centre and Coffee Shop and South Milford Hotel: **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** (using Ledsham and Lumley as representative) finds that the visual impact would be of a low magnitude of change at worst (during the operational Phase), which would lead to a moderate adverse and not significant effect. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. The two receptors are classed as sensitive receptors however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects would occur from either the construction or operational phases.
- 16.8.31 Milford Hotel: **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** shows that this receptor is outside of the ZTV for the Monk Fryston Substation Study Area proposals and therefore would not experience any visual impact from these works. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects. **Chapter 13: Air quality, Volume 5, Document 5.2.13** only finds there would be negligible effects on air quality from construction works. Milford Hotel is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** indirect socio-economic effects would occur from either the construction or operational phases.

Assessment of effects: 275kV Overhead line reconductoring

- 16.8.32 **Chapter 6: Landscape and visual amenity, Volume 5, Document 5.2.6** and **Chapter 13: Air quality, Volume 5, Document 5.2.13** both scope out the 275kV overhead line reconductoring works from their Study Areas on the basis that significant effects would not be realised from these works. As the only receptors identified within this area are recreational or business receptors (Maran Lakes fishing centre, The Crooked Billet Inn near Saxton and Mosaic business services) and these have no value in terms of biodiversity or historic environment, they could only experience significant effects from noise or vibration. **Chapter 14: Noise and vibration, Volume 5, Document 5.2.14** does not identify any significant effects from either construction or operational phases on these locations and therefore there are **no significant** indirect socio-economic effects.

Assessment of economic effects: Wider Study Area

- 16.8.33 National Grid considers that the total construction cost of the Project would be in the region of £304m. Further detail on labour numbers and the sourcing of contractors and plant will only be confirmed once tendering and the award of contracts has taken place, so all of the above information is based on National Grid's previous experience of similar projects.
- 16.8.34 From this previous experience, it is expected that around 65% of this amount would be spent on civil engineering works (e.g. excavations, foundations, construction and reinstatement) and around 35% on plant and equipment (e.g. pylon materials, conductors and cables). Whilst it is possible that some of the civil engineering works could be tendered to specific contractors from outside the UK, it is assumed at this stage that all of the civil engineering work would be undertaken by UK based contractors. It would also be expected that some of the plant and equipment would be sourced from UK suppliers, however previous experience suggests that much of the plant and equipment supply would come from outside of the UK. These assumptions would see around £198m of net spend in the UK economy through the civil engineering contracts. The construction sector has as a whole had a turnover of £306,865m in 2019, with £55,750m of this being on civil engineering projects and £6,473m being on construction projects for electricity or telecommunications projects²¹. A construction spend of £198m would represent just under 2% of all construction work in the electricity or telecommunications sector in the UK and could therefore be considered to be a **low, beneficial**, magnitude of effect. When considered against the civil engineering sector or the total construction sector, the effects would however be negligible at the UK level. Until contracts are let for the construction work, there is no way of knowing how much of the construction spend would be placed into the economy of the Wider Study Area. The Yorkshire and Humber region saw turnover in the construction sector of a whole of £18,879m in 2019, and £3,330m from civil engineering projects within the sector. Given that much of the spend will go to specialist contractors who may not be based in the Wider Study Area, it is expected that effects would be **negligible to low beneficial** at best. The national economy and the economy of the Wider Study Area are both considered to be of **low** sensitivity. A negligible or low magnitude of beneficial effect would therefore result in a **negligible and not significant beneficial effect**.
- 16.8.35 It is estimated that there would be an average of 103 construction workers on the Project at any one time. Previous projects indicate that these workers would be split between around 15% from the local area (the Wider Study Area in this case) and 85% who would travel into the area from elsewhere. This would equate to an average of 19 local workers and 88 non-local workers. For those workers who would travel into the area, the applicant estimates that they would each spend £60-70 per day on accommodation, food and other local services. For the main construction period (42 months), this would generate approximately £5,720 per day to the local economy, or at least £1.49m per year or £5.2m over this period in total²³. With the size of the economies in the Wider Study Area (for example, the tourism economy in 2021 on its own was valued at £457m in the Harrogate district), £1.49m a year and the support of 19 local jobs is considered to be a negligible, beneficial magnitude of effect. With a local economy with a **low** sensitivity, this would result in a **negligible and not significant beneficial effect**.
- 16.8.36 The non-local workers will require accommodation in the local area, and this demand would be serviced from hotels/B&Bs, camping and caravan sites and short term let

²³ Based on £65 per day spend over a 5-day working work.

properties. Previous experience shows that the breakdown of accommodations is of the order of:

- 50%: camping and caravan sites;
- 20%: short-term lets;
- 20%: hotels / B&Bs; and
- 10% travel into the area from home.

16.8.37 This would see an average requirement of:

- 44 camping and caravan bedspaces;
- 18 short-term let bedspaces; and
- 18 hotel/B&B bedspaces.

16.8.38 In 2016²⁴ the Wider Study Area had 47,118 bedspaces in serviced accommodation (hotels and B&Bs) and 19,233 bedspaces in non-serviced tourist accommodation which includes campsites/caravan sites and other self-catering accommodation. Information from Visit England²⁵ show that bedspace occupancy in the Yorkshire and Humber region was at 57% in 2022 (year to date) which is comparably with the pre-pandemic figure from 2019 of 56%. Room occupancy rates (79%) had also returned to 2019 levels (also 79%). An average requirement from the Project of 80 bedspaces would therefore be easily accommodated into the Wider Study Area without displacing bedspace for tourist requirements. Beneficial effects would be experienced by those accommodation providers supplying bedspace to workers from the increased business. The accommodation market is considered to be a **low** sensitivity receptor, and the Project would have a **negligible** effect, with some benefits occurring at the individual business level. The effects would be **not significant**.

16.9 Assessment of cumulative effects

16.9.1 An assessment of the effects which could result from the Project in cumulation with other developments in the vicinity of the Project is provided in **Chapter 18: Cumulative Effects Assessment (Volume 5, Document 5.2.18)**.

16.10 Significance conclusions

A summary of the results of the socio-economics assessment is provided in **Table 16.15**.

Table 16.15 – Summary of significance of effects

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor ¹	Magnitude of Change ²	Significance ³	Summary Rationale
North-west of York Local Study Area: Tourism				

²⁴ Visit Britain (2016). Accommodation Stock Audit 2016. (Online) (Accessed 31 August 2022)

²⁵ Visit England (2022). England Occupancy Survey June 2022 Results. (Online) (Accessed 31 August 2022)

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor ¹	Magnitude of Change ²	Significance ³	Summary Rationale
Beningbrough Hall	Sensitive	Construction: Noise, vibration, air quality: outside of their respective study areas; no effects. Heritage value; minor adverse Operational: Visual impact; Minor adverse Heritage value; no effects	Not Significant	Beningbrough Hall would experience no significant effects during either construction or operation from noise, vibration, air quality, visual impact or heritage impact.
North-west of York Local Study Area: Recreation				
National Cycle Route 65	High	<u>Direct effects:</u> No direct impacts on cycle access <u>Amenity effects:</u> Construction: Noise; minor adverse Air quality; negligible Health and wellbeing; neutral Visual impact: medium magnitude of change, leading to a major/moderate adverse effect during construction and Year 1 of operations. Operation: no change for baseline	<u>Direct:</u> Not significant <u>Amenity:</u> Not significant (construction and operation)	<u>Direct effects:</u> NCN 65 will remain open during all phases of the Project, with an alternative route around the construction compound also provided. <u>Amenity:</u> One significant effects on the amenity of users of NCN 65 is identified (visual) at the construction phase and into Year 1 of operations. This provides a negligible and not significant impact for socio-economics.
Yorkshire Ouse Walk	Medium	<u>Direct effects:</u> No direct impacts on access <u>Amenity effects:</u> Construction: Visual impact; moderate adverse	<u>Direct:</u> Not significant <u>Amenity:</u> Not significant effect	<u>Direct effects:</u> No effects. Access along the Yorkshire Ouse Walk would be managed during construction and would remain open during operation.

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor ¹	Magnitude of Change ²	Significance ³	Summary Rationale
		Noise; no significant effects identified Air Quality: negligible effects Health and wellbeing; neutral Operation: No change from baseline		<u>Amenity:</u> One moderate significant effect on the amenity of users of the Yorkshire Ouse Walk is identified (visual) which provides a magnitude impact of negligible and not significant for socio-economics during construction.
Forest of Galtrees Golf Club	Sensitive	Visual impact: very low or low magnitude of change, leading to a minor/negligible adverse and not significant effect. Noise: no significant effects identified Air Quality: negligible effects	Not Significant	No significant effects are identified from any of the relevant assessments.
York Footgolf (amenity)	Sensitive	Visual impact: very low or low magnitude of change, leading to a minor/negligible adverse and not significant effect. Noise: No significant effects identified Air Quality: negligible effects.	Negligible and not significant effect	No significant effects are identified from any of the relevant assessments.
Fishing lakes at Poppleton Lakes	Sensitive	Noise, vibration, air quality: outside of their respective study areas, no effects. Visual impacts: No effects	Not Significant	No effects would be experienced from noise, vibration, air quality or visual.
Fishing lakes at Duttons Farm	Sensitive	Noise, vibration, air quality: outside of their respective study areas, no effects.	Not Significant	No effects would be experienced from noise, vibration, air quality or visual.

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor ¹	Magnitude of Change ²	Significance ³	Summary Rationale
		Visual impacts: No effects		
Rawcliffe Bar Country Park	Sensitive	Noise, vibration, air quality: outside of their respective study areas, no effects. Visual impacts: No effects	Not Significant	No effects would be experienced from noise, vibration, air quality or visual.
Public Rights of Way (amenity)	Sensitive	No PRoW have been identified as experiencing significant effects from noise or air quality. Three PRoW in the Study Area have been identified as experiencing significant visual impacts: Footpath 10.115/2/3 on the north bank of the River Ouse: low magnitude of change leading to a moderate adverse and significant visual effect during construction. Footpath 11/8/20 between Shipton and Hall Moor: low magnitude of change leading to a moderate adverse effect during construction, and a medium magnitude of change leading to a major/moderate adverse effect during operation. Both are significant. ORPA4 running to Newlands Farm from Corban Lane: a medium magnitude of change leading to a major/moderate	All three Public Rights of Way: not significant.	All three Public Rights of Way would experience one significant effect each (visual) during construction and/or operations, which provides a magnitude impact of negligible and not significant for socio-economics for each phase.

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor¹	Magnitude of Change²	Significance³	Summary Rationale
				adverse and significant effect during operation.
North-west of York Local Study Area: Businesses				
Woodstock Lodge Wedding Venue	Sensitive	Woodstock Lodge has not been identified as experiencing significant effects from noise or air quality. Visual impact: a medium magnitude of change leading to a major/moderate adverse and significant effect during construction and operations.	Significant	Due to the nature of this business and the importance of the views from its outdoor areas, it is considered that the significant visual impact identified across construction and operational phases could have a medium adverse and significant socio-economic effect.
Tadcaster Local Study Area: Recreation				
National Cycle Route 665	High	NCR 665 has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during construction and operations.	Not Significant	No significant effects are identified from any of the relevant assessments.
Ebor Way		Ebor Way has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during construction and operations.	Not Significant	No significant effects are identified from any of the relevant assessments.

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor¹	Magnitude of Change²	Significance³	Summary Rationale
Public Rights of Way	Sensitive	Visual, noise, vibration, air quality: no effects.	Not Significant	No significant effects are identified from any of the relevant assessments
Tadcaster Local Study Area: Businesses				
Hazlewood Castle Hotel	Sensitive	Hazlewood Castle Hotel has not been identified as experiencing significant effects from noise or air quality Visual impacts: No effects	Not Significant	No significant effects would be experienced from noise, vibration, air quality or visual.
Bowcliffe Hall	Sensitive	Bowcliffe Hall has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during operation.	Not Significant	No significant effects are identified from any of the relevant assessments.
Monk Fryston Local Study Area: Tourism				
Squires Café and Caravan Park	Medium sensitivity (direct effects) Sensitive (amenity affects)	Direct effects: land take from within caravan park during construction phase. Amenity: Visual: outside of Study Area, no effects Air quality; scoped out of EIA, no significant effects Noise: no significant effects identified.	Direct effects: Significant Amenity effects: Not significant (construction and operations)	Direct effects: Significant due to land take form within caravan park and access road Amenity effects: No significant effects are identified from any of the relevant assessments.
Steeton Hall Gateway (amenity)	Sensitive	Visual: outside of Study Area, no effects	Not Significant	No significant effects are identified from any

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor¹	Magnitude of Change²	Significance³	Summary Rationale
		Noise, air quality, heritage: no significant effects identified.		of the relevant assessments.
Monk Fryston Local Study Area: Recreation				
Sherburn Willows Nature Reserve Fairburn Ings Nature Reserve Ledsham Bank Nature Reserve	Sensitive	None of the receptors have been identified as experiencing significant effects from noise or air quality. Visual impact: outside of Study Area, no effects	Not Significant	No significant effects are identified from any of the relevant assessments.
Public Rights of Way (amenity)	Sensitive	Visual, noise, vibration, air quality: no effects.	Not Significant	No significant effects are identified from any of the relevant assessments
Monk Fryston Local Study Area: Businesses				
Milford plants nursery	Sensitive	Milford plants nursery has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during construction and operations.	Not Significant	No significant effects are identified from any of the relevant assessments.
Monk Fryston Hall Hotel	Sensitive	Monk Fryston Hall Hotel has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during	Not Significant	No significant effects are identified from any of the relevant assessments.

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor¹	Magnitude of Change²	Significance³	Summary Rationale
		construction and operations.		
Byram Nurseries (amenity)	Sensitive	Byram Nurseries has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during construction and operations.	Not Significant	No significant effects are identified from any of the relevant assessments.
Lumby Garden Centre and Coffee Shop South Milford Hotel	Sensitive	These two receptors have not been identified as experiencing significant effects from noise or air quality. Visual impact: both receptors would experience a low magnitude of change leading to a moderate adverse and not significant effect during construction and operation.	Not Significant	No significant effects are identified from any of the relevant assessments.
Milford Hotel	Sensitive	Milford Hotel has not been identified as experiencing significant effects from noise or air quality. Visual impact: outside of Study Area, no effects	Not Significant	No significant effects are identified from any of the relevant assessments.
275kV Overhead line reconductoring				
Maran Lakes fishing centre The Crooked Billet Inn	Sensitive	Visual impacts and air quality: outside of Study Areas, no effects. Noise: no significant effects	Not Significant	No significant effects are identified from any of the relevant assessments.

Receptor and Summary of Predicted Effects	Sensitivity/ importance /value of receptor ¹	Magnitude of Change ²	Significance ³	Summary Rationale
Mosaic Business Services				
Economic effects				
Construction spend	Low sensitivity	Negligible, beneficial	Not Significant	Construction spend will be a small proportion of annual construction spend in the region
Employee spend	Low sensitivity	Negligible, beneficial	Not Significant	Employee numbers and their subsequent spend in the local economy will be a very small proportion of the local economy as a whole.
Accommodation use by employees	Low Sensitivity	Negligible	Not Significant	Bedspace numbers and occupancy rates have capacity to accommodate workers requirements without impacting the tourist offer.

1. The sensitivity/importance/value of a receptor is defined using the criteria set out in **Section 16.7** and is defined as low, medium, high for those receptors experiencing direct effects, or sensitive or not sensitive for those experiencing amenity affects.
2. The magnitude of change on a receptor resulting from activities relating to the development is defined using the criteria set out in **Section 16.7** and is defined as negligible, low, medium, and high.
3. The significance of the environmental effects is based on the combination of the sensitivity/importance/value of a receptor and the magnitude of change and is expressed as major (significant), moderate (significant) or minor/negligible (not significant), subject to the evaluation methodology outlined in **Section 16.7**.

16.11 Additional measures

16.11.1 An offsite landscape planting scheme, located outside the Order Limits but within the grounds of Woodstock Lodge Wedding Venue is proposed as an additional measure. This does not form part of the environmental measures embedded within the Project but would be implemented prior to construction commencing, in agreement with the landowner. The planting scheme would reduce the visibility of the 400kV Overhead Line from the venue, and in particular from an area of amenity grassland and terrace used by wedding guests for photographs. Further information is provided in **Chapter 6: Landscape and visual, Volume 5, Document 5.2.6**.

16.12 Residual effects assessment

16.12.1 The Woodstock Lodge planting scheme would be designed and planted so that it would reduce the visual impact effects to moderate adverse and not significant during construction and through to around Year 5 of the operational phase. As the planting matures this magnitude of visual impact change would drop to very low, giving a minor adverse effect which would also be not significant after around Year 5. This planting scheme is considered to reduce the socio-economic impact magnitude from medium adverse and significant, to low adverse and not significant during construction and up to Year 5 of operations. It would then reduce to negligible and not significant during the remainder of the operational period.

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