

## 42.1 INTRODUCTION

42.1.1 This chapter assesses the potential impacts of the proposed Compensation Site on socio-economic factors in the local area during construction and operational phases. The assessment has focused on the following issues:

- The effect of the scheme on the population and economy of Sunk Island, Holderness;
- The skills of the local workforce and their suitability for the employment opportunity during construction; and
- Any impacts of the scheme on recreation and tourism.

## 42.2 LEGISLATION, POLICY AND GUIDANCE

### *Local Plan Policy*

42.2.1 Legislation, policy and guidance on socio-economics are common to both the AMEP and the Compensation Site and are included within *Chapter 21* of the Environmental Statement.

## 42.3 ASSESSMENT METHODOLOGY AND CRITERIA

### *Overview*

42.3.1 In order to undertake the socio-economic assessment, the impacts have been identified at a number of different levels. These are:

- the immediate locality defined by wards, and represented most immediately by the ward of Paull, in order to assess the immediate baseline profile and potential impacts;
- the administrative area of East Riding of Yorkshire for reasons of comprehensiveness of data as well as defining an appropriate policy area for response;
- on-site employment, where the direct local jobs can be measured; and

- the travel to work area as defined by drive-time catchments.

### *Construction Phase*

42.3.2 Construction phase impacts have been assessed by considering use of local labourers in the workforce, use of locally sourced materials and impacts on recreation and farmland. Unlike the AMEP site assessment, the Compensation Site does not require an estimation of total worker years and FTE jobs, as the construction period is short term and the volume of workers is low in comparison. Therefore a high level assessment is more appropriate. Construction phase employment modelling has also been omitted but total project costs have been considered.

### *Operational Phase*

42.3.3 Due to the comparatively small-scale economic changes the Compensation Site will inevitably have on the local area in relation to the AMEP site, a market share assessment has not been undertaken. The main economic issue for consideration throughout the operation of the Compensation Site has been the loss of viable farmland and food security.

### *Sensitive Receptors*

42.3.4 Sensitive receptors for the purposes of the socio-economic analysis include the following:

- the economy: site specific, wider local and wider regional;
- local recreation and amenity facilities;
- local residents and businesses.

### *Significance Criteria*

42.3.5 The magnitude of impacts has been assessed by determining the scale of changes in comparison with baseline conditions. For example, by comparing the number of new jobs with total jobs in the immediate ward and wider travel to work area. The magnitude of impacts will be assessed using the four-point scale from “high” to “negligible”.

42.3.6 The assessment will focus on the following major impact categories:

- direct economic impacts; jobs related to construction;

- indirect economic impacts; use of local businesses in the supply chain for the import of raw materials;
- loss of revenue to farmers and the local agricultural economy as a result of loss of farmland;
- wider socio-economic impacts; effects on local communities and the general population as a result of the above, and due to changes in the environment.

42.3.7 This approach follows the same methodology as used for the AMEP which follows UK Government guidelines and best practice including the guidance set out in the HM Treasury's Green Book and English Partnerships (EP) Additionality Guidance. In accordance with recommendations of the NPS, the potential for cumulative and in-combination effects has also been examined.

#### 42.4 *CONSULTATION*

42.4.1 Consultation comments received that relate to socio-economics at the Compensation Site are detailed in *Annex 2.2* together with the response detailing how the comments have been addressed within the Environmental Statement.

#### 42.5 *BASELINE*

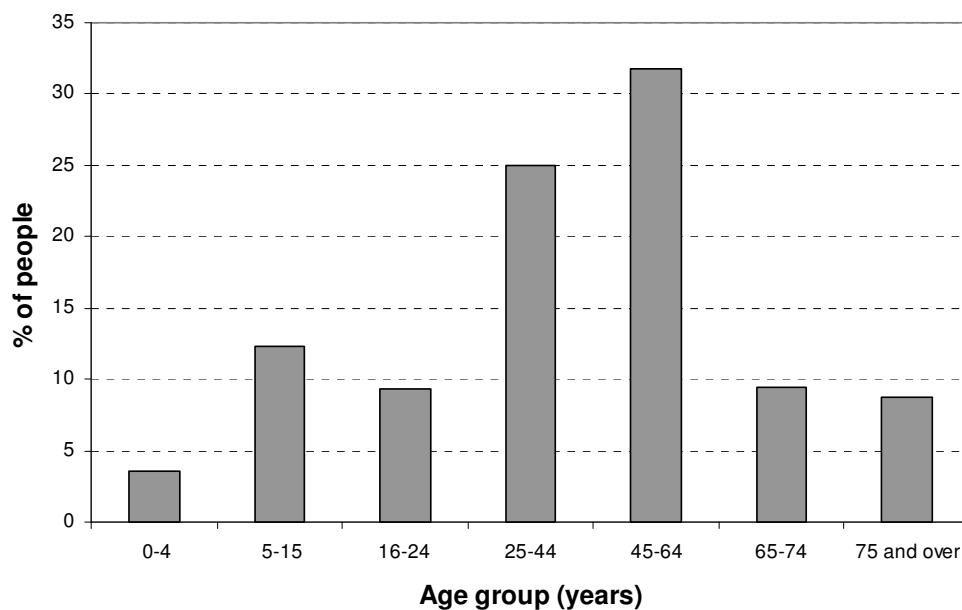
##### *Communities, Settlements and Supporting Infrastructure*

42.5.1 The Compensation Site is located in Holderness, within East Riding of Yorkshire Council. The area is a flat low lying plain which is predominantly rural with rich agricultural history. The closest settlements are the villages of Paull, Thorngumbald, Ryehill, Keyingham and Ottringham (refer to *Figure 30.2*).

42.5.2 The Compensation Site is located in Paull Civil Parish (CP) which includes the settlement of Paull. The population of this area, as recorded in the 2001 census, is 765 persons from 322 households (ONS, 2004).

42.5.3 The age structure of Paull CP is shown in *Figure 42.1*. The largest percentage of residents (approximately 32%) fall within the 45-64 years age group (ONS, 2010a).

Figure 42.1 Age structure of Paull CP



Source: ONS (2010a)

### *Local Economy and Employment*

42.5.4 The rate of unemployment for the whole of East Riding of Yorkshire was 6 percent from July 2009 to June 2010, which was lower than in the Yorkshire and the Humber (9 percent) and lower than the national average of 7.8 percent (ONS, 2010b). A breakdown of the industry types of employment in East Riding of Yorkshire is given in *Table 42.1*.

42.5.5 The local economy is based on agriculture and related sectors, despite this being a nationally declining sector of employment. The majority of properties in close proximity to Cherry Cobb Sands are associated with agriculture.

42.5.6 Agricultural land in Yorkshire and the Humber region represents 69% (1 674 835 ha) of the total regional area (2 412 944 ha) (Farm Business Survey, 2009).

42.5.7 East Riding is part of the Hull and Humber Ports City region, an area where the economic development has been supported by the Humber Economic Partnership (HEP), a sub-regional development partnership (HEP, 2010). HEP ceased operations from 31 March 2011 as a result of funding cuts.

42.5.8 Cherry Cobb Sands and surrounding area are within Hull City and Humber Port's 'travel to work area'. In 2001 it was estimated that between 50 and 75 percent of residents commuted to Hull from this area (One NorthEast).

**Table 42.1 Breakdown of Types of employment of 16-74 year olds in East Riding of Yorkshire**

Type of Employment	Number in East Riding of Yorkshire	East Riding of Yorkshire %	England & Wales %
All People (16-74 year olds)	144 858		
Agriculture, hunting and forestry	6 186	4.3	1.5
Fishing	210	0.1	0.0
Mining and quarrying	566	0.4	0.2
Manufacturing	23 748	16.4	14.8
Electricity, gas and water supply	1 274	0.9	0.7
Construction	10 138	7.0	6.8
Wholesale and retail trade, repairs	24 142	16.7	16.9
Hotels and restaurants	7 194	5.0	4.7
Transport, storage and communications	9 014	6.2	7.1
Financial intermediation	3 544	2.4	4.8
Real estate, renting and business activities	12 989	9.0	13.2
Public administration and defence, social security	8 856	6.1	5.7
Education	12 679	8.8	7.7
Health and social work	17 684	12.2	10.7
Other community, social and personal service activities	6 515	4.5	5.0
Private households with employed persons	105	0.1	0.1
Extra-territorial organisations and bodies	14	0.0	0.1

Source: Census 2001 (ONS, 2010c).

42.5.9 Land within and adjacent to the proposed intertidal site at Cherry Cobb Sands has a Grade 2 listing under the Agricultural Land Classification administered by Natural England. The site at Old Little Humber Farm consists of four arable fields that are also classified as Grade 2 agricultural land. The definition for Grade 2 land is given in *Section 31.5*. Crops which are currently grown on this land include wheat, barley and oil seed rape.

### ***Tourism and Recreation***

42.5.10 Due to its rural and seaside character East Riding is popular with tourists, and there are a number of places of interest, historic landmarks, nature reserves and footpaths that bring people into the area. The proposed Compensation Site is close to Scheduled Monuments which are places of historical interest. There are no local

nature reserves within 2 km of the site and neither are there any known bird watching facilities. The main bird watching location close to the site is at Paull Holme Strays (Birdnerd, 2007) and it is likely that informal bird watching takes place at Cherry Cobb Sands.

42.5.11 The wider Humber Estuary is popular with recreational sea anglers and it is likely that anglers may use waters adjacent to Cherry Cobb Sands (see *Chapter 12*). The small boats, which lie in Stone Creek, may also be used for recreational angling (see *Chapter 14*).

42.5.12 Paull Footpath No. 6 joins the suburbs of Kingston upon Hull to the drainage sluices at Stone Creek and forms an attractive route approximately 11 km along the Humber Estuary shoreline, running along the crest of existing flood embankment along the length of the western boundary of the proposed intertidal site at Cherry Cobb Sands (*Figure 42.2*). Communication with the local PRow officer suggests that this footpath is used frequently by local dog walkers and recreational walkers and may also be used for bird watching. Paull Footpath No. 4, approximately 1 km long, provides pedestrian links between Cherry Cobb Sands Road and Marsh Road located to the northern side of Keyingham Drain, a major drainage channel through the landscape surrounding the proposed intertidal site. These footpaths are seen as an important local amenity, although there is no data on usage.

42.5.13 There are no PRow within or adjacent to the proposed wet grassland site at Old Little Humber Farm. There are a couple of private access tracks crossing the site which are currently used to access agricultural fields.

## 42.6 *IMPACTS*

### *Construction Phase*

#### *Communities, Settlements and Supporting Infrastructure*

42.6.1 There is potential for the disruption of traffic on local minor roads from increased vehicle movements and slow moving traffic. Impacts relating to traffic and transport are assessed in *Chapter 37*.

42.6.2 During the construction period local residents may experience increased noise levels resulting from plant movements, excavation and construction activities. An assessment of the impacts associated with elevated noise levels is presented in *Chapter 38*.

42.6.3 There is also the potential for temporary deterioration in air quality during construction due to construction traffic and dust generated on site. The impacts associated with reduced air quality are detailed in *Chapter 39*.

#### *Local Economy and Employment*

42.6.4 An approximate construction cost for the Compensation Site is £8 million. During construction there will be a peak workforce of 20 operatives and the construction period will last over two spring /summer periods. The project team will endeavour to use local labour and sub-contractors as far as possible, which will have a short term minor beneficial impact on local employment levels.

42.6.5 In addition to direct employment creation, there will be a short term minor indirect benefit on the local economy through the use of local service industries and suppliers of lime /cement material to be used in the construction of the embankment at Cherry Cobb Sands. The amount of lime required will depend on the outcome of site trials to dry and compact the material. Erosion protection material will also be imported to the site.

42.6.6 Accommodation for the workforce will temporarily bring business to local guest houses, bed and breakfast establishments and hotels plus supporting catering facilities (restaurants, small shops etc.). Other services required will include plant hire, haulage, waste disposal and contractors.

#### *Tourism and Recreation*

42.6.7 The Cherry Cobb Sands site is not an important location for tourists; however it is important for informal recreation. Bird watching has the potential to be temporarily impacted in this location due to the earthworks on site disturbing the birds using the area and the reduced access to the site during construction. However there are numerous other areas along the north shore of the Humber where there is easy access to areas used by birds that bird watchers can use during this period. These other areas include Paull Holme Strays where bird hides are provided for watchers. There may also be temporary impacts to recreational anglers who use the frontage at Cherry Cobb Sands for sea fishing. During construction access will be more difficult and anglers may choose not to use this area, however there are numerous other suitable locations along the north bank of the Humber. Following

completion of construction the foreshore can again be used for recreational angling.

- 42.6.8 A PRoW which runs along the top of the existing embankment at Cherry Cobb Sands will need to be diverted during construction, to avoid people entering the construction site. This diversion will become permanent since the breach will be approximately 250 m wide, which is too long for a bridge to be easily constructed to maintain the footpath in its current alignment. In any event the existing embankment will not be maintained and, over decades, will gradually fail taking the footpath with it.
- 42.6.9 The existing footpath will be diverted to follow the landward toe of the new embankment. This will maintain the integrity of this public right of way, however, the diverted footpath will no longer provide its users with a view of the estuary. Subject to satisfactory monitoring results from the Compensation Site, a permissive path may be opened along the crest of the new Cherry Cobb Sands flood embankment during agreed periods of the year when bird activity within Cherry Cobb Sands is unlikely to be disturbed.
- 42.6.10 The visual impact to users of the PRoW is considered in *Chapter 41*.
- 42.6.11 Recreational walkers and users of the PRoW are likely to be subject to temporary noise impacts from construction operations; these impacts are addressed in *Chapter 38*.
- 42.6.12 The site at Old Little Humber Farm is not important for tourism or recreation, and therefore no impacts upon these aspects are anticipated at this site.



**Figure 42.2** *Public Rights of Way near Cherry Cobb Sands Road, showing footpath reference numbers*



Source: ERYC Definitive Map (ERYC, 2010)

### **Operational Phase**

#### *Local Economy and Employment*

42.6.13

Creation of the Compensation Site will result in the loss of approximately 115 ha of Grade 2 agricultural land at Cherry Cobb Sands and 38ha of Grade 2 agricultural land at Old Little Humber Farm. This loss equates to 0.009 percent of the total agricultural land available in the Yorkshire and Humber region and therefore considering the local, regional and national extent of Grade 2 land, loss of this potential food resource is assessed as being of low magnitude. The sensitivity of the food resource being low as the area of arable

farmland being lost is small in comparison to regional and national land resources and it is not currently supporting specialist crops (such as organic produce). The resulting overall effect is a permanent negative impact of minor significance. The impact of the loss of the soil resource is addressed in *Chapter 31*.

42.6.14 There will be a loss of 153 ha of Grade 2 agricultural land. At Cherry Cobb Sands there are two tenant farmers who will lose part of the land leased to them at that location. One farming enterprise has already benefitted in terms of total acreage it farms due to a commercial arrangement reached with their landlord in return for agreeing to relinquish part of the land they farm at Cherry Cobb Sands. The other farming enterprise is anticipated to lose around 20% of their total acreage. The occupier of the land at Old Little Humber Farm is the former owner who had made the decision to sell the land last year in any event and thus there is no impact on that business as a direct result of the habitat creation scheme.

42.6.15 When wet grassland habitat is no longer required at Old Little Humber Farm this 38 ha site will be levelled, the field drainage network reinstated and the land restored to arable use.

42.6.16 The sensitivity of the local economy is assessed as being medium as local unemployment levels are low in relation to the national average (*paragraph 42.5.4*). The magnitude of effect is assessed as being medium as whilst there is potential for one farm to reduce its output significantly, this is unlikely to have a major effect on the local economy. The overall impact is therefore determined to be of permanent moderate negative significance.

#### *Tourism and Recreation*

42.6.17 Due to the location of the new embankment at Cherry Cobb Sands, the PRoW will require a permanent diversion which will follow the base of the embankment on the landward side. Three bird hides will be installed on top of the embankment to enable footpath users to view the bird species that are anticipated to utilise the intertidal site. The hides would be set at regular intervals along the embankment, one of which, opposite the proposed breach, will provide wider views of the estuary. The hides would be accessed via ramps of 1:20 ratio to provide easy access for all users. A car park with parking for six cars is proposed adjacent to Cherry Cobb Sands Road for use by those visiting by car. The locations of the hides and car park are shown on *Figure 28.1* and the appearance of these shown in the photomontages in *Annex 41.3*. It is

assessed that following the installation of the realigned footpath, bird hides and car park the potential impacts to tourism and recreation will be of negligible significance.

## **42.7 CUMULATIVE IMPACTS**

### *Construction Phase*

42.7.1 As the direct workforce at the Compensation Site will be only around 10 man years, there will potentially be only negligible additional cumulative impacts upon the local economy, though there will be additional indirect employment arising from manufacture and transport of lime/ cement and erosion protection products.

### *Operation Stage*

42.7.2 There is potential for cumulative impacts on the local farming community from loss of income as a result of land being purchased for development. The total cumulative loss of agricultural land from proposed developments, including the Compensation Site, equates to approximately 0.05 percent of the total agricultural land available in the region (1 674 863 ha in Yorkshire and the Humber region) (as detailed in *Table 31.1*). This is considered to be of low magnitude in relation to the overall income from agriculture. The sensitivity of the local economy is assessed as being medium and therefore the cumulative impacts on the local economy are determined to be of permanent moderate negative significance.

## **42.8 MITIGATION MEASURES**

### *Communities, Settlements and Supporting Infrastructure*

42.8.1 Mitigation measures for traffic, noise and air quality are set out in *Chapters 37, 38 and 39* respectively.

### *Local Economy and Employment*

42.8.2 Over 4 100 direct jobs will be created at the AMEP Site. Whilst this is unlikely to benefit the immediate local area of the Compensation Site, there may be positive impacts to employment, for example in service industries, in the wider East Riding of Yorkshire area.

42.8.3 There is no mitigation possible for the loss of agricultural land at the Cherry Cobb Sands site. Soils are a finite resource that cannot be recreated or regenerated over short time periods, therefore the potential for the land to contribute to the national food resource will be lost. The affected tenants who will lose their use of viable farmland will receive statutory compensation in accordance with the Agricultural Holdings Act 1986. In time, the 38 ha of land at Old Little Humber Farm will be restored to agricultural use and will again be available to support agriculture

#### *Tourism and Recreation*

42.8.4 Early consultation with local residents and interest groups will inform people of the timing and nature of construction. This will minimise the people that are affected by forewarning them of construction so that they can make alternative arrangements during this period, such as visiting another area for walking or bird watching pursuits during construction.

42.8.5 As noted in *Section 42.6*, three bird hides will be installed with 1:20 access ramps to enable bird watching and views across the intertidal site at Cherry Cobb Sands. A small car park with six parking spaces will be provided adjacent to Cherry Cobb Sands Road which will facilitate access for informal recreation.

42.8.6 Consultation with the East Riding Council PRow officer has determined the alignment of the alternative route of the PRow adjacent to Cherry Cobb Sands during construction and operation of the site. During construction the PRow route will remain the same, but shortly before breaching of the Cherry Cobb Sands site, the footpath will be re-routed around the landward toe of the new flood embankment and linked to the ramps that will provide access to the three bird hides.

### **42.9 RESIDUAL IMPACTS**

42.9.1 The loss of agricultural land at Cherry Cobb Sands will be permanent and there is no possible mitigation for the loss of land from the national resource, however the land does not currently support specialist crops and loss of this land will have a negligible effect on national food security. The loss of agricultural land at Old Little Humber Farm will be short term as it will be returned to agricultural use when the wet grassland habitat is no longer required as temporary compensation for AMEP. The residual impact is assessed as being of permanent minor **negative significance**.

42.9.2 There is a residual effect on the local economy from the loss of land and the potential for one farm to reduce its output significantly. The overall impact is determined to be of permanent moderate negative significance.