

The Great Grid Upgrade

North Humber to High Marnham

Preliminary Environmental Information Report

Volume 1: Chapter 17 Socio-economics, Recreation
and Tourism

February 2025



nationalgrid

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North Humber to High Marnham Document Control

Document Properties

Organisation	AECOM
Author	AECOM
Approved by	National Grid
Title	Preliminary Environmental Information Report Chapter 17 Socio-economics, Recreation and Tourism
Document Register ID	NHHM-NG-ENV-REP-001

Data Classification Public

Version History

Document	Version	Status	Description / Changes
Chapter 17	1.0	Final	First Issue

17. Socio- economics, Recreation and Tourism

17. Socio-economics, Recreation, and Tourism

17.1 Introduction

- 17.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents information about the preliminary environmental assessment of the likely significant socio-economics, recreation, and tourism effects identified to date, that could result from the Proposed Overhead Line between the proposed Birkhill Wood Substation and the proposed High Marnham Substation as described in **Chapter 4 Description of the Project**.
- 17.1.2 **Chapter 1 Introduction** explains that the proposed Birkhill Wood Substation and proposed High Marnham Substation are proposed to be authorised through separate consenting procedures, however, they have also been included as part of the Project. As explained in **Chapter 5 Approach to Preparing the PEIR**, the environmental effects of these two substations including their associated overhead line reconfigurations, hereafter referred to as the Proposed Substation Works, have accordingly been considered within **Chapter 20 Substations and Associated Works**. For the purpose of this chapter the Proposed Overhead Line between the proposed Birkhill Wood Substation and the proposed High Marnham Substation is hereafter referred to as the Proposed Overhead Line.
- 17.1.3 To ensure that the Project as a whole has been assessed a summary has been included within this preliminary assessment of the likely significant effects on socio-economics, recreation, and tourism which brings together the assessment of the Proposed Overhead Line and Proposed Substation Works for socio-economics, recreation, and tourism.
- 17.1.4 This chapter describes the methodology used, the datasets that have informed the preliminary assessment, baseline conditions, mitigation, and the preliminary socio-economic, recreation and tourism significant effects that could result from the Proposed Overhead Line.
- 17.1.5 This chapter covers effects on the following during construction, operation and maintenance noting that decommissioning been scoped out (Ref 17.22).
- Employment (including training and apprenticeship opportunities);
 - The local economy effects from the generation of Gross Value Added (GVA) from employment, training, and apprenticeship opportunities;
 - Users of recreational routes and Public Rights of Way (PRoW) (including bridleways and cycle paths);
 - Local communities that could be affected by community severance; and
 - Residential receptors, local businesses, visitor attractions, community facilities, open space, and development land.

- 17.1.6 This chapter draws on the assessment’s findings from several other topic chapters to inform the preliminary assessment. These chapters are provided in Volume 1:
- **Chapter 6 Landscape;**
 - **Chapter 7 Visual;**
 - **Chapter 14 Traffic and Transport;**
 - **Chapter 15 Air Quality;** and
 - **Chapter 16 Noise and Vibration.**
- 17.1.7 This chapter should be read in conjunction with:
- **Chapter 4 Description of the Project;**
 - **Chapter 5 Approach to Preparing the PEIR;** and
 - **Chapter 20 Substations and Associated Works.**
- 17.1.8 This chapter is supported by the following figures, which are provided in Volume 2:
- **Figure 1.1 Project Location and Route Sections;**
 - **Figure 17.1 Study Area;**
 - **Figure 17.2 Community Facilities;**
 - **Figure 17.3 Business, Recreation and Tourism Receptors;**
 - **Figure 17.4 Recreational land and Recreational Routes;** and
 - **Figure 17.5 60 Minute Drive Time.**

17.2 Regulatory and Planning Context

- 17.2.1 This section sets out the legislation and planning policy that is relevant to the preliminary socio-economic, recreation, and tourism assessment. A full review of compliance with relevant national and local planning policy will be provided within the Planning Statement that will be submitted as part of the application for Development Consent.
- 17.2.2 **Chapter 2 Regulatory and Planning Context** describes the overall regulatory and planning policy context for the Project. Key legislation, policy, and planning guidance relevant to the assessment of potential socio-economic, recreation, and tourism effects associated with the construction, operation and maintenance of the Project is presented below.

Legislation

- 17.2.3 There is no specific legislative framework directly relevant to the topic of socio-economics, recreation, and tourism as a whole; however, there is relevant legislation regarding the potential recreation and tourism impacts from the Project.

Countryside and Rights of Way Act

- 17.2.4 The Countryside and Rights of Way Act (CRoW) 2000 (Ref 17.1) was implemented in November 2000 and focuses on the right to roam and the review of the PRow within the United Kingdom, including the right to create new PRow where demand necessitates it.
- 17.2.5 The Act also states that the prevention of obstructions to PRow must be enforced and enacts the power to order the removal of obstructions, to ensure that the public can continue to use these routes for recreational purposes.

Equality Act

- 17.2.6 The Equality Act 2010 (Ref 17.2) was established in 2010. The Act's principal aims are to safeguard human rights, ensure fairness and protect people from discrimination in the workplace, and while accessing public and private services. It extends a person's rights in areas of life including religion or belief, disability, age, sex, sexual orientation, and gender.

National Policy Statements (NPSs)

- 17.2.7 **Chapter 2 Regulatory and Planning Context** sets out the overarching policy context relevant to the Project, including the Overarching National Policy Statement for Energy (EN-1) (Ref 17.3).
- 17.2.8 Paragraph 4.3.4 EN-1 states that:
'...the applicant must set out information on the likely significant environmental, social and economic effects of the development, and show how any likely significant negative effects would be avoided, reduced, mitigated or compensated for, following the mitigation hierarchy.'
- 17.2.9 EN-1 states, in Paragraph 4.3.5, that, for the purpose of EN-1, *'the ES should cover the environmental, social and economic effects arising from preconstruction, construction, operation and decommissioning of the project.'*
- 17.2.10 Paragraph 5.13.5 of EN-1 states:
'Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development's socio-economic impacts correlate with local planning policies.'
- 17.2.11 Paragraphs 5.13.9 to 5.13.11 of EN-1 state:
- *'The Secretary of State should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the Secretary of State considers to be both relevant and important to its decision'.*
 - *'The Secretary of State may conclude 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 this NPS)'.*
 - *'The Secretary of State should consider any relevant positive provisions the applicant has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts'.*

- 17.2.12 The other directly relevant NPS is the National Policy Statement for Electricity Networks Infrastructure (EN-5) (Ref 17.4); however, this does not specifically address socio-economic, recreational or tourism matters, other than by reiterating the Holford Rules, which require an applicant to *‘approach urban areas through industrial zones, where they exist; and when pleasant residential and recreational land intervenes between the approach line and the substation, carefully assess the comparative costs of undergrounding.’*

Other National Policy

- 17.2.13 The National Planning Policy Framework (NPPF) 2024 (Ref 17.5) includes policies of relevance to this topic. The NPPF sets out the UK Governments’ planning policies for England and provides guidance on how these are expected to be applied.
- 17.2.14 Paragraph 200 of the NPPF states that:
- ‘Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant... should provide suitable mitigation before the development has been completed’.*
- 17.2.15 Paragraph 105 states that *‘Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails’.*
- 17.2.16 Paragraph 101 sets out that *‘.....significant weight should be placed on the importance of facilitating new, expanded, or upgraded public service infrastructure when considering proposals for development’.*
- 17.2.17 The assessment has also considered the National Planning Practice Guidance (NPPG) (Ref 17.6), which provides guidance on planning and the economy and considers the existing and potential future needs of the population in terms of economic development, jobs and employment opportunities.

Regional and Local Policy

- 17.2.18 **Chapter 2 Regulatory and Planning Context** lists relevant regional and local policy. Key local policy relevant to socio-economics, recreation and tourism, that has informed this preliminary assessment, and will inform the assessment within the Environmental Statement (ES), includes:
- East Riding Local Plan 2012-2029, Adopted 2016 (Ref 17.7)
 - EC1: Supporting the growth and diversification of the East Riding economy;
 - EC2: Developing and diversifying the visitor economy;
 - EC5: Supporting the energy sector;
 - East Riding Economic Strategy 2023-2025 (Ref 17.8)

- Priority 1: Business Growth;
- Priority 2: Lifelong Learning;
- Priority 4: Sustainable Economy;
- North Lincolnshire Local Development Framework Core Strategy 2006 – 2026, (Adopted 2011) (Ref 17.9)
 - CS11: Provision and Distribution of Employment Land;
 - CS13: Lifelong Learning and Skills;
 - CS15: Culture and Tourism;
- North Lincolnshire Economic Growth Plan 2023-2028 (Ref 17.10)
 - Priority 1: A place where people, places and products are connected globally to deliver sustainable economic growth;
 - Priority 2: A place where businesses and residents make positive changes to create a cleaner, greener, healthier and more sustainable future for North Lincolnshire;
 - Priority 3: A place which enables and encourages businesses, residents and communities to achieve their full potential.
- Bassetlaw Local Plan 2020-2038, Adopted 2024 (Ref 17.11)
 - ST5: Provision of Land for Employment Development;
 - ST10: Visitor Economy.
- East Riding of Yorkshire Local Plan Update 2020 – 2039 (Ref 17.12)
 - Policy EC1: Supporting the growth and diversification of the East Riding economy;
 - Policy EC2: Developing and diversifying the visitor economy.
- North Lincolnshire Local Plan Publication Draft Addendum Plan, May 2022 (Ref 17.13)
 - EC1: Employment Land Supply;
 - EC2: Existing Employment Areas;
 - EC7: A Sustainable Visitor Economy.
- Cottingham Neighbourhood Plan and Design Guide 2015-2029, Adopted 2018 (Ref 17.14);
 - GP1: Local Plan Sites (compliance with concept statements);
 - GP4: Small Scale Commercial Activities Within Existing Properties;
 - GP6: Local Shops and Services;
 - GP8: Protecting Open Areas Between Cottingham and Hull from Inappropriate Development.
- Clarbrough and Welham Neighbourhood Plan, Adopted 2017 (Ref 17.15)

- Policy 7: Supporting Local Businesses;
- Policy 9: Promoting Tourism;
- Headon, Upton, Grove, and Stokeham Final Neighbourhood Plan, Adopted 2018 (Ref 17.16)
 - Community Objective 4: To support the improvement of Headon Camp Industrial Estate and the development of new small-scale local businesses;
 - Community Objective 5: To support the retention of existing community facilities;
 - Community Objective 6: To protect and enhance our public rights of way, including public footpaths and bridleways which will contribute towards a healthier and more cohesive community.
- Rampton and Woodbeck Neighbourhood Plan 2019-2037, Adopted 2021 (Ref 17.17)
 - Policy 8: Local Economy;
 - Policy 9: The Protection of Local Amenities.
- Walkeringham Neighbourhood Plan 2019-2035, Adopted 2021 (Ref 17.18)
 - Neighbourhood Plan Policy 6: Maintaining Local Employment;
 - Neighbourhood Plan Policy 7: Enhancing the Provision of Community Facilities;
- Misterton Adopted Neighbourhood Plan 2022 – 2028, Adopted 2024 (Ref 17.19)
 - Community Objective 3: To protect and enhance the landscape, its green spaces and surrounding open countryside, ensuring development minimises its impact on the natural and built environment;
 - Community Objective 5: To encourage local employment opportunities and support local economic growth and development in identified sustainable locations, accessible by public and sustainable transport methods.
- Treswell with Cottam Adopted Neighbourhood Plan, Adopted 2024 (Ref 17.20)
 - Policy 1 Development in Treswell and Cottam;
 - Policy 7: Protecting Existing Community Facilities;
 - Policy 10: Supporting Local Employment Opportunities.

17.2.19 North Lincolnshire Council submitted the New Local Plan for Examination in November 2022. The Examination progressed however the authority took the decision to formally withdraw the New Local Plan from the Examination in September 2024. The Saved Policies in the Local Plan (2003) as updated in October 2024 (Ref 17.47) North Lincolnshire Local Development Framework Core Strategy (2011) (Ref 17.9) from the adopted Development Plan and have been considered in the PEIR where relevant.

17.3 Scoping Opinion and Consultation

Scoping Opinion

17.3.1 The scope of the assessment has been informed by the Scoping Opinion (Ref 17.21) provided by the Planning Inspectorate on behalf of the Secretary of State, following submission of the Environmental Impact Assessment (EIA) Scoping Report (Ref 17.22). The assessment scope has also been informed through consultation and engagement with relevant stakeholders. A summary of the Scoping Opinion (Ref 17.21) together with a response from National Grid against each point of relevance to socio-economics, recreation and tourism is provided in Table 17.1.

Table 17.1 - Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.11.1	<p>Potential temporary and permanent adverse land take or amenity impacts on agricultural land leading to potential disruption to agricultural businesses and loss of agricultural land for users – Construction and Operation (maintenance activities)</p> <p>The Applicant proposes to scope this matter out on the basis that all land take from private holdings would be mitigated through mutually agreed financial compensation to landowners and in line with the terms of any tenancy agreements.</p> <p>On the basis of these compensation agreements being implemented and evidence of final agreements being provided with the application documents, the Inspectorate agrees to scope these matters out from further assessment. If such evidence is not available, then the Inspectorate considers that this matter should be assessed in the ES.</p> <p>The Inspectorate draws the Applicant's attention to ID 2.1.11 of this Opinion regarding the maintenance phase.</p>	<p>Noted. The appropriate mitigation measures will be detailed in a Code of Construction Practice (CoCP) submitted with the application for development consent. A Draft Outline CoCP is provided in Appendix 4.1 Draft Outline Code of Construction Practice CoCP in Volume 3. Engagement with landowners is ongoing and agreements will be in place prior to construction commencing.</p> <p>The extent of relevant socio-economic land permanently required will be detailed in the ES.</p>
3.11.2	<p>Potential creation of permanent operational phase employment,</p>	<p>This response is noted by the Applicant.</p>

ID	Inspectorate's comments	Response
	<p>training and apprenticeship opportunities, both directly at work sites and indirectly in the supply chain leading to gross value added (GVA) impacts across the supply chain – Operation</p>	
	<p>The Applicant proposes to scope this matter out on the basis that the scale of operational employment generated is likely to be very limited.</p>	
	<p>The Inspectorate agrees, given the nature of the Project, that it is unlikely to generate employment, training or apprenticeship opportunities that would result in a significant increase in the GVA of the study area as described at paragraph 16.4.9 of the Scoping Report. The Inspectorate considers it is therefore unlikely to result in significant effects and agrees that this matter can be scoped out of the ES.</p>	
3.11.3	<p>Potential generation of GVA during the operation leading to permanent GVA impacts across the North Lincolnshire, East Riding of Yorkshire and Bassetlaw local authority economies – Operation</p>	<p>This response is noted by the Applicant.</p>
	<p>The Applicant proposes to scope this matter out on the basis that the scale of operational employment generated is likely to be very limited and therefore any effect on GVA will be small.</p>	
	<p>The Inspectorate considers that given the maintenance activities set out in section 4.5 of the Scoping Report, it agrees to scope out an assessment of potential generation of GVA during the operation leading to permanent GVA impacts across the local authority economies during operation.</p>	
3.11.4	<p>Study area</p>	<p>The study areas for socio-economics, recreation and tourism</p>

ID	Inspectorate's comments	Response
	<p>Paragraph 16.3.1 of the Scoping Report sets out that the study areas for socio-economic, recreation and tourism vary dependent on the likely spatial extent of the effect under consideration. Paragraphs 16.3.2 to 16.3.6 set out the proposed study areas.</p>	<p>will be discussed with stakeholders as part of the engagement which will take place at the ES stage. The outcomes of this will be presented within the final assessment reported in the ES.</p>
	<p>The Inspectorate considers that the study area should not be limited to solely the local authority spatial areas which the Scoping Boundary falls within; it should take into account the workforce profile and supply chain area and be informed by the Zone of Influence (Zol) of the Project and other aspect assessments (e.g. landscape and visual, traffic and transport). The Applicant should seek to agree the study area with the relevant local authorities.</p>	<p>The study areas for the assessment vary depending on the receptors that are assessed, which is detailed further in Table 17.3.</p> <p>For employment and local economy (GVA and supply chain) impacts, the study area for effects is considered for the 60-minute drive time area from the draft Order Limits. This study area has been based on Research by the Chartered Institute of Personnel and Development (CIPD), which found that 90% of national (UK) employees commuted for 60 minutes or less each way. This was reported by CIPD in the 2017 Employee outlook 'Employee views on working life' (Ref 17.23). This provides justification for using the 60-minute drive time area as a basis for employment and local economy impacts, given that the majority of affected receptors will originate within 60 minutes of the draft Order Limits.</p>
3.11.5	<p>Economy and employment</p>	
	<p>Consideration should be given to the availability and origin of the workforce in the context of the numerous projects proposed in the region. Any assumptions around workforce origins within the socio-economic assessment should be used to inform the study area and also be reflected in the assessment of transport impacts.</p>	<p>The availability and origin of the workforce will be considered through the available information on employment in the construction and maintenance phases and the assumptions for additionality, primarily for the assumptions of displacement and leakage. These assumptions are detailed further within section 17.4.</p>
		<p>For employment and local economy impacts, the study area for effects is considered for the 60-minute drive time area from the</p>

ID	Inspectorate's comments	Response
3.11.6	Receptors	<p>draft Order Limits. This study has been based on Research by the CIPD, which found that 90% of national employees commuted for 60 minutes or less each way. This was reported by CIPD in the 2017 Employee outlook 'Employee views on working life' (Ref 17.23). This provides justification for using the 60-minute drive time area as a basis for employment and local economy impacts, given that the majority of affected receptors will originate within 60 minutes of the draft Order Limits.</p>
	<p>The ES should give consideration to the Proposed Development's landscape and visual impacts to the waterway network and the potential economic effects this will have on attracting visitors to the area. The Applicant's attention is drawn to the consultation response from the Canal and River Trust (Appendix 2 of this Opinion) in this regard.</p>	<p>The potential economic effects on canals and waterways have been considered within the assessment of the socio-economic impacts of the Project, using the preliminary assessment detailed in Chapter 6 Landscape and Chapter 7 Visual. To note, canals have been considered within the recreational land and open space assessment.</p>

Project Engagement and Consultation

- 17.3.2 The Applicant has offered and held meetings with a number of unlicensed airfields to discuss feedback and concerns arising from the Proposed Overhead Line following non-statutory consultation. A specialist aviation consultant has been appointed to support these discussions and advise on aviation related matters.
- 17.3.3 Further stakeholder engagement will be undertaken as the Project progresses, including with Local Planning Authorities on socio-economic, recreation and tourism matters for the assessment.

17.4 Assessment Approach and Methods

- 17.4.1 **Chapter 5 Approach to Preparing the PEIR** sets out the overarching approach which has been used in developing the preliminary environmental information. This section describes the technical methods used to determine the baseline conditions, sensitivity of receptors and magnitude of impacts and sets out the criteria that have been used for the preliminary socio-economic, recreation and tourism assessment. This section also identifies further assessment needed to be undertaken and reported within the ES.

Guidance Specific to the Socio-economic, Recreation and Tourism Assessment

- 17.4.2 Relevant guidance, specific to socio-economics, recreation and tourism that has informed the approach to the preliminary assessment reported in this PEIR, and will inform the assessment within the ES, comprises¹:
- Additionality Guide (Fourth Edition), Homes and Communities Agency (HCA), 2014 (Ref 17.24) – This guide explains how to assess the additional impact (known as ‘additionality’) of local economic and housing interventions;
 - Design Manual for Roads and Bridges (DMRB) – Document LA 112: Population and Human Health (Ref 17.25) Part 3 Land Use and Accessibility, including details regarding the assessment of effects on land use and walkers, cyclists and horse riders. Whilst this guidance is not specific to electricity network infrastructure, this guidance provides some useful context for assessing land use and community impacts of linear infrastructure;
 - The Green Book – Appraisal and Evaluation in Central Government, 2022 (Ref 17.26) - The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects; and
 - The Magenta Book – Guidance for Evaluation, HM Treasury (2020) (Ref 17.27) – The Magenta Book provides guidance on how to incorporate evaluation through the design, implementation, delivery, and review stages of policy making.

Study Area

- 17.4.3 The study area for the socio-economic, recreation and tourism is presented in **Figure 17.1 Study Area**. This is presented for the Project inclusive of both the Proposed Overhead Line and Proposed Substation Works.
- 17.4.4 The baseline has been considered at different spatial levels depending on the aspect. Baseline data are referenced at a national, regional, county, district and in some cases a ward level, where the data are available and provide context to the existing baseline environment. Table 17.2 outlines the different scales of data sources that have been used to support the assessment.

Table 17.2 - Data collection scales

Geographical scale	Description
National	The Project is located within England. National data sources have been used to identify a national average against which to compare local data. Where data are not available for England, data for the United Kingdom (UK) have been referenced.

¹ This section previously considered “Research to Improve the Assessment of Additionality, Department for Business, Innovation and Skills (BIS, 2009)” as part of the assessment technical guidance. However, this has since been excluded on the basis of more recent guidance (including the Additionality Guide and the Green Book) being available to inform this preliminary assessment (Ref 17.28).

Geographical scale	Description
Regional	The Project is located across the East Midlands and Yorkshire and the Humber. Regional data sources have been used to identify a regional average against which to compare local data.
District	The Project is located within the districts of East Riding of Yorkshire, North Lincolnshire (Lincolnshire) and Bassetlaw (Nottinghamshire). District data sources have been used to identify a sub-regional average against which to compare local data
Lower layer Super Output Areas (LSOAs)	Small areas designed to improve the reporting of small area statistics in England and Wales. The 60-minute Drive Time Area is comprised of approximately 4,533 LSOAs.

17.4.5 The socio-economics, recreation and tourism topic considers the potential for effects within the following study areas. The proposed study areas will be agreed with the relevant local authorities for the ES. They are presented in **Figure 17.1 Study Area** and also detailed in Table 17.3 below.

Table 17.3 - Socio-economic, recreation and tourism receptors by geographical scale

Receptor	Geographical area of impact	Rationale for impact area
Employment	60-minute drive time area from the draft Order Limits	Professional judgement regarding the scope for potential employment impacts. Research by the Chartered Institute of Personnel and Development (CIPD) found that 90% of national (UK) employees commuted for 60 minutes or less each way. This was reported by CIPD in the 2017 Employee outlook 'Employee views on working life' (Ref 17.23).
Local economy (GVA)		GVA generation relates directly to employment generation and supports the local economy.
Community Facilities Residential Properties	Within, and up to 500 m from the draft Order Limits, or those beyond this buffer that are noted	Professional judgement and experience from other electricity

Receptor	Geographical area of impact	Rationale for impact area
Businesses, recreational, and tourism receptors ²	in this assessment as likely to be impacted and/or as reported in other environmental topics.	network infrastructure schemes in England. 500 m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits, based on DMRB LA 112 (Ref 17.25). Beyond this buffer, there must be a clear rationale for the inclusion of receptors, which is derived from assessments for the drawn from other chapter, which are Chapter 6 Landscape; Chapter 7 Visual; Chapter 14 Traffic and Transport; Chapter 15 Air Quality; or Chapter 16 Noise and Vibration , or a combination of these chapters.
Recreational land and open space ³		
Planning applications and local plan allocations		
PRoWs, Access routes, and recreational routes	Within the draft Order Limits.	Chapter 14 Traffic and Transport assesses impacts on PRoW and recreational routes within the draft Order Limits. PRoW and recreational routes beyond the draft Order Limits are unlikely to experience significant socio-economic effects due to their distance from construction activities; diversions and closures are likely to be localised to within the draft Order Limits.
Local communities that could be impacted by severance	Within, and up to 1 km from, the draft Order Limits	Professional judgement and experience from other electricity network infrastructure schemes in England. A 1 km study area has been considered for this receptor in order to fully account for the effect of severance on access to community facilities.

² This includes the following types of receptors: Museums, historic building or gardens; Public houses (Pub), restaurants, takeaways and wedding venues; Hotels, campsites, Bed and Breakfast accommodation, holiday homes, holiday parks, caravan parks and glamping sites; farms; airfields and airstrips; sports or activity facilities, including angling clubs, equestrian centres, golf clubs, paintball / Laser tag venues, garden centres, football clubs, cricket clubs, croquet clubs, yoga studios, Pilates studios, leisure centres and dance schools; driving schools; tourist attractions; kennels and dog trainers; factories; heritage centres, monuments.

³ This includes parks, playing fields and canals.

- 17.4.6 The assessment also considers the following geographical areas for the collation of information for the baseline. These have been used in assessing the sensitivity of the receptors:
- The local authorities of East Riding of Yorkshire, North Lincolnshire and Bassetlaw (Nottinghamshire);
 - Their corresponding regions of Yorkshire and the Humber (region for the local authorities of North Lincolnshire and East Riding of Yorkshire) and the East Midlands (region for the local authority of Bassetlaw); and
 - The national comparator of England.

Baseline Data Gathering and Forecasting Methods

Data sources

- 17.4.7 The baseline information has been informed by a desk study, which has drawn on the following information sources:
- Ministry of Housing, Community and Local Government (MHCLG) - English Indices of Deprivation, 2019 (Ref 17.29);
 - Office for National Statistics (ONS) - Regional Gross Value Added (balanced) per head and income components, 2023 (Ref 17.30);
 - ONS - Census 2011 (Ref 17.31);
 - ONS - Census 2021 (Ref 17.32);
 - ONS - UK Business Register and Employment Survey, 2021 (Ref 17.33); and
 - ONS - Population projections, 2018 (Ref 17.34);
 - CoStar - CoStar, 2024 (Ref 17.35);
 - Sustrans – Find a route on the National Cycle Network, 2024 (Ref 17.36);
 - Google Maps – Street View (Ref 17.37);
 - East Riding Local Plan 2012-2029, Adopted 2016 (Ref 17.7);

North Lincolnshire Local Development Framework Core Strategy 2006 – 2026, (Adopted 2011 [Accessed: October 2024].

- Ref 17.9);
- Bassetlaw District Local Plan 2020-2038, Adopted 2024 (Ref 17.11);
- East Riding of Yorkshire Local Plan Update 2020 – 2039 (Ref 17.12);
- North Lincolnshire Local Plan Publication Draft Addendum Plan, May 2022 (Ref 17.13);
- ONS - Subregional productivity: labour productivity indices by local authority district (Ref 17.38);
- ONS - Subregional productivity: labour productivity indices by UK ITL2 and ITL3 subregions (Ref 17.39);

- Information from the website for Darlton Gliding Club (Ref 17.40);
- Information from the Flying Farmers Association website (Ref 17.41);
- Ordnance Survey (OS) 1:10,000, 1:25,000, 1:50,000 and 1:250,000 base mapping; and
- OS AddressBase Plus.

17.4.8 The EIA Scoping Report (Ref 17.22) set out that ONS (2021) Mid-year population estimates would be used in baseline data gathering. However, ONS (2022) Census 2021 data has been used to source population statistics, as the Census 2021 is a more complete dataset.

17.4.9 In addition, the baseline is based on desk-based research locations of residential properties, businesses, community and recreation facilities, development land allocations and publicly available information on planning permissions relative to the Project.

Further data to be collected to inform the ES

17.4.10 The ES chapter will be informed by further baseline data gathered from other topic chapters where relevant to support the preliminary assessment of effects. This will include baseline information from **Chapter 6 Landscape, Chapter 7 Visual, Chapter 14 Traffic and Transport, Chapter 15 Air Quality, and Chapter 16 Noise and Vibration.**

Assessment Methods and Criteria

17.4.11 The methodology for undertaking the socio-economic, recreation and tourism assessment builds on the general assessment methodology presented in **Chapter 5 PEIR Approach and Methodology.**

17.4.12 The assessment of potential impacts on receptors has used policy thresholds and expert judgment to assess the scale and nature of the impacts of the Proposed Overhead Line against baseline conditions. For socio-economics, recreation and tourism there is no accepted definition of what constitutes a significant (or not significant) effect. It is however recognised that effects are categorised based upon the relationship between the scale (or magnitude) of impact and the sensitivity (or value) of the affected resource or receptor.

Sensitivity

17.4.13 The consideration of sensitivity is not attributed to resources/receptors due to their diverse nature and scale; however, the assessment takes account of the qualitative (rather than quantitative) 'sensitivity' of each receptor and, in particular, their ability to respond to change based on recent rates of change and turnover (if appropriate). The sensitivity of receptors is assessed as very high, high, medium, low, or negligible.

Employment and local economy receptors

17.4.14 Table 17.4 identifies the sensitivity criteria that have been used to inform the assessment on socio-economic receptors relating to employment and the local economy (through GVA impacts), which are based on professional judgement.

Table 17.4 - Employment and local economy sensitivity criteria

Sensitivity	Description
Very High	Businesses, workers or residents who have little or no capacity to experience the impact without incurring an economic loss or have capacity to experience a large economic gain, i.e. very high unemployment rates and very low levels of education in comparison to surrounding geographies.
High	Businesses, workers or residents who have below average capacity to experience the impact without incurring an economic loss or have capacity to experience an economic gain, i.e. high unemployment rates and low levels of education in comparison to surrounding geographies.
Medium	Businesses, workers or residents that have an average capacity to experience the impact without incurring a change on their economic well-being i.e. average unemployment rates and average levels of education in comparison to surrounding geographies.
Low	Businesses, workers or residents that generally have adequate capacity to experience impacts without incurring a change on their economic well-being, i.e. low unemployment rates and high levels of education in comparison to surrounding geographies.
Negligible	Businesses, workers or residents that are unlikely to experience impacts on their economic well-being.

Public rights of way, access routes, and recreational routes

- 17.4.15 The criteria for the sensitivity of public rights of way (including bridleways and cycle paths), access route, and recreational route receptors is presented for both access use and recreation use. “Access” sensitivity criteria consider the extent of usage, type of user, reason for use (e.g. commuting) and potential for substitution. “Recreation” sensitivity criteria consider the quality of user experience, quality of the route, reason for use (e.g. recreational) and potential for substitution.
- 17.4.16 Table 17.5 sets out the sensitivity criteria that have been used to inform the assessment of these receptor types, which are based on professional judgement.

Table 17.5 - Public rights of way, access routes, and recreational routes impact sensitivity criteria

Sensitivity	Description
Very High	<p><u>Access</u></p> <ul style="list-style-type: none"> Receptor is of very high importance such as routes used for commuting (daily) or a direct and convenient route connecting communities and services with.

Sensitivity	Description
	<ul style="list-style-type: none"> • Receptor is regularly used by vulnerable travellers such as the elderly, school children, and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. • Receptor with very limited potential to be substituted with other route options to access the wider network and/or community infrastructure. <p><u>Recreation</u></p> <ul style="list-style-type: none"> • Receptor is of very high importance, such as national trails and routes used for recreation. • Receptor is highly and regularly used and valued for its character and / or quality. • Receptor with no comparable and accessible alternatives that exist within the study area and limited ability to absorb change.
High	<p><u>Access</u></p> <ul style="list-style-type: none"> • Receptor is of high importance, connecting communities and services, but used regularly but to a lesser extent for commuting. • Receptor is used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. • Receptor with limited potential to be substituted with other route options to access the wider network or community infrastructure. <p><u>Recreation</u></p> <ul style="list-style-type: none"> • Receptor is of high importance, such as regional trails and routes used for recreation. • Receptor is regularly used and valued for its character and / or quality. • Receptor with limited comparable and accessible alternatives that exist within the local area and limited ability to absorb change.
Medium	<p><u>Access</u></p> <ul style="list-style-type: none"> • Receptor is of medium importance, such as PRow close to communities. • Receptor with some potential to be substituted with other route options to access the wider network or community infrastructure • Receptor is predominantly used by travellers who are not deemed vulnerable. Vulnerable travellers such as the elderly, school children and people with disabilities may use the receptor but not regularly.

Sensitivity	Description
	<u>Recreation</u> <ul style="list-style-type: none"> • Receptor is of medium importance, including promoted routes, receptor used for recreation e.g. dog walking, and routes linking to a wider network of routes to provide options for longer recreational journeys. • Receptor moderately or semi-regularly used and valued for its character and / or quality. • Receptor with potential comparable and accessible alternatives within the local area and potential ability to absorb the change.
Low	<u>Access</u> <ul style="list-style-type: none"> • Receptor is of low importance, such as routes disused through past severance or routes that do not offer meaningful access to utilities, with alternative routes available. • Receptor with strong potential for substitution with other route options to access the wider network or community infrastructure. <u>Recreation</u> <ul style="list-style-type: none"> • Receptor is of low importance, such as PRow that are poorly maintained and do not offer a meaningful route for recreational purposes. • Receptor is sparingly or infrequently used and valued as it does not currently offer a meaningful route for recreational purposes. • Receptor with comparable / like-for-like and accessible alternatives exist within the local area.
Negligible	<u>Access & Recreation</u> <ul style="list-style-type: none"> • Receptor is of very low importance with alternative routes available.

Community facilities, business, recreation and tourism receptors, residential receptors, and recreational land and open space

17.4.17 The following sensitivity criteria have been set to assess the effects on these receptor types, which comprise community facilities, business, recreation and tourism receptors, residential receptors, and recreational land and open space. Table 17.6 identifies the sensitivity criteria for these receptors, which are based on professional judgement.

Table 17.6 - Community facilities; business, recreation and tourism receptors; residential receptors; recreational land and open space sensitivity criteria

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

Magnitude

- 17.4.18 The magnitude of impact considers the scale of the impact on receptors in the context of the area in which effects will be experienced.
- 17.4.19 The magnitude of the socio-economic impacts of the Proposed Overhead Line are assessed as being high, medium, low, or very low, based on professional judgement, as summarised in Table 17.17. This is determined by having regard to:
- extent of change – the absolute number of people affected and the size of area in which the impact will be experienced i.e. the level of change to baseline conditions including the proportion of the existing workforce;
 - scale of the impact – the relative magnitude of each impact in its relevant market context (for example, the effects on local employment will be considered in the context of the overall size of the local labour market); and
 - duration of impact – more weight is given to long-term, permanent changes than to short-term, temporary ones. Temporary to short-term impacts are considered to be those associated with the construction and maintenance works. Medium to long-term impacts are those associated with the operation of the Proposed Overhead Line.

Employment and local economy impacts

- 17.4.20 Table 17.7 identifies the magnitude of impact criteria that have been used to assess the impact on employment and the local economy (through GVA generation) during construction. These have been developed set based on professional judgement.

Table 17.7 - Employment and local economy impact magnitude criteria

Magnitude of impact	Description
High	considerable adverse or beneficial socio-economic effects. Such impacts will typically affect large number(s) of business(es), workers or residents.
Medium	affect a moderate number of businesses, workers or residents, and will lead to a small change to the study area's baseline socio-economic conditions.
Low	affect a small number of businesses, workers or residents or an impact that may affect a larger number of receptors but does not materially alter the study area's baseline socio-economic conditions.
Negligible	very little change from baseline conditions where the change is barely distinguishable, approximating to a "no change" situation.

Public rights of way, access routes, and recreational routes

17.4.21 Magnitude criteria consider the duration of impacts on these receptor types, and any changes in a routes' accessibility, ability to serve its purpose, or journey length. The application of these criteria will vary according to whether the receptor is used for recreational or access purposes or both.

17.4.22 Table 17.8 identifies the magnitude of impact criteria which have been used to assess the impacts on these receptors, which have been developed based on professional judgement.

Table 17.8 - Public rights of way, access routes, and recreational routes impact magnitude criteria

Magnitude of impact	Description
High	<ul style="list-style-type: none"> • Long term (>1 year – permanent) route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Route compromised and unusable for its intended purpose(s) in the long term (>1 year – permanent), such as increased/decreased opportunities for users to access the wider network and community infrastructure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Substantial (>500 m) increase (adverse) / decrease (beneficial) in journey length.
Medium	<ul style="list-style-type: none"> • Temporary (6 months to 12 months) closure or partial route closure. Extent of impact will depend on

Magnitude of impact	Description
	<p>the nature of diversion proposed through embedded mitigation.</p> <ul style="list-style-type: none"> Route compromised and unusable for a proportion of its intended purpose temporarily (6 months to 12 months). Extent of impact will depend on the nature of diversion proposed through embedded mitigation. >250 m – 500 m increase (adverse) or decrease (beneficial) in journey length.
Low	<ul style="list-style-type: none"> Temporary (1 month to 6 months) route closure or partial route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. Route compromised and its functionality is partly impaired or compromised. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. >50 m – 250 m increase (adverse) or decrease (beneficial) in journey length.
Negligible	<ul style="list-style-type: none"> Temporary (<1 month) and fully reversible minor route diversion. Route is not closed and can continue to be used for its intended purpose without any significant inconvenience or detriment to the users. <50 m increase (adverse) or decrease (beneficial) in journey length.

Community facilities, business, recreation and tourism receptors, residential receptors, and recreational land and open space

17.4.23 The magnitude of change to these receptors is assessed by appraising the level of impact on these receptor types and the permanency of change arising from the Proposed Overhead Line.

17.4.24 Table 17.9 identifies the magnitude of impact criteria for Community facilities, which is based on professional judgement.

Table 17.9 - Community facilities; business, recreation and tourism receptors; residential receptor; recreational land and open space magnitude of impact criteria

Magnitude of impact	Description
High	An impact that permanently or considerably affects the integrity and value of an asset; or an impact that permanently or considerably enhances the value and quality of an asset or land use.

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

Significance of effects

17.4.25 The significance of an effect has been derived in line with the image set out in **Chapter 5 Approach to Preparing the PEIR**. Those effects that are found to be moderate or major are considered to be ‘significant’ and those which are minor or negligible are ‘not significant’.

Approach to defining significance in the PEIR

17.4.26 As set out in **Chapter 5 Approach to Preparing the PEIR** the general approach taken to determining the significance of effect in this preliminary assessment is only to state whether effects are likely or unlikely to be significant, rather than assigning significance levels.

17.4.27 Following on from the identification of whether an effect is considered likely to be significant or not significant, a confidence in the prediction is given, based on a rating of high, moderate or low in line with the confidence level definitions presented in **Chapter 5 Approach to Preparing the PEIR**.

Preliminary Assessment Assumptions and Limitations

17.4.28 The assessment has been undertaken based on preliminary design information for the Proposed Overhead Line as described in **Chapter 4 Description of the Project**. This information is likely to develop further in response to ongoing design, assessment and stakeholder feedback, and will be updated for the ES as the design evolves. The following limitations and assumptions have been identified for the socio-economics, recreation and tourism assessment:

- A small section of the draft Order Limits falls within the Newark and Sherwood District as illustrated on **Figure 1.1 Project Location and Route Sections**. This section solely relates to reconductoring the existing 4ZV overhead line as part of the proposed High Marnham Substation works as described in **Chapter 4 Description of the Project**. The need to include Office for National Statistics (ONS) Census 2021 (Ref 17.32) baseline data for this Local Authority Area will be kept under review and presented in ES where appropriate;
- The assessment relies, in part, on data provided by third parties (e.g. OS Mapping, CoStar, ONS) which are the most up-to-date data available at the time of this

assessment. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment;

- The sensitivity of business, recreation and tourism receptors has been assessed based on publicly available data and professional judgement where there is no information available (e.g. webpage of the business, recreation and tourism receptors) in the public domain;
- There is no public data on aircraft movements at identified airfields.
- The baseline data gathered on airfields (e.g. the type of airfield and number of employees) has been collected from engagement with the identified airfields and information provided on the webpage of the airfields;
- The preliminary assessment of development land allocations is based on the latest data on planning applications and planning allocation boundaries available at the time of writing;
- Compensation matters are not addressed within the assessment and will be dealt with separately as part of the Development Consent Order (DCO) process;
- A proportion of the construction and maintenance workers are likely to live locally to the site, while a proportion will travel to the site to work;
- As noted in **Chapter 4 Description of the Project**, the construction period is expected to begin in 2028 and be functionally completed by the end of 2031, with reinstatement potentially continuing to 2033;
- Because the assessment in this chapter considers both positive and negative effects, both the minimum and maximum worst case parameters have been used where appropriate, in line with the Rochdale envelope approach (Ref 17.42):
 - For employment creation and GVA impacts, the impacts are considered to be beneficial and use of the least intense level of construction activity as a worst-case scenario;
 - All other impacts considered in this assessment are considered to be adverse in nature and use the most intense level of construction activity as a worst-case scenario, represented by the peak construction workforce level of 569 FTEs per annum. This would lead to the greatest amount of disruption for receptors.

17.4.29 Given that the chapter relies on other dependent chapters for the assessment of effects, namely **Chapter 6 Landscape, Chapter 7 Visual, Chapter 14 Traffic and Transport, Chapter 15 Air Quality** and **Chapter 16 Noise and Vibration**, the assumptions and limitations of those chapters also apply to this assessment. Those assumptions and limitations can be found in the respective chapters.

17.4.30 The key parameters and assumptions will be reviewed based on the design presented in the DCO application and, where required, updated, or refined. The ES will present the final key parameters and assumptions used within that assessment, particularly drawing attention to any areas that may have changed from that presented in this preliminary assessment.

Further Assessment within the ES

- 17.4.31 The ES will present a detailed assessment of the sensitivity, magnitude of impact and significance of effects on the receptors. In the absence of standard methodology, it will be based on professional judgement, and experience of previous projects. The economic and employment impact assessment will also be informed by the principles set out in the HM Treasury Green Book (Ref 17.26), and Homes and Communities Agency Additionality Guide (Ref 17.24). The DMRB LA 112: Population and Human Health (Ref 17.25) will be used to determine effects on land use and accessibility.
- 17.4.32 In addition, where applicable, the preliminary assessments reported in this PEIR will be updated in the ES to account for changes in information or data availability. Any further discussions and/or feedback from stakeholder engagement, where relevant, will be incorporated into the ES. The ES will incorporate and draw on the results of assessment findings from other chapters considered relevant to the socio-economics, recreation and tourism topic.
- 17.4.33 The ES will provide final details of embedded, standard, and additional mitigation measures, which will be informed by the findings of the preliminary assessment, statutory consultation, and ongoing engagement with stakeholders.

17.5 Baseline Conditions

- 17.5.1 This section describes the baseline socio-economic, recreation and tourism environment in the study area where it relates to the Proposed Overhead Line. The socio-economic, recreation and tourism baseline in the study area in relation to the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.
- 17.5.2 Baseline conditions have been gathered from desk-based information and are presented with reference to the Route Section of the Project that they are located in, as shown on **Figures 17.1 -17.5** and as described in **Chapter 4 Description of the Project**. A figure showing PRoWs included in the baseline is shown in **Figure 14.4 Public Right of Ways**.
- 17.5.3 The baseline includes information on the following socio-economic factors, receptors, and resources:
- Population, age profile, and deprivation;
 - Economic activity rate and labour productivity;
 - Unemployment;
 - Occupational group;
 - Skills and qualifications;
 - Relevant socio-economic, recreational and tourism receptors, including:
 - Community facilities;
 - Business, recreational and tourism receptors;
 - Recreational land and open space;
 - Planning applications and development land allocations; and

- Public Rights of Way (PRoW) and recreational routes.

17.5.4 Certain datasets gathered and presented below are not used to inform the sensitivity value of receptors or the assessment of effects but to provide socio-economic context local geographies. Datasets used for context include deprivation and occupational group.

Employment and Local Economy

Population, age profile, and deprivation

- 17.5.5 Based on Office for National Statistics (ONS) Census 2021 (Ref 17.32), the residential population of the local authorities forming the study area was 629,699, comprising 342,215 residents from East Riding of Yorkshire, 169,680 from North Lincolnshire and 117,804 from Bassetlaw.
- 17.5.6 According to ONS Census data (Ref 17.31) (Ref 17.32), each of the local authorities in the study area have experienced an increase in population in the 10-year period between 2011 and 2021, with Bassetlaw exhibiting the greatest of population increase (4.4%). This growth rate is higher than seen across Yorkshire and the Humber (3.7%) over the same period but lower than across the East Midlands (7.7%) and England (6.6%). The percentage growth experienced across North Lincolnshire (1.3%) and East Riding of Yorkshire (2.4%) was lower than the regional and national rates. This is presented in Table 17.10.
- 17.5.7 To note, the Census 2021 statistics should be caveated as the data collection took place during the COVID-19 pandemic, which may affect the results of the dataset (for example, in terms of population, students may have been recorded studying from home rather than living away).
- 17.5.8 The English Indices of Deprivation 2019 (Ref 17.29), also shown Table 17.10, shows that the most deprived local authority area is Bassetlaw which is ranked as the 108th most deprived local authority of 317 districts in England (where 1 is the most deprived).

Table 17.10 - Population size, change and deprivation

Local Authority area (Route Section)	Population (Census 2021)	Percentage increase since Census 2011	Average rank in IMD 2019*
East Riding of Yorkshire (Route Sections 1-4)	342,215	2.4%	217
North Lincolnshire (Route Sections 5-7)	169,680	1.3%	120
Bassetlaw (Route Sections 8-11)	117,804	4.4%	108
East Midlands	4,880,054	7.7%	-
Yorkshire and the Humber	5,480,774	3.7%	-
England	6,490,048	6.6%	-

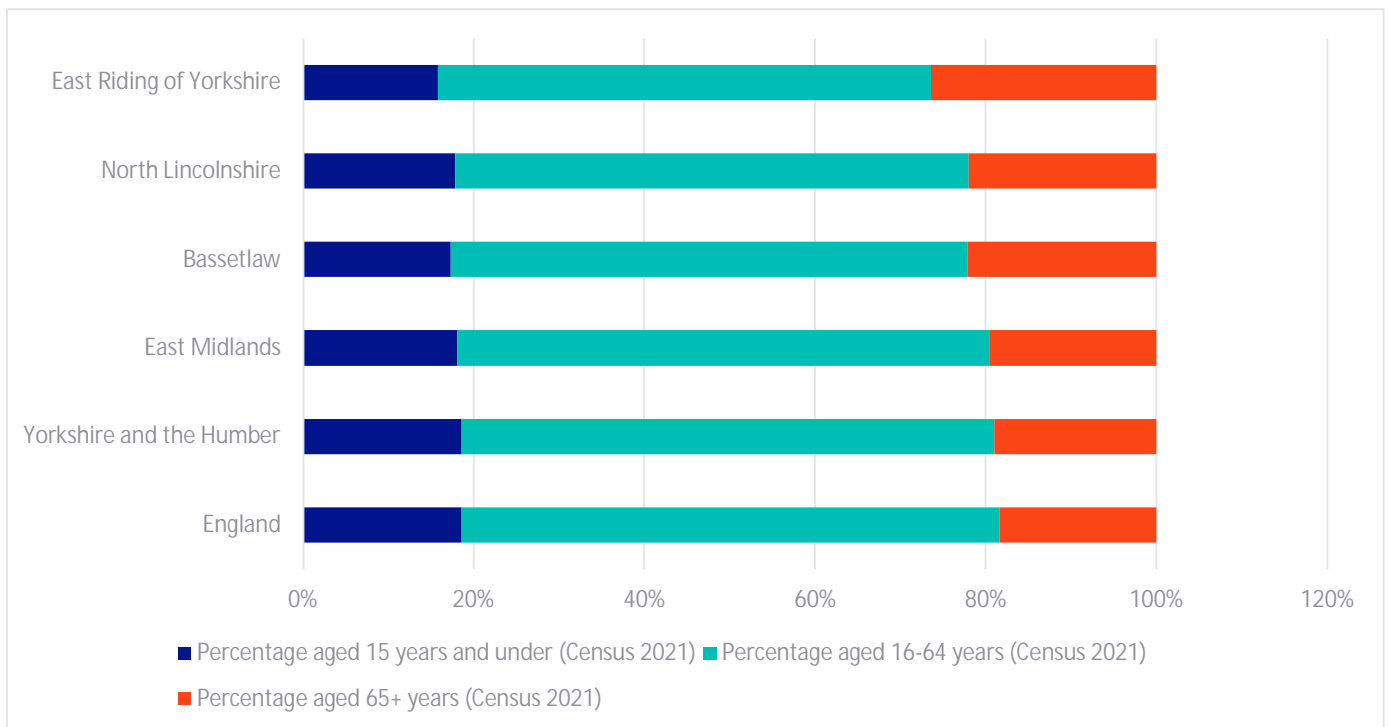
*Index of Multiple Deprivation (IMD) rank of average rank. This is so population weighted average of the combined ranks for the Lower layer Super Output Areas (LSOAs) within each local authority area ranked from 1 (most deprived) to 317 (least deprived). The domains of deprivation considered in the ranking are income (weighting 22.5%), employment (22.5%), education (13.5%), health (13.5%), crime (9.3%), barriers to housing and services (9.3%) and living environment (9.3%). Note that weighting is rounded to 1 decimal place so does not total 100%.

- 17.5.9 The population proportions in the study area as recorded in the Census 2021 (Ref 17.32) are shown in Table 17.11 and Plate 17.1. Of the local authorities in the study area, Bassetlaw has the largest working age population (defined by ONS as people aged 16 to 64) at 61%, which is larger than in North Lincolnshire (60%) and East Riding of Yorkshire (58%). All of the local authorities have a lower working age population proportion than regionally (62% for both the East Midlands, and Yorkshire and the Humber) and nationally (63%).
- 17.5.10 East Riding of Yorkshire has the smallest proportion of the population aged 15 years and under (16%), below the national average, and a large proportion aged 65+ (26%), which is above the national average.
- 17.5.11 In terms of regions, Yorkshire and the Humber is relatively in line with national averages for the population proportion. East Midlands shows a slightly smaller proportion of the population aged 15 years and under (18%) and a slightly larger proportion of the population aged 65+ (20%).

Table 17.11 - Population age profile

Local Authority area (Route Section)	Percentage aged 15 years and under (Census 2021)	Percentage aged 16-64 years (Census 2021)	Percentage aged 65+ years (Census 2021)
East Riding of Yorkshire (Route Sections 1-4)	16%	58%	26%
North Lincolnshire (Route Sections 5-7)	18%	60%	22%
Bassetlaw (Route Sections 8-11)	17%	61%	22%
East Midlands	18%	62%	20%
Yorkshire and the Humber	19%	62%	19%
England	19%	63%	18%

Plate 17.1 Age profile by geography



Economic activity rate and labour productivity

- 17.5.12 Economic activity rates at the time of the 2021 Census (Ref 17.32) are shown in Table 17.12. In terms of the local authorities, East Riding of Yorkshire (55%), North Lincolnshire (56%) and Bassetlaw (57%) all have lower rates of economic activity than the rates for the East Midlands region (58%) and the average for England (59%). Economic activity rates for both East Midlands (58%) region and Yorkshire and the Humber (56%) region are less than the national rate of 59%.
- 17.5.13 The 60-minute Drive Time Area has a 57% economic activity rate, falling slightly below the average for the East Midlands (58%) and England (59%), but above the average for Yorkshire and the Humber (56%).
- 17.5.14 Labour productivity is proxied by GVA per filled job⁴, as shown in Table 17.12. North Lincolnshire has the highest labour productivity of the geographical areas within the study area, at £71,554 in the latest data. This is higher than both regional (Yorkshire and the Humber, £53,549) and national (England, £62,751) levels of labour productivity. The East Riding of Yorkshire (£59,088) has a higher labour productivity than regional levels but is lower than that of England. Labour productivity in Bassetlaw (£46,461) is lower than both its regional comparator (East Midlands, £52,889) and the national level.

⁴ GVA per filled job is a measure of productivity and is calculated by dividing economic output (GVA) by a measure of labour input (the number of filled jobs in a geographical area used to create it).

Table 17.12 - Economic activity rate⁵

Local Authority area (Route Section)	Economic activity rate (Census 2021)	Labour Productivity (GVA per filled job, 2022)
East Riding of Yorkshire (Route Sections 1-4)	55%	£59,088
North Lincolnshire (Route Sections 5-7)	56%	£71,554
Bassetlaw (Route Sections 8 - 11)	57%	£46,461
60-minute Drive Time Area	57%	- ⁶
East Midlands	58%	£52,889
Yorkshire and the Humber	56%	£53,549
England	59%	£62,751

Unemployment

17.5.15 Model-based estimates of employment for local authorities, regionally and nationally are presented in Table 17.13.

17.5.16 According to the Annual Population Survey (Ref 17.46), the latest unemployment data, East Riding of Yorkshire (2.6%) North Lincolnshire (2.8%) and Bassetlaw (3.0%) all have a lower unemployment rate than their respective regional comparators. For all three local authorities, the unemployment rate is lower than the national level (3.7%).

Table 17.13 - Unemployment rate⁷

Local Authority area (Route Section)	Model-based estimate of unemployment (APS, 2023)
East Riding of Yorkshire (Route Sections 1-4)	2.6%

⁵ Economic activity rate is the proportion of working aged people (i.e., people aged 16-64) who are active or potentially active members of the labour market (i.e. people who are employed or unemployed). Examples of people who may not count as economically active include students, early retirees, carers and people with a long-term sickness or disability. The economic activity rate reported is taken from Census 2021 data.

⁶ Office for National Statistics Regional gross value added (balanced) per head and income components data is not published at the LSOA level and therefore Labour Productivity (GVA per filled job) cannot be calculated across the 60-minute Drive Time Area.

⁷ As unemployed persons form a small percentage of the population, the Annual Population Survey (APS) unemployed estimates within local authorities are based on very small samples so for many areas are unreliable. To overcome this model-based estimates have been developed that provide better estimates of total unemployed

Local Authority area (Route Section)	Model-based estimate of unemployment (APS, 2023)
North Lincolnshire (Route Sections 5-7)	2.8%
Bassetlaw (Route Sections 8 - 11)	3.0%
East Midlands	3.7%
Yorkshire and the Humber	3.4%
England	3.7%

Occupational group

17.5.17 Employment by major occupational group, as recorded in Census 2021 data (Ref 17.32), is shown in Table 17.14. In East Riding of Yorkshire and Bassetlaw, the highest proportion of occupations are in professional occupations, whereas in North Lincolnshire, elementary occupations represent the largest occupational group. All three local authorities have a higher proportion of process, plant, and machine operatives than the national average of 6.9%, but a smaller proportion for professional occupations than the national average of 20.3%.

for local authorities. Official unemployment figures for other geographies have been included in this dataset for comparison purposes. Estimates for these areas are not model-based and have been taken directly from the Annual Population Survey dataset. APS Data is not published at the LSOA level and therefore data is not available across the 60-minute Drive Time Area.

Table 17.14 - People in employment by major occupational group

Major occupational group by Standard Occupational Classification (SOC) 2010	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	East Midlands	Yorkshire and the Humber	England
Total number employed	156,119	76,223	54,919	2,272,324	2,461,368	26,405,214
	%	%	%	%	%	%
Managers, directors, and senior officials	13.7	10.9	12.4	12	11.2	12.9
Professional occupations	18.1	13.5	14.5	17.5	18.1	20.3
Associate professional and technical occupations	12.4	10.9	10.8	11.9	12.3	13.3
Administrative and secretarial occupations	9.1	8.4	8.3	9.1	9	9.3
Skilled trades occupations	12.5	12.1	11.9	10.8	11.1	10.2
Caring, leisure and other service occupations	9.5	9.6	10.5	9.5	9.7	9.3
Sales and customer service occupations	7.1	7.9	7.6	7.7	8.3	7.5
Process, plant, and machine operatives	7.3	13.2	11	8.9	8.4	6.9
Elementary occupations	10.3	13.6	13	12.6	11.8	10.5

Skills and qualifications

17.5.18 Skills and qualifications held by working people aged 16-64 as recorded in the 2021 Census (Ref 17.32) are shown in Table 17.15. In the local authorities of East Riding of Yorkshire (30.5%), North Lincolnshire (23.9%) and Bassetlaw (25.5%), the proportions of the population with NVQ4+ qualifications are all lower than the national average (33.9%). The 60-minute Drive Time Area has a lower proportion of residents with NVQ4+ qualifications than the three local authorities.

Table 17.15 - Skills and qualifications held by worked aged people (16-64)

Skills and qualifications	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	60-minute Drive Time Area	East Midlands	Yorkshire and the Humber	England
	%	%	%	%	%	%	%
People with NVQ4+	30.5	23.9	25.5	20.7	29.1	29.5	33.9
People with NVQ3+	17.2	17.2	17.4	10.2	18.3	17.4	16.9
People with NVQ2+	14.1	15.1	14.8	13.7	13.9	13.6	13.3
People with NVQ1+	10	11.7	10.9	6.0	10.4	10.1	9.7
People with Apprenticeships	7.2	7.1	6.7	18.1	6	6.1	5.3
People with other qualifications (NVQ)	2.8	3.1	3.1	28.6	2.8	2.6	2.8
People with no qualifications (NVQ)	18.2	21.8	21.6	2.7	19.5	20.6	18.1

- 17.5.19 Employment by broad industrial group based on data from the Business Register and Employment Survey 2021 (Ref 17.32) is shown in Table 17.16. The data is based on Standard Industrial Classification (SIC) groups (Ref 17.43) that classify businesses (and their employees) according to the type of their economic activity. In the East Riding of Yorkshire, North Lincolnshire and Bassetlaw as well as the 60-minute Drive Time Area, the three industries with the largest proportion of employment are the same, namely: Manufacturing (Sector C), Wholesale and Retail Trade (Sector G); Repair of Motor Vehicles and Motorcycles (G), and Human Health and Social Work Activities (Q). This is consistent with the top three employment industries for the Yorkshire and the Humber and the East Midlands, showing a regional concentration of employment in these industries.
- 17.5.20 In the Construction sector (F), both North Lincolnshire and Bassetlaw (7%) have a higher proportion of employment than their national comparators, Yorkshire and the Humber (5%) and the East Midlands (6%) respectively. For East Riding of Yorkshire and the 60-minute Drive Time Area, the construction sector represents a smaller proportion of employment than nationally, with 5% and 4% employed in the industry respectively.

Table 17.16 - Employment by broad industrial group

Broad industrial group SIC 2007	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	60-minute Drive Time Area	East Midlands	Yorkshire and the Humber	England
Total number employed	130,350	73,050	49,940	3,416,395	2,163,000	2,473,750	27,151,000
	%	%	%	%	%	%	%
A: Agriculture, forestry and fishing	3%	1%	1%	0%	1%	1%	1%
B: Mining and quarrying	0%	0%	0%	1%	0%	0%	0%
C: Manufacturing	16%	26%	16%	11%	11%	11%	8%
D: Electricity, gas, steam and air conditioning supply	0%	1%	1%	5%	1%	0%	0%
E: Water supply; sewerage, waste management and remediation activities	1%	1%	0%	2%	1%	1%	1%
F: Construction	5%	7%	7%	4%	6%	5%	5%
G: Wholesale and retail trade; repair of motor vehicles and motorcycles	15%	15%	16%	8%	16%	15%	14%
H: Transportation and storage	5%	8%	6%	6%	7%	5%	5%
I: Accommodation and food service activities	9%	6%	7%	7%	8%	7%	8%
J: Information and communication	2%	1%	2%	3%	3%	3%	5%

Broad industrial group SIC 2007	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	60-minute Drive Time Area	East Midlands	Yorkshire and the Humber	England
Total number employed	130,350	73,050	49,940	3,416,395	2,163,000	2,473,750	27,151,000
	%	%	%	%	%	%	%
K: Financial and insurance activities	1%	1%	1%	2%	2%	3%	3%
L: Real estate activities	1%	1%	1%	1%	1%	1%	2%
M: Professional, scientific and technical activities	6%	3%	6%	7%	7%	7%	9%
N: Administrative and support service activities	5%	6%	6%	8%	9%	9%	9%
O: Public administration and defence; compulsory social security	6%	4%	4%	5%	4%	5%	4%
P: Education	9%	7%	7%	9%	9%	9%	9%
Q: Human health and social work activities	13%	11%	16%	15%	14%	15%	13%
R: Arts, entertainment and recreation	2%	2%	2%	2%	2%	2%	2%
S: Other service activities	1%	1%	1%	1%	1%	2%	2%
Other employment sectors (Sections T and U)	0%	0%	0%	0%	0%	0%	0%

*Standard Industrial Classification 2007. "Employment" includes employees and self-employed workers registered for VAT or PAYE.

17.5.21 In summary, the economic activity rate and the proportion of employment by broad industrial group in the study area are broadly in line with regional and national averages. In line with the criteria outlined in Table 17.4 this implies that businesses, workers and residents have an average capacity to experience an impact without incurring a change on their economic well-being. On this basis, the sensitivity of the local economy to impacts on employment and the local economy is considered to be medium.

Community Facilities

17.5.22 The community facilities within the study area are identified in Table 17.17. There are no community facilities identified as having the potential to be impacted by the Proposed Overhead Line in Route Sections 1, 5 and 11, and therefore these do not appear in the Table 17.17 below.

17.5.23 Community facilities are grouped into several ‘asset classes’, including nurseries, schools, libraries, hospitals, surgeries, pharmacies, community centres, sports halls, swimming pools, and places of worship. Other receptors that may serve community purposes, such as public houses and private sports clubs, are considered in this chapter under the business, recreation and tourism receptors heading. Typically, these receptors are assessed to have either a medium or high level of sensitivity, depending on the importance of the facility to the local communities and the context of the receptors in relation to the Proposed Overhead Line. The specific sensitivity of each receptor is detailed in section 17.4.

17.5.24 The location of community facilities included in this preliminary assessment are shown on **Figure 17.2 Community Facilities**.

Table 17.17 - Community facilities within the study area

Local Authority area (Route Section)	Asset class	Name / description
East Riding of Yorkshire (Route Section 2)	Primary School	Little Weighton Rowley Church of England Primary School
East Riding of Yorkshire (Route Section 2)	Place of Worship	St. Peter's Church, Rowley
East Riding of Yorkshire (Route Section 2)	Place of Worship	All Saints Church, Brantingham
East Riding of Yorkshire (Route Section 2)	Town Hall	Brantingham Village Hall
East Riding of Yorkshire (Route Section 3)	Place of Worship	St. Anne's Church, Ellerker
East Riding of Yorkshire (Route Section 3)	Village Hall	Ellerker Village Hall
East Riding of Yorkshire (Route Section 3)	Town Hall	Broomfleet Village Hall

Local Authority area (Route Section)	Asset class	Name / description
East Riding of Yorkshire (Route Section 3)	Place of Worship	St. Mary's Church, Broomfleet
East Riding of Yorkshire (Route Section 4)	Primary School	Reedness Primary School
East Riding of Yorkshire (Route Section 4)	Place of Worship	The Parish Church of Saint Mary Magdalene, Whitgift
North Lincolnshire (Route Section 6)	Secondary School	The Axholme Academy
North Lincolnshire (Route Section 6)	Place of Worship	Ealand Victory Hall (Jehovah's Witness Kingdom Hall)
North Lincolnshire (Route Section 6)	Nursery	I Learn Education Crowle
North Lincolnshire (Route Section 7)	Pre-school	Belwood Pre-School
North Lincolnshire (Route Section 7)	GP	South Axholme Practice - Belton Surgery
North Lincolnshire (Route Section 7)	GP	South Axholme Practice - Epworth Surgery
North Lincolnshire (Route Section 7)	Place or Worship	St Andrews Church, Epworth
North Lincolnshire (Route Section 7)	Post Office	Epworth Post Office
North Lincolnshire (Route Section 7)	Events Hall	Imperial Hall, Epworth
Bassetlaw (Route Section 8)	Place of Worship	All Saints Parish Church, Misterton
Bassetlaw (Route Section 9)	Place of Worship	St Martin's Church, Saundby
Bassetlaw (Route Section 10)	Conference Centre	Sturton Hall and Conference Centre
Bassetlaw (Route Section 10)	Place of Worship	St. John the Baptist, Treswell
Bassetlaw (Route Section 10)	Village Hall	Treswell Village Hall
Bassetlaw (Route Section 10)	Place of Worship	St Peters Church, East Drayton

Local Authority area (Route Section)	Asset class	Name / description
Bassetlaw (Route Section 10)	Hospital	Rampton High Secure Hospital
Bassetlaw (Route Section 10)	Place of Worship	St. Giles Church, Darlton

Residential Properties

- 17.5.25 There are two residential properties within the draft Order Limits, both of which are located in Route Section 4.
- 17.5.26 The nearest settlements to Route Sections 1-4 are Little Weighton, Brantingham, Ellerker, Newport, Gliberdyke, Broomfleet and Ousefleet, which are all located within 500 m of the draft Order Limits. The larger settlement of Beverly lies approximately 1 km to the north of the draft Order Limits.
- 17.5.27 Within 500m of draft Order Limits for Route Sections 5-7 there are eight settlements, namely Garthorpe, Luddington, Crowle, Belton, Beltoft, Epworth, East Lound and Graizelound.
- 17.5.28 The settlements within 500 m of the draft Order Limits for Route Sections 8-11 are Misterton, Beckingham, Saundby, North Wheatly, Sturton-le-Steeple, Southern Leverton, Treswell, Woodbeck, East Drayton, Darlton and Fledborough.
- 17.5.29 A number of isolated residential properties also lie within 500 m of the draft Order Limits.

Business, Recreation and Tourism

- 17.5.30 Socio-economic, recreation and tourism receptors generally include economic entities and users of socio-economic, recreational or tourism infrastructure provision; for example, those who will potentially benefit from employment generation (either directly, indirectly or induced).
- 17.5.31 For business, recreation and tourism receptors, the sensitivity is assessed to be either medium or high, depending on the amenity value of the receptor, the viability of the businesses and their exposure to impacts, among other factors. The sensitivity for each receptor is presented in section 17.4.
- 17.5.32 Businesses, recreational and tourism receptors within the study area are shown in Table 17.18. There are no relevant receptors identified as having the potential to be impacted by the Proposed Overhead Line in Route Section 11, and therefore this section does not appear in the Table 17.18 below. Locations of all businesses, recreation, and tourism receptors identified are shown in **Figure 17.3 Business, Recreation and Tourism Receptors**.

Table 17.18 - Businesses, recreational and tourism receptors within the study area

Local Authority area (Route Section)	Asset Class	Name / Description
East Riding of Yorkshire (Route Section 1)	Tourist Attraction	Bentley Sanctuary Stone
East Riding of Yorkshire (Route Section 1)	Cafe	Risby Park Fishing Ponds and Folly Lake Café
East Riding of Yorkshire (Route Section 1)	Grade II Registered Park and Garden	Risby Hall
East Riding of Yorkshire (Route Section 1)	Hotel	Lazaat Hotel
East Riding of Yorkshire (Route Section 2)	Holiday Park	Croft Park Holiday Lodges
East Riding of Yorkshire (Route Section 2)	Pub/ wedding venue	The Triton Inn
East Riding of Yorkshire (Route Section 2)	Tourist Attraction	Brantingham Sheep Wash
East Riding of Yorkshire (Route Section 2)	Vehicle Trader	8 Ball Camper Conversions
East Riding of Yorkshire (Route Section 2)	Cattery	Aristocat Hotel Cattery
East Riding of Yorkshire (Route Section 2)	Cafe	Croft Park Cafe
East Riding of Yorkshire (Route Section 2)	Tourist Attraction	Little Weighton Steam Rally
East Riding of Yorkshire (Route Section 2)	Croquet Club	Beverley and East Riding Croquet Club
East Riding of Yorkshire (Route Section 2)	Hotel	Rowley Manor Hotel
East Riding of Yorkshire (Route Section 2)	Kennels	Rowley Cottage Kennels
East Riding of Yorkshire (Route Section 2)	Airstrip	Mount Airey
East Riding of Yorkshire (Route Section 3)	Bed and Breakfast	Pond View Cottage, Brantingham
East Riding of Yorkshire (Route Section 3)	Holiday Park	Sunnydene Country Park

Local Authority area (Route Section)	Asset Class	Name / Description
East Riding of Yorkshire (Route Section 3)	Garden Centre	Ellerker Lodge Garden Centre
East Riding of Yorkshire (Route Section 3)	Restaurant	Villa d'Este
East Riding of Yorkshire (Route Section 3)	Caravan Park	Durban House Caravan Site
East Riding of Yorkshire (Route Section 3)	Business Park	Green Park Newport
East Riding of Yorkshire (Route Section 3)	Business Park	Wallingfen Park
East Riding of Yorkshire (Route Section 3)	Business Park	Gateway Business Park
East Riding of Yorkshire (Route Section 3)	Garden Centre	Gilberdyke Garden Centre
East Riding of Yorkshire (Route Section 3)	Kennels	Newton Kennels
East Riding of Yorkshire (Route Section 3)	Equestrian Centre	Oxmardyke Equestrian Centre
East Riding of Yorkshire (Route Section 3)	Dog trainer	Protection Dogs Worldwide Headquarters
East Riding of Yorkshire (Route Section 3)	Events Venue	Underwood Events
East Riding of Yorkshire (Route Section 3)	Holiday Home	1 Cave Crossings
East Riding of Yorkshire (Route Section 3)	Convenience Shop	Londis, Broomfleet
East Riding of Yorkshire (Route Section 4)	Tourist Attraction	Whitgift Lighthouse
East Riding of Yorkshire (Route Section 4)	Caravan park	Whitgift Hall Caravan Site
North Lincolnshire (Route Section 5)	Farm	Garthorpe Farming Co. Ltd
North Lincolnshire (Route Section 6)	Leisure Centre	North Axholme Leisure Centre
North Lincolnshire (Route Section 6)	Events Venue	Ealand Gate

Local Authority area (Route Section)	Asset Class	Name / Description
North Lincolnshire (Route Section 6)	Driving School	Simon's School of Motoring
North Lincolnshire (Route Section 6)	Caravan Park/ Holiday Park	Seven Lakes Caravan Ownership
North Lincolnshire (Route Section 6)	Restaurant	Lakeside Bar
North Lincolnshire (Route Section 6)	Events Venue	Hirst Priority
North Lincolnshire (Route Section 6)	Cricket Club	Outcasts Cricket Club
North Lincolnshire (Route Section 6)	Garden Centre	Kingfisher Nurseries
North Lincolnshire (Route Section 7)	Garden Centre	Holmes and Gardens
North Lincolnshire (Route Section 7)	Holiday Park	Epworth Fields
North Lincolnshire (Route Section 7)	Pharmacy	Weldricks Pharmacy, Epworth
North Lincolnshire (Route Section 7)	Takeaway	Mings
North Lincolnshire (Route Section 7)	Takeaway	Pearl Spice
North Lincolnshire (Route Section 7)	Restaurant	The Khyber Restaurant
North Lincolnshire (Route Section 7)	Cafe	Hatty's Tea Room & Mad Hatty's Wine Bar
North Lincolnshire (Route Section 7)	Takeaway	Oceans 52
North Lincolnshire (Route Section 7)	Beauty Salon	The Willows
North Lincolnshire (Route Section 7)	Restaurant	Epworth Tap
North Lincolnshire (Route Section 7)	Florist	Fountain Court Florist
North Lincolnshire (Route Section 7)	Hotel	The Red Lion Steakhouse & Hotel

Local Authority area (Route Section)	Asset Class	Name / Description
North Lincolnshire (Route Section 7)	Barber	The Barber Shop
North Lincolnshire (Route Section 7)	Bakery	Albion Bakery
North Lincolnshire (Route Section 7)	Hotel	Queens Head Hotel
North Lincolnshire (Route Section 7)	Butchers	Parkin Butchers
North Lincolnshire (Route Section 7)	Bakery	Queen Street Bakehouse
North Lincolnshire (Route Section 7)	Garden Centre	Hippopottering Nurseries
North Lincolnshire (Route Section 7)	Airstrip	Haxey Airstrip
Bassetlaw (Route Section 8)	Golf Course	Misterton Golf Club (note this golf course is currently closed for business)
Bassetlaw (Route Section 8)	Camping Site	White House Farm Camping and Caravanning
Bassetlaw (Route Section 8)	Pub	The Haxey Gate Inn
Bassetlaw (Route Section 8)	Caravan Park	Misterton Holiday Park
Bassetlaw (Route Section 8)	Camping Site	Haxey Quays
Bassetlaw (Route Section 8)	Pub	The Red Hart
Bassetlaw (Route Section 9)	Dog trainer	Waggy Tail Farm Ltd.
Bassetlaw (Route Section 9)	Glamping	Sunrise Eco Glamping
Bassetlaw (Route Section 10)	Airstrip	West Burton Airstrip
Bassetlaw (Route Section 10)	Airstrip	Headon Airfield (including flight training facilities)
Bassetlaw (Route Section 10)	Airstrip	Forwood Farm (including caravan site)

Local Authority area (Route Section)	Asset Class	Name / Description
Bassetlaw (Route Section 10)	Airstrip	Grove Farm
Bassetlaw (Route Section 10)	Airstrip	Darlton Gliding Club (including flight training facilities)
Bassetlaw (Route Section 10)	Yoga Studio	Kula Springs Yoga Studio
Bassetlaw (Route Section 10)	Inn	Reindeer Inn
Bassetlaw (Route Section 10)	Tourist Attraction	North Leverton Windmill
Bassetlaw (Route Section 10)	Caravan Park	Willowbeck Retreat
Bassetlaw (Route Section 10)	Garden Centre	Windmill View Plant Centre
Bassetlaw (Route Section 10)	Inn	The Blue Bell Inn
Bassetlaw (Route Section 10)	Gym	Outklass Fitness
Bassetlaw (Route Section 10)	Saddlery	Retford Saddlery

Recreational land and open space

17.5.33 Recreational land within the study area is shown in **Figure 17.4 Recreational Land and Open Space**. The receptor types considered include designations such as the National Landscape and nature reserves, open access land under the Countryside and Rights of Way Act 2000 (Ref 17.1) (excluding roadside verges), Registered Common Land, as well as parks, playing fields and canals. Canals and waterways included within this baseline are based on those assessed within **Chapter 7 Visual**. Typically, these receptor types have a sensitivity between medium and high, depending on their specific use and the context of the users of each receptor.

Table 17.19 - Recreational land and open spaces within the study area

Local Authority area (Route Section)	Asset class	Name / Description
East Riding of Yorkshire (Route Section 1)	Local Wildlife site	Birkhill Wood Local Wildlife site (LWS)

Local Authority area (Route Section)	Asset class	Name / Description
East Riding of Yorkshire (Route Section 1)	Local Wildlife site	Fishpond Wood, Risby Estate LWS
East Riding of Yorkshire (Route Section 1)	Parks and Gardens	Risby Park (Fishing Ponds)
East Riding of Yorkshire (Route Section 1)	Local Wildlife site	Drove Road Candidate LWS
East Riding of Yorkshire (Route Section 1)	Local Wildlife site	Risby Park LWS
East Riding of Yorkshire (Route Section 1)	Local Wildlife site	Woodhill Path, Cottingham LWS
East Riding of Yorkshire (Route Section 2)	Local Wildlife site	Brantingham Dale Historic LWS
East Riding of Yorkshire (Route Section 2)	Local Wildlife site	Woodale Historic LWS
East Riding of Yorkshire (Route Section 2)	Local Wildlife site	Cliffs Plantation Candidate LWS
East Riding of Yorkshire (Route Section 3)	Canal	Market Weighton Canal
East Riding of Yorkshire (Route Section 3)	Dog walking field	Hunsdale Fields
East Riding of Yorkshire (Route Section 3)	Local Wildlife site	Broomfleet Pits LWS
East Riding of Yorkshire (Route Section 4)	RSPB Reserves	Blacktoft Sands RSPB Reserve
East Riding of Yorkshire (Route Section 4)	Land designated under the CRoW Act 2000	Land designated under the CRoW Act along Commonpiece Lane, Ousefleet
East Riding of Yorkshire (Route Section 4) / North Lincolnshire (Route Section 5)	Land designated under the CRoW Act 2000	Land designated under the CRoW Act west of Adlingfleet along Church Lane and Kings Causeway
North Lincolnshire (Route Section 5)	Land designated under the CRoW Act 2000	Land designated under the CRoW Act west of Adlingfleet, along Cow Lane
North Lincolnshire (Route Section 6)	Local Wildlife site	Paupers' Drain LWS

Local Authority area (Route Section)	Asset class	Name / Description
North Lincolnshire (Route Section 6)	Local Wildlife site	Keadby Boundary Drain LWS
North Lincolnshire (Route Section 6)	Canal	Stainforth and Keadby Canal
North Lincolnshire (Route Section 6)	Local Wildlife site	Stainforth and Keadby Canal Corridor LWS
North Lincolnshire (Route Section 6)	Local Wildlife site	Crowle Brick Pits LWS
North Lincolnshire (Route Section 6)	Local Wildlife site	Three Rivers LWS
North Lincolnshire (Route Section 6)	Local Wildlife site	Hatfield Waste Drain LWS
North Lincolnshire (Route Section 6)	Local Wildlife site	North Engine Drain, Belton LWS
North Lincolnshire (Route Section 6)	Local Wildlife site	South Engine Drain, Belton LWS
North Lincolnshire (Route Section 6)	Local Wildlife site	Folly Drain North LWS
North Lincolnshire (Route Section 6)	Local Wildlife site	River Torne LWS
North Lincolnshire (Route Section 7)	Local Wildlife site	South Moor Covert and Fishpond Plantation LWS
North Lincolnshire (Route Section 7)	Local Geological site	Melwood Upper Quarry Local Geological Site (LGS)
North Lincolnshire (Route Section 7)	Local Wildlife site	Sedge Hole Close Wildlife Trust Reserve / LWS
North Lincolnshire (Route Section 7) and Bassetlaw (Route Section 8)	Local Wildlife site	Warping Drain Corridor LWS
Bassetlaw (Route Section 8)	Local Wildlife site	River Idle LWS
Bassetlaw (Route Section 8)	Local Wildlife site	River Idle and Banks, West Stockwith LWS
Bassetlaw (Route Section 8)	Local Wildlife site	Mother Drain, Misterton
Bassetlaw (Route Section 8)	Land designated under the CRow Act 2000	Land designated under the CRow Act adjacent to All Saints Church, Misterton

Local Authority area (Route Section)	Asset class	Name / Description
Bassetlaw (Route Section 8)	Local Wildlife site	Chesterfield Canal (Misterton to West Stockwith)
Bassetlaw (Route Section 8/ Route Section 9)	Canal	Chesterfield Canal
Bassetlaw (Route Section 8)	Local Wildlife site	Misterton Pasture LWS
Bassetlaw (Route Section 9)	Local Wildlife site	Wooden Beck Hill Verges LWS
Bassetlaw (Route Section 9)	Local Wildlife site	Beckingham Wood LWS
Bassetlaw (Route Section 9)	Local Wildlife site	Tongs and Dogholes Woods LWS
Bassetlaw (Route Section 9)	Local Wildlife site	Saundby Park Wood LWS
Bassetlaw (Route Section 9)	Local Wildlife site	Wheatley Wood LWS
Bassetlaw (Route Section 10)	Local Wildlife site	West Burton Meadow Wildlife Trust Reserve/LWS
Bassetlaw (Route Section 10)	Local Wildlife site	High House Road Verges, Sturton Le Steeple LWS
Bassetlaw (Route Section 10)	Local Wildlife site	Caddow Wood (Northern Assarts) LWS
Bassetlaw (Route Section 10)	Local Wildlife site	Caddow Wood (Southern Assarts) LWS
Bassetlaw (Route Section 10)	Local Wildlife site	Retford Gate Green Lane LWS
Bassetlaw (Route Section 10)	Local Wildlife site	Treswell Wood Wildlife Trust Reserve/LWS
Bassetlaw (Route Section 10)	Local Wildlife site	Bushstocks Lane Meadow LWS
Bassetlaw (Route Section 10)	Local Wildlife site	Headon Verges LWS
Bassetlaw (Route Section 11)	Local Wildlife site	Fledborough to Harby Dismantled Railway LWS
Bassetlaw (Route Section 11)	Local Wildlife site	Marnham Railway Yard Candidate LWS

*This table excludes CRoW and Registered Common Land in a form of road verge, as road verges are not considered to have a functional recreational purpose.

Planning Applications and Local Plan Allocations

17.5.34 The Proposed Overhead Line has been designed to avoid planning applications and local plan allocations, where practicable, to reduce the potential effects on land planned for future development. Table 17.20 describes the key planning applications relevant to the socio-economics, recreation and tourism chapter.

Table 17.20 - Planning Applications within the study area

Planning Application Reference	Description
EN010163 (In progress)	Steeple Renewable Solar Farm - Solar Farm located in Nottinghamshire comprising up to 400MW of solar energy generation and a 200MW Battery Energy Storage System (BESS).
PA/2019/519 (Approved)	Keadby Power Station Project - Planning permission to install an underground high voltage electric cable and associated works.
23/03926/STPLF (Approved)	Albanwise Solar Farm - Construction of a Battery Storage Facility consisting of battery storage containers, PCS units, erection of 2.5m high perimeter fencing, 6 CCTV poles/cameras and associated grid infrastructure and works.
20/01073/STPLF (Approved)	A164 Jocks Lodge Improvement - Construction of road improvements between Beverley and Cottingham, A164 and Jocks Lodge Junction
EN010159 (Pre-application)	One Earth Solar Farm - construction of a Solar Farm and collated BESS that would allow for the generation, export and storage of electricity.
PA/2021/95 (Submitted)	East Lound Agricultural Storage Building - Planning permission to erect a steel framed agricultural storage building for feed and farming equipment.
PA/2022/1606 (Approved)	North Moor Farm Pond 1 - Planning permission to create two habitat ponds for great crested newts.
22/00707/FUL (Approved)	High Marnham Solar Farm - The construction and operation of a Solar Photovoltaic (PV) Farm with other associated infrastructure including sub stations, security cameras, fencing, storage containers, access tracks and landscaping.
23/01135/FUL (Approved)	Hydrogen and Ammonia Cracking Plant- construction and operation of a prototype facility for the production of hydrogen from ammonia, and associated HGV loading and unloading areas, staff welfare building, boundary fencing, internal access roads, external lighting and works.

Planning Application Reference	Description
22/00358/FUL (Approved)	Bumble Bee Solar Farm - Installation of a Solar Farm and Battery Storage Facility with associated infrastructure.
EN010098 (Approved)	Hornsea Four Offshore Windfarm - Development of the Hornsea Project Four offshore wind farm. This is within the western area of the former Hornsea known as Zone 4, under the Round 3 offshore wind licensing arrangements established by The Crown Estate.
23/00801/FUL (Approved)	Green Hydrogen Production Plant - Proposed construction and operation of an 8 MW Electrolytic Green Hydrogen Production Plant, with associated infrastructure including HGV and Multi Cylinder Pack (MCP) loading areas, vehicle maintenance unit, staff welfare facilities and control room, 11KV customer sub-station, boundary fencing, internal access roads, landscaping, external lighting and works.
24/01138/FUL (Awaiting decision)	Crabtree Lane Battery Energy Storage System - Application for BESS, Substation, associated infrastructure and works.
23/02315/EIASC (screening, awaiting application)	High Marnham Power Station
23/01135/FUL (Approved)	High Marnham Green Energy Park
23/02315/EIASC	Creyke Beck Substation (Wanless Beck 400 kV substation(extension) / Birkhill Wood 400kV substation)
EN010125 (examination stage)	Dogger Bank South Offshore Wind Farms

- 17.5.35 There are also two allocations for development land within the adopted North Lincolnshire Local Development Framework Core Strategy 2006 – 2026 (Ref 17.9) which fall within 500m of the Site Boundary:
- EALE-1 Spen Lane, Ealand: employment land allocation located approximately 150m northwest of the Site Boundary. The site is allocated for B1 (Offices), B2 (General Industrial) and B8 (Storage and Distribution) uses, with planning permission to erect a building for use as a builders' merchant. The delivery of the site is set out to be between 2014 and 2024; and
 - EALE-2 Land South of Railway, Ealand: employment land allocation located approximately 50m west of the Site Boundary. The site is allocated for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. The delivery of the site is set out to be between 2014 and 2024.

17.5.36 There are no allocations for development land listed within the adopted East Riding Local Plan 2012-2029 (Ref 17.7) or Bassetlaw Local Plan 2020-2038 (Ref 17.11) which fall within 500m of the Site Boundary.

Public Rights of Way, Access Routes and Recreational Routes

17.5.37 A summary of PRow, access routes and recreational routes within the study area are presented in **Figure 14.4 PRowS**. PRowS within the draft Order Limits are identified below in Table 17.21, as informed by **Chapter 14 Traffic and Transport**. For ease of reference throughout the assessment, each PRow and recreational route has been assigned a reference number, which is used in place of their full names or descriptions.

Table 17.21 – PRowS, Access Routes and Recreational Routes

PRow Assessment Ref. No.	Route section	Location (nearest pylon)	PRow name
C1-1	1	Runs off from BM 001	Beverley Footpath (National Trail) 20
C1-2	1	4AF1-3	EY Woodmansey Footpath No.7
C1-3	1	4AF4	EY Rowley Footpath No.12
C1-4	1	4AF8	Sustrans Local Route
C1-5	1	4AF11	Beverley Footpath (National Trail) 20
C1-6	2	4AF13	High Hunslet Circuit (National Trail)
C1-7	2	4AF24	Beverley Footpath (National Trail)
C1-8	2	4AF26	EY Rowley Footpath No.3
C1-9	2	4AF37	High Hunslet Circuit (National Trail) and Yorkshire Wolds Way (National Trail)
C1-10	2	4AF39	EY Ellerker Footpath No.3
C1-11	2	4ZQ75	National Cycle Network 65 along Ellerker Rd and Brantingham Rd
C1-12	3	4ZQ72	EY Ellerker Footpath No.4
C1-13	3	4AF51 - 4AF57	National Cycle Network 65 and TransPenine Trail (National Trail) along Ings Ln
C1-14	3	4AF55	EY Broomfleet Footpath No.12
C1-15	3	4AF57	EY Broomfleet Footpath No.8
C1-16	3	4AF57	EY Broomfleet Footpath No.8

PRoW Assessment Ref. No.	Route section	Location (nearest pylon)	PRoW name
C1-17	3	4AF58	EY Broomfleet Footpath No.5
C1-18	3	4AF62	EY Broomfleet Footpath No.10
C1-19	3	4AF71	EY Blacktoft Bridleway No.5
C1-20	3	4AF76	National Cycle Network 65 along Blacktoft Ln
C1-21	4	4AF77	TransPenine Trail (National Trail)
C1-22	4	4AF78	EY Twin Rivers Footpath No. 5
C1-23	4	4AF84	EY Former Parish of Ousefleet Bridleway No.1
C1-24	5	4AF87	EY Former Parish of Adlingfleet Bridleway No.1
C1-25	5	4AF95 - 4AF98	NI GART Footpath 3
C1-26	6	4AF100	NI AMCO 5
C1-27	6	4AF106 - 4AF109	NI LUDD Footpath 9
C1-28	6	ZDA121	NI CROW 11
C1-29	6	ZDA126	NI CROW 14, north of Outgate
C1-30	6	4AF122	NI CROW 13
C1-31	6	Keadby Internal Rds	Sustrans Local Route on south side of South Soak Drain
C1-32	6	4AF123	Sustrans Local Route on south side of South Soak Drain
C1-33	6	4AF126	NI BELT 25 and Peatlands Way (National Trail)
C1-34	6	4AF128	NI BELT 25 and Peatlands Way (National Trail)
C1-35	6	4AF130	Trent Valley Way (National Trail)
C1-36	7	4AF135	NI BELT Bridleway 29/148
C1-37	7	4AF144 - 4AF146	NI EPWO Footpath 60
C1-38	7	4AF145	NI EPWO 78
C1-39	7	4AF154 - 4AF155	NI HAXE Footpath 97/118
C1-40	7	4AF158 - 4AF164	NI HAXE Footpath 117,

PRoW Assessment Ref. No.	Route section	Location (nearest pylon)	PRoW name
C1-41	8	4AF172	Trent Valley Way (National Trail)
C1-42	8	4AF171	NT Misterton FP11
C1-43	8	4AF175	NT Misterton BOAT18
C1-44	8	4AF176	NT Misterton FP17
C1-45	8	4AF175 - 4AF176	NT Misterton Footpath FP17
C1-46	8	4AF177 - 4AF178	NT Misterton Footpath FP14
C1-47	8	4AF185	NT Gringley On The Hill BW15
C1-48	8	4AF185	Cuckoo Way (National Trail) and Trent Valley Way (National Trail)
C1-49	9	4AF187	NT Gringley On The Hill FP13
C1-50	9	4AF195	NT Beckingham FP12
C1-51	9	4AF195	NT Beckingham FP4
C1-52	9	4AF196	NT Saundby FP3
C1-53	9	4AF198	NT Saundby FP4
C1-54	10	4AF205	NT North Wheatley FP4
C1-55	10	4AF206	NT North Wheatley FP3
C1-56	10	4AF212	NT Sturton Le Steeple FP20
C1-57	10	4AF212	NT Sturton Le Steeple FP19
C1-58	10	4AF214	NT Sturton Le Steeple RB31
C1-59	10	4AF215	NT Sturton Le Steeple RB31 and Trent Valley Way
C1-60	10	4AF216	NT Sturton Le Steeple BW25
C1-61	10	4AF221	NT North Leverton With Hablesthorpe BW10
C1-62	10	4AF225	NT South Leverton FP8
C1-63	10	4AF226	NT South Leverton FP21
C1-64	10	4FA226	NT South Leverton BW9
C1-65	10	4AF228	NT South Leverton FP11
C1-66	10	4AF229 - 4AF230	Various along Wood Lane / Town Street/ Main Street

PRoW Assessment Ref. No.	Route section	Location (nearest pylon)	PRoW name
C1-67	10	4AF240	NT East Drayton BW11
C1-68	10	4AF242	NT East Drayton FP14
C1-69	10	4AF246	NT East Drayton FP3
C1-70	10	4AF247	NT Darlton FP3
C1-71	10	4AF252	NT Darlton BW1
C1-72	10	4AF255	NT Fledborough FP7
C1-73	11	4AF256	NT Marnham BOAT8
C1-74	11	4AF256	National Cycle Network 647. Route crosses over Fledborough Rd
C1-75	11	High Marnham Works	Dukeries Trail
C1-76	11	High Marnham Works	NT Fledborough FP10/11/1 NT Marnham FP7
C1-77	11	High Marnham Works	NT Marnham FP4
C1-78	11	High Marnham Works	NT Marnham FP5 NT Normanton on Trent FP6 NT Normanton on Trent FP7

Future Baseline

- 17.5.38 Predicting future baseline requires projecting forward any trends in change and considering how they may affect the baseline conditions over time. The nature of future baseline is influenced by a combination of natural and human processes, including climate change.
- 17.5.39 The future baseline relates to known or anticipated changes to the current baseline which should be assessed as part of the Project.
- 17.5.40 The only aspects of the baseline that are anticipated to change to any material extent within the Project timescales are population numbers and age profiles. Other aspects of the baseline may change, but it is not considered that these changes would be material enough to change the assessment findings in this assessment. Further information on Future Baseline assessment can be found in **Chapter 21 Cumulative Effects**.

Population and age profile projections

- 17.5.41 Potential future population changes in the study area are gathered from the ONS Population Projections dataset (Ref 17.34) and are presented in Table 17.22 . These

projections were published in 2020 and are based off mid-2014 to mid-2018 data which use assumed levels of future fertility, mortality and migration. The projections did not consider the findings of the Census 2021.

- 17.5.42 There is an ‘ageing population’ in England. The median age in England and Wales rose from 39 years in 2011 to 40 years in 2021. England is projected to have a greater proportion (over 25% increase) of people aged 50 years and over by mid-2030 (Ref 17.34).
- 17.5.43 The data below shows that all comparator areas in the study area are expected to increase in population size⁸. Of these, Bassetlaw is the local authority expected to grow by the greatest proportion from the construction to the operational phase (1.9%), and the region that will have the greatest population increase is the East Midlands (2.2%). Both of these are above national levels (1.5%) for population change.

Table 17.22 - Potential future population change

Study area	Years projected	
	2028 construction starts	2031 operational
East Riding of Yorkshire (Route Sections 1-4)	350,336	353,292
North Lincolnshire (Route Sections 5-7)	175,572	176,201
Bassetlaw (Route Sections 8-11)	124,055	126,473
East Midlands	5,109,145	5,219,027
Yorkshire and the Humber	5,657,799	5,721,284
England	58,527,723	59,389,107

17.6 Mitigation

- 17.6.1 As set out in **Chapter 5 Approach to Preparing the PEIR**, mitigation measures fall into one of three categories: embedded measures; control and management measures; and additional mitigation measures. Those measures relevant to the assessment of socio-economic, recreation and tourism effects are set out below.

Embedded Mitigation Measures

- 17.6.2 Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable.

⁸ Data from the ONS Population Projections is not published for LSOAs which comprise the 60-minute Drive Time Area. Therefore data cannot be presented for this study area.

- 17.6.3 National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction, operation and maintenance of the Project.
- 17.6.4 Embedded measures are those that are intrinsic to and built into the design of the Project, which have been presented in Table 4.2 in **Chapter 4 Description of the Project**. Embedded measures relevant to socio-economics, recreation and tourism include:
- Sensitive Routeing and Siting to develop the draft overhead line alignment, siting of substations and draft Order Limits. Avoids and reduces, as far as practicable, impacts on identified receptors, in line with the National Policy Statements EN-1 (Ref 17.3) and EN-5 (Ref 17.4) as well as the Holford Rules (Ref 17.48) and the Horlock Rules (Ref 17.49). Further information on options appraisal and the alternative options considered is set out in Chapter 3 Project Need and Alternatives.
 - Selection of a standard lattice pylon as the most appropriate pylon type to keep a consistent appearance with the existing 400 kV overhead line infrastructure in the landscape.
 - The crossing of the River Ouse has been routed to be broadly parallel with the existing 400 kV overhead line (taking into account the other environmental, socio-economic and technical considerations) to minimise the potential for effects on the Humber Estuary designated sites and on visual amenity
 - The design includes strategically located and optimised temporary haul roads along the Project alignment to support construction of the Project. Reduce the effects of construction traffic movements on the local public highway network during construction.
 - Pylon fittings: Pylon fittings, such as insulators, dampers, spacers and clamps, are designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fitting conforms to the specification. These processes reduce the potential for audible noise and tones to occur from all types of fittings, including insulators. Where noise does occur, it is likely to be localised and of short duration. If this is due to a fault, action can be taken to rectify it. Where noise from fittings does occur which results in a complaint, appropriate action can be taken to seek to remedy the cause of the noise, usually through cleaning or replacing the relevant fitting.
- 17.6.5 This chapter draws on the embedded mitigation measures in the assessments provided in a number of other topic chapters in order to inform the preliminary assessment. These chapters are: **Chapter 6 Landscape, Chapter 7 Visual, Chapter 14 Traffic and Transport, Chapter 15 Air Quality** and **Chapter 16 Noise and Vibration**, which can be found in their respective chapters.

Control and Management Measures

- 17.6.6 Control and management measures, comprising management activities and techniques, will be implemented during construction of the Project to limit effects through adherence to good site practices and achieving legal compliance.
- 17.6.7 A Draft Outline Code of Construction Practice (CoCP) is provided in **Appendix 4.1 Draft Outline Code of Construction Practice CoCP**. Measures contained within the

outline CoCP that are relevant to the control and management of impacts that could affect the socio-economic, recreation and tourism assessment are:

- S01 – Provision of training to construction workers, particularly in relation to working hours and the management of emissions (dust, noise, vibration, etc).
- S02 – PRowS crossing the working areas will be managed in discussion with the relevant local authorities and applications for any temporary closures will be discussed with the relevant local authority. Access disruption will be minimised, where practicable and safe, while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

17.6.8 Also of note are the CoCP measures for **Chapter 6 Landscape, Chapter 7 Visual, Chapter 14 Traffic and Transport, Chapter 15 Air Quality** and **Chapter 16 Noise and Vibration** which can be found in their respective sections of **Appendix 4.1 Draft Outline Code of Construction Practice CoCP**.

Additional Mitigation Measures

17.6.9 Additional mitigation comprises measures over and above embedded and standard mitigation measures, for which the assessment has identified a requirement to further reduce significant environmental effects.

17.6.10 In addition to the above, additional mitigation measures from other relevant chapters that would also provide mitigation for socio-economics, recreation and tourism effects are detailed in the following PEIR chapters:

- **Chapter 6 Landscape** and **Chapter 7 Visual** – Additional mitigation measures are detailed in section 7.6 of those chapters respectively;

17.7 Preliminary Assessment

17.7.1 This section first identifies the potential effects that could occur as a result of the construction, operation and maintenance of the Proposed Overhead Line. The preliminary assessment is then presented for Proposed Overhead Line as described in **Chapter 4 Description of the Project**. The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

17.7.2 The preliminary assessment takes account of the embedded, control and management, and additional mitigation measures (where relevant) as set out in section 17.6. The preliminary assessment tables focus on those receptors that could be impacted/significantly affected.

Potential Effects

17.7.3 The potential for the Proposed Overhead Line to result in likely significant effects on socio-economic, recreation and tourism receptors was determined through the EIA Scoping process. This section lists those potential effects that have been scoped into the assessment within the EIA Scoping Report (Ref 17.22) taking into account the comments received within the Scoping Opinion (Ref 17.21). Where the assessment scope has been amended following receipt of the Scoping Opinion (Ref 17.21), explanatory text has been included to provide justification for this change.

Construction and Maintenance

- 17.7.4 The potential effects that could result from the construction and maintenance of the Proposed Overhead Line are:
- Generation of employment, training and apprenticeship opportunities, both directly at work sites and indirectly in the supply chain⁹.
 - The effect of the employment, training and apprenticeship opportunities on the local economy (through the generation of GVA)¹⁰.
 - Potential temporary or permanent closure or diversions to PRoWs and recreational routes.
 - Potential temporary or permanent severance of access to community facilities for residents.
 - Potential temporary or permanent land take or amenity impacts on residential properties, local businesses (including Airfield's), visitor attractions, community facilities, open space, and/or development land.

Operation

- 17.7.5 The following potential effects that could result from the operation of the Proposed Overhead Line are;
- Potential effect relating to the closure of West Burton Airfield commenced at construction but continues during Operation.
 - Potential permanent closure or diversions to PRoWs and recreational routes.
- 17.7.6 This is on the basis that the operation phase assessment within **Chapter 14 Traffic and Transport** has been scoped out of that chapter, which is the assessment used to inform PRoW effects. As noted in section 14.4 of **Chapter 14 Traffic and Transport**, all of the traffic and transport effects associated with the Proposed Overhead Line would be temporary effects associated with the construction phase and would not take place during its operational or maintenance phases.

Employment and Local Economy – Preliminary Construction Effects

Construction employment

- 17.7.7 Subject to gaining development consent, construction works would be expected to start in 2028 and be available for commercial load (operational) by the end of 2031, with reinstatement works potentially continuing into 2033.
- 17.7.8 According to this timeframe, the likely effects of construction will be of a temporary nature. Although these jobs are temporary, they represent a positive economic effect for

⁹ The assessment of the generation of employment, training and apprenticeship opportunities only applies to the construction phase of the Proposed Overhead Line.

¹⁰ The assessment of GVA only applies to the construction phase of the Proposed Overhead Line.

a substantial period that can be estimated as the function of the scale and type of activities required to construct the Proposed Overhead Line.

- 17.7.9 National Grid estimates that the Proposed Overhead Line will require a peak workforce of 569 full-time equivalent (FTE) staff. An average of 418 gross direct FTE jobs is estimated to be required per annum onsite over the construction period. The size of the workforce is based on activities required and will fluctuate during the period, therefore, being both higher and lower than average at times.

Leakage

- 17.7.10 Leakage effects are the benefits to those outside the study area, defined as a the 60-minute Drive Time Area. It is estimated that 40% of construction staff could be sourced from the study area. This will be subject to labour availability and take-up at the time of construction; however, it is considered to be a reasonable assumption on which to base this assessment, based on professional experience and benchmarking against other comparable renewable energy projects. As such, 60% of staff would be likely to reside outside of the 60-minute Drive Time Area.
- 17.7.11 An adjustment of 60% has therefore been applied to the estimated average 418 gross direct construction jobs on-site during the construction period to estimate the jobs created within the target area. On this basis, it is estimated that the Proposed Overhead Line will create 125 FTE jobs per annum for residents within the study area during the construction period.

Displacement

- 17.7.12 Displacement measures the extent to which the benefits of a development are offset by reductions in output or employment elsewhere. Any additional demand for labour cannot simply be treated as a net benefit since it has the potential to displace workers from other positions and the net benefit is reduced to the extent that this occurs.
- 17.7.13 Construction workers typically move between construction projects when delays occur or to help the workforce meet construction deadlines. Due to the flexibility of the labour market, construction labour force displacement has been assumed to be low.
- 17.7.14 The HCA Additionality Guide (Ref 17.24) provides standards (or 'ready reckoners') for displacement. Within the context of a construction project in the study area, a displacement factor of 50% is considered appropriate according to the Department for Levelling Up, Housing and Communities (DLUHC) Appraisal Guide (Ref 17.45). This level of displacement reflects that there are expected to be some displacement effects; however, as East Riding of Yorkshire, North Lincolnshire and Bassetlaw have lower economic activity rates than across England. Levels of displacement across the districts would be smaller relative to the national equivalent. This 50% displacement level is assessed as appropriate for a construction project and has been applied in socio-economic assessments for other comparable electricity network infrastructure schemes. This factor is a best practice approach in the absence of specific local information which may suggest a different level of displacement being used. Applying this level of displacement to the total gross direct average employment figure results in a total net direct employment figure of 209 FTE jobs per annum during the construction period.

Multiplier Effect

- 17.7.15 In addition, to the direct employment generated by the construction of the Proposed Overhead Line, there will be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, it is assumed that part of the income of the construction workers and suppliers will be spent in the study area, generating further employment (in terms of induced or income multipliers).
- 17.7.16 The effect of the multiplier depends on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The HCA Additionality Guide (Ref 17.24) provides 'ready reckoner' composite multipliers (the combined effect of indirect and induced multipliers) to account for this. This is a best practice approach in the absence of specific information that might justify another multiplier effect factor being used, appropriate to the sectors concerned. Therefore, a medium multiplier effect of 1.5 has been considered appropriate in line with the DLUHC Appraisal Guide (Ref 17.45). Applying the 1.5 multiplier to the total net direct employment figure of 209 workers results in net indirect and induced employment of 314 jobs per annum during the construction period.

Net construction employment

- 17.7.17 Table 17.23 presents the temporary annual employment generated by the Proposed Overhead Line, accounting for leakage, displacement and multiplier effects. The Proposed Overhead Line will support, on average, 314 total net jobs per annum during the construction period. Of these, 125 jobs per annum will be expected to be taken up by residents in the study area¹¹.

Table 17.23 - Average Net Additional Construction Employment

	60-minute drive time area	Outside of the study area	Total
Gross Direct Employment	167	251	418
Displacement	84	126	209
Net Direct Employment	84	126	209
Indirect and Induced Employment	42	63	105
Average Net Additional Employment¹²	125	188	314

- 17.7.18 Table 17.24 summarises the preliminary assessment of construction employment.

¹¹ Note: these figures have been rounded to the nearest whole number and therefore the totals may not sum.

¹² Sum of Net Direct Employment and Indirect and Induced Employment

Table 17.24 - Preliminary assessment of effects on construction employment

Preliminary assessment	
Receptor	Employment within the economic study area (60-minute drive time)
Potential effect	Generation of direct and indirect temporary employment opportunities.
Mitigation	Not applicable
Preliminary sensitivity	Low
	The sensitivity of the local workforce to employment changes has been assessed as low given the relatively low levels of unemployment in East Riding of Yorkshire, North Lincolnshire and Bassetlaw compared with the East Midlands, Yorkshire and the Humber and England as a whole.
Likely effect	Positive (construction)
	The impact of the Proposed Overhead Line on construction employment generation is assessed to result in a short-term temporary positive effect .
Preliminary likely significance of effect	Not significant
Confidence in prediction	High

Gross Value Added (GVA)

- 17.7.19 Table 17.25 summarises the preliminary assessment of impacts in the local economy from GVA generation associated with the Proposed Overhead Line.
- 17.7.20 By applying the average gross direct value added per construction worker in the study area to the total number of construction workers generated from the Proposed Overhead Line gives the total GVA arising from the construction period. This has been calculated based on the compound average GVA per worker in the construction sector in the East Midlands, and Yorkshire and the Humber, as the appropriate benchmark as this is the smallest area at which GVA and construction workforce data are currently available, rather than the more granular, LSOA-derived, study area. The average GVA per worker in the construction sector in each of the local authorities in which the Proposed Overhead Line is located in 2022 was £52,391 in Yorkshire and the Humber, and £55,398 in the East Midlands. When considering these areas in aggregate the average GVA per worker is £53,839. By applying this figure to the average net construction employment generated by the Proposed Overhead Line, it is estimated that construction will contribute approximately £16.9 (£m) to the national economy, of which approximately £6.7 m would likely be within the study area and £10.1 m would be outside of the study area.

Table 17.25 - Preliminary assessment of effects in the local economy from GVA generation

Preliminary assessment	
Receptor	Local economy
Potential effect	The employment and wider economic activity created during the construction phase will generate GVA within the local economy.
Mitigation	Not applicable
Preliminary sensitivity	Medium
	The sensitivity of the economy within the study area has been assessed as medium, due to GVA per head being lower in the East Midlands and Yorkshire and the Humber area compared to the national average.
Likely effect	Positive (construction)
	The impact of the Proposed Overhead Line on GVA is assessed to result in a short-term temporary positive effect .
Preliminary likely significance of effect	Not significant
Confidence in prediction	High

Community Facilities – Preliminary Construction Effects

- 17.7.21 The potential preliminary effects for community facilities located within the study area are reported in Table 17.26.

Table 17.26 - Potential preliminary effects on community facilities

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
Route Section 1: Creyke Beck to Skidby						
There are no community facilities impacted within this Route Section.						
Route Section 2: Skidby to A63 Dual Carriageway						
Little Weighton Rowley Church of England Primary School	Temporary access disruption to complete construction works along Little Weighton Road and Rowley Road.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the teachers and the students at the school during maintenance.					
St Peter's Church, Rowley	Temporary access disruption to complete construction works along Rowley Road.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	Potential visual amenity impacts arising from views of construction pylons. No air			No effect	n/a	Low

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	quality, noise or landscape amenity impacts are anticipated during construction.			(maintenance)	(maintenance)	(maintenance)
	No effects are anticipated on the users of the church during maintenance.					
All Saints Church, Brantingham	Possible road transport disruption on Ellerker Road due to construction works. No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
				No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the users of the church during maintenance.					
Brantingham Village Hall	Possible road transport disruption on Ellerker Road due to construction works. No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
				No effect (maintenance)	n/a (maintenance)	Low (maintenance)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	No effects are anticipated on the users of the village hall during maintenance.					
Route Section 3: A63 Dual Carriageway to River Ouse Crossing						
St. Anne's Church, Ellerker	Possible transport disruption along Brough Road, A63, Ings Lane and Sands Lane due to construction activity.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the users of the church during maintenance.					
Ellerker Village Hall	Possible transport disruption along Brough Road, A63, Ings Lane and Sands Lane due to construction activity.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	No effects are anticipated on the users of the village hall during maintenance.					
Broomfleet Village Hall	Potential disruption from construction works along Carr Lane, Main Street (Broomfleet) and Landing Lane.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the users of the village hall during maintenance.					
St. Mary's Church, Broomfleet	Potential disruption from construction works along Carr Lane, Main Street (Broomfleet) and Landing Lane.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	No effects are anticipated on the users of the church during maintenance.					
Route Section 4: River Ouse Crossing						
Reedness Primary School	Possible transport disruption along Church Lane due to construction activity.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)	
	No effects are anticipated on the users of the village hall during maintenance.					
The Parish Church of Saint Mary Magdalene, Whitgift	Possible transport disruption along Church Lane due to construction activity.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)	

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	No effects are anticipated on the users of the church during maintenance.					
Route Section 5: River Ouse Crossing to Luddington						
There are no community facilities impacted within this Route Section.						
Route Section 6: Luddington to M180 Motorway						
The Axholme Academy	Potential access disruption due to construction activity from south of Crowle, along Wharf Road.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the academy during maintenance.					
Ealand Victory Hall (Jehovah's Witness Kingdom Hall)	Potential disruption on Outgate Road and Wharf Road. Potential disruption on footpaths along South Soak Drain (Crowle).	CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Medium	Negative (construction)	Significant (construction)	Low (construction)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the place of worship during maintenance.					
I Learn Education Crowle	Potential access disruption due to construction activity from north of Ealand, along Wharf Road. Potential disruption to footpaths and PRow north of Ealand, along Bonnyhale Road and to the east of Crowle station which could affect users of the receptor.	CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the education facility during maintenance.					

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
Route Section 7: M180 Motorway to Graizelound						
Belwood Pre-School	Transport disruption from Belton Road and A161 High Street.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on users of the pre-school during maintenance.					
South Axlhome Practice - Belton Surgery	Transport disruption from Belton Road and A161 High Street.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the surgery during maintenance.					

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
South Axlhome Practice - Epworth Surgery	Transport disruption from Belton Road and construction works near Beltoft Road.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on the surgery during maintenance.					
St Andrews Church, Epworth	Transport disruption from Belton Road and construction works near Beltoft Road. No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
				No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on users of the church during maintenance.					
Epworth Post Office	Transport disruption from Belton Road and construction works near Beltoft Road. No air quality, noise or landscape and visual amenity impacts	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on users of the post office during maintenance.					
Imperial Hall, Epworth	Transport disruption from Belton Road and construction works near Beltoft Road. No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on users of the hall during maintenance.					
Route Section 8: Graizelound to Chesterfield Canal						
All Saints Parish Church, Misterton	Road disruption from construction activity at Cornley Road and transport disruption from Carr Lane.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity			No effect (maintenance)	n/a (maintenance)	Low (maintenance)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	impacts are anticipated during construction.					
	No effects are anticipated on users of the church during maintenance.					

Route Section 9: Chesterfield Canal to A620 east of North Wheatley

St Martin's Church, Saundby	Potential traffic disruption at Gainsborough Road.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on users of the church during maintenance.					

Route Section 10: A620 east of North Wheatley to Fledborough

Sturton Hall and Conference Centre	Possible road disruption from Station Road, Freeman's Lane and Springs Lane to the west.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity			No effect	n/a	Low

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	impacts are anticipated during construction.			(maintenance)	(maintenance)	(maintenance)
	No effects are anticipated on the conference centre during maintenance.					
St. John the Baptist, Treswell	Potential PRow disruption on the bridleway along Rectory Road. Potential transport access and severance along Leverton Road.	CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on users of the church during maintenance.					
Treswell Village Hall	Potential transport access and severance along Town Street and Cottam Lane. No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
				No effect (maintenance)	n/a (maintenance)	Low (maintenance)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	No effects are anticipated on users of the church during maintenance.					
St Peters Church, East Drayton	Possible road disruption from works along Retford Road. No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	Draft Outline CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No effects are anticipated on users of the church during maintenance.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Rampton High Secure Hospital	Possible road disruption from works along Retford Road. No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	Draft Outline CoCP Measures: GG03, LV01, LV02, TT01, NV02, S01, S02	High	Negative (construction)	Not Significant (construction)	Low (construction)
	No effects are anticipated on the hospital during maintenance.			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
St. Giles Church, Darlton	Possible road disruption from works along A57.	Draft Outline CoCP Measures: GG03, LV01,	Medium	Negative (construction)	Not Significant (construction)	Low (construction)

Receptor	Potential effect	Mitigation	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.	LV02, TT01, NV02, S01, S02		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No effects are anticipated on users of the church during maintenance.					

Route Section 11: Fledborough to High Marnham

There are no community facilities impacted within this Route Section.

Residential Properties – Preliminary Construction and Maintenance Effects

17.7.22 Table 17.27 summarises the preliminary assessment of effects on local residential properties.

Table 17.27 - Preliminary assessment of residential properties

Preliminary assessment	
Receptor	Residential properties
Potential Impact	Temporary or permanent land take from residential properties Temporary or permanent noise, air quality, landscape or visual amenity impacts on residential properties
Project phase	Construction and maintenance
Duration	Short term/Long term
Mitigation	GG03, LV01, LV02, NV02, S01, S02
Preliminary sensitivity	High
Likely effect	Negative (construction) No effect (maintenance) The construction and maintenance of the Proposed Overhead Line would not require the demolition, temporary or permanent land take or severance of access to or from residential properties located within the study area. Drawing on findings from the preliminary assessment of effects in Chapter 6 Landscape, Chapter 7 Visual, Chapter 14 Traffic and Transport, Chapter 15 Air Quality and Chapter 16 Noise and Vibration , there is potential for amenity effects on four residential properties in the area.
Preliminary likely significance of effect	Not significant
Confidence in prediction	Medium

Business, Recreation and Tourism Receptors – Preliminary Construction and Maintenance Effects

- 17.7.23 The potential preliminary effects for business, recreation and tourism facilities located within the study area are reported in Table 17.28.
- 17.7.24 The preliminary assessment of the Proposed Substation Works at Birkhill Wood (Route Section 1) and High Marnham (Route Sections 10 and 11) are presented in **Chapter 20 Substations and Associated Works**.

Table 17.28 - Potential Preliminary Effect on Business, Recreation and Tourism Receptors within the study area

Receptor	Potential Effect	Mitigation	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
Route Section 1: Creyke Beck to Skidby						
Bentley Sanctuary Stone	Possible transport disruption from construction activity along the A1079 access road which forms part of the construction traffic route and from the substation works northeast of the receptor. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance.	CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Low	Negative (construction)	Not Significant (construction)	Low (construction)
				No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Risby Park Fishing Ponds and Folly Lake Café	Potential road disruption along Dunflat Road and to PRow south of	CoCP Measures: GG03, LV01, LV02, TT01,	Medium	Negative (construction)	Not Significant (construction)	Low (construction)

	<p>Dunflat Road resulting from construction works, however baseline levels of traffic on Dunflat Road are low.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users.</p>	<p>TT03, NV02, S01, S02</p>		<p>No effect (maintenance)</p>	<p>n/a (maintenance)</p>	<p>Low (maintenance)</p>
Risby Hall	<p>Possible transport disruption from construction activity along Dunflat Lane. There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Medium</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

of the receptor, in turn reducing visitors.

No air quality or noise impacts are anticipated during construction.

No effects are anticipated on this receptor during maintenance.

Lazaat Hotel	<p>Possible transport disruption from construction activity along A164 and access road to the hotel, north of Wood Hill Way.</p> <p>Possible disruption to PRow along access road to the hotel.</p> <p>There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the hotel, in turn reducing visitors.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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No air quality or noise impacts are anticipated during construction.

No effects are anticipated on this receptor during maintenance.

Route Section 2: Skidby to A63 Dual Carriageway

Croft Park Holiday Lodges	Possible transport disruption along Rowley Road and access road south of Rowley Road.	CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Negative (construction)	Not Significant (construction)	Low (construction)
	There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the holiday lodges, in turn reducing visitors.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No air quality or noise impacts are anticipated during construction.				
	No effects are anticipated on this				

	receptor during maintenance.					
The Triton Inn	<p>Possible road transport disruption on Ellerker Road due to construction works.</p> <p>Possible disruption to PRow along Ellerker Footpath No.3 access to the Inn. This may temporarily reduce the number of visitors to the Inn.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Medium</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Brantingham Sheep Wash	<p>Possible knock-on road transport disruption due to construction works on Ellerker Road. However, unlikely to be transport</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Low</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	<p>disruption on Dale Road where receptor is located, additionally, baseline levels of traffic on Dale Road are low.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>					
8 Ball Camper Conversions	<p>Possible transport disruption along access road south of Rowley Road, however baseline levels of traffic on Dale Road are low.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	receptor during maintenance.					
Aristocat Hotel Cattery	<p>Possible transport disruption along Rowley Road and access road south of Rowley Road.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Croft Park Cafe	<p>Possible transport disruption along Rowley Road and access road south of Rowley Road.</p> <p>There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the cafe, in turn reducing visitors.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	<p>No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>					
Little Weighton Steam Rally	<p>Possible road transport disruption on Rowley Road due to construction works.</p> <p>There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the steam rally, in turn reducing visitors.</p> <p>No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Medium</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

Beverley and East Riding Croquet Club	<p>Transport disruption possible from construction works along Rowley Road. Possible PRow disruption along PRow routeing south west and south east of Rowley Road.</p> <p>There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the croquet club, in turn reducing visitors.</p> <p>No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Rowley Manor Hotel	<p>Transport disruption possible from construction works</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01,</p>	Medium	<p>Negative (construction)</p>	<p>Not Significant (construction)</p>	<p>Low (construction)</p>

along Rowley Road, however it should be noted baseline levels of traffic on Rowley Road are relatively low.

Possible PRow disruption along PRow routing south west and south east of Rowley Road from construction activity.

There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual amenity of the hotel, in turn reducing visitors.

No air quality or noise impacts are anticipated during construction.

No effects are anticipated on this receptor during maintenance.

TT03, NV02, S01, S02

No effect
(maintenance)

n/a (maintenance)

Low
(maintenance)

Rowley Cottage Kennels	<p>Possible disruption from construction activity along Rowley Road and close proximity to works south of Rowley Road. However, levels of traffic on Rowley Road are relatively low meaning low levels of ambient noise.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Mount Airey	<p>Possible construction impacts from close proximity to construction works along Gainsborough Road.</p> <p>Further analysis is required to determine the specific impact and assess the viability of</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Medium (construction)</p> <p>Medium (maintenance)</p>

this airfield with the preferred alignment of the Proposed Overhead Line.
 No air quality or noise amenity impacts are anticipated during construction.
 No effects are anticipated on this receptor during maintenance.

Route Section 3: A63 Dual Carriageway to River Ouse Crossing

Pond View Cottage, Brantingham	<p>Possible transport impacts from construction works along Ellerker Road and The Outgang. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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Sunnydene Country Park	<p>No effects are anticipated on this receptor in the construction phase. There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the holiday park, in turn reducing visitors.</p> <p>No air quality or noise amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Oxmardyke Equestrian Centre	<p>Possible transport impacts from construction works along Tongue Lane.</p> <p>No air quality, noise or landscape and visual amenity impacts are</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	<p>anticipated during construction in addition to those listed above.</p> <p>No effects are anticipated on this receptor during maintenance.</p>				
Ellerker Lodge Garden Centre	<p>Potential transport disruption along Brough Road, A63, and The Outgang (road).</p> <p>Potential PRow disruption along PRow north of Whin Moor Lane and PRow along Brantingham Road.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction in addition to those listed above.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

Villa d'Este (Restaurant)	<p>Likely transport disruption along Brough Road, A63, Ings Lane and Sands Lane.</p> <p>Potential PRow disruption along PRow north of Whin Moor Lane and PRow along Brantingham Road.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction in addition to those listed above.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Durban House Caravan Site	<p>Possible transport impacts from construction works south of the receptor, with draft order limits in close proximity to the caravan site.</p> <p>Limited transport impacts expected on</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	<p>the B1230, where the receptor is located.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>				
Green Park Newport	<p>Possible transport impacts from construction works south of the receptor, with draft order limits in close proximity to the park.</p> <p>Limited transport impacts expected on the B1230 or M62, where the receptor is located.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	No effects are anticipated on this receptor during maintenance.				
Wallingfen Park	<p>Possible transport impacts from construction works east of the receptor, with draft Order Limits in close proximity to the park. Limited transport impacts expected on the B1230, where the receptor is located.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Gateway Business Park	<p>Possible transport impacts from construction works south of the business park.</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

No air quality, noise or landscape and visual amenity impacts are anticipated during construction

No effects are anticipated on this receptor during maintenance.

Gilberdyke Garden Centre	<p>Possible transport impacts from construction works along Tongue Lane which will experience an increase in 12h weekday flows of total vehicles by 90.8%. This may result in severance of the lane and a large increase in driver delay. This could potentially result in a reduction of visitors to the garden centre.</p> <p>Provisional construction traffic data indicates there is potential for traffic flows to impact the air quality on some</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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sections of the construction route network. Tongue lane is identified as a section that would require detailed air quality assessment. No further air quality, noise or landscape and visual amenity impacts are anticipated during construction in addition to those listed above. No effects are anticipated on this receptor during maintenance.

Newton Kennels	Possible transport impacts from construction works along Tongue Lane which will experience an increase in 12h weekday flows of total vehicles by 90.8%. This may result in severance of the lane and a large increase in driver delay. This could potentially	CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Negative (construction) No effect (maintenance)	Significant (construction) n/a (maintenance)	Low (construction) Low (maintenance)
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result in a reduction of users of the kennels.

There are relatively low levels of baseline traffic on tongue lane meaning the additional traffic during construction will result in a temporary change in the noise climate surrounding the receptor.

Provisional construction traffic data indicates there is potential for traffic flows to impact the air quality on some sections of the construction route network. Tongue lane is identified as a section that would require detailed air quality assessment.

No further air quality, noise or landscape and visual amenity impacts are anticipated during construction in

	<p>addition to those listed above.</p> <p>No effects are anticipated on this receptor during maintenance.</p>				
Protection Dogs Worldwide Headquarters	<p>Potential disruption from construction works along Carr Lane, Main Street (Broomfleet) and Landing Lane. Possible PRow disruption along Broomfleet Beck.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction in addition to those listed above.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Underwood Events	<p>Potential disruption from construction works along Wallingfen Lane to the east of the</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p>

	<p>receptor. However, note that the severance and driver delay impact on Wallingfen Lane is assessed as likely to be Negligible in Chapter 14 Traffic and Transport and therefore there is unlikely to be an impact on the business activity of underwood events.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>		(maintenance)		Low (maintenance)	
1 Cave Crossings	<p>Possible transport impacts from construction works north of the receptor, with draft order limits in close proximity to cave crossings. However, severance and driver delay</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

impacts along Main Street, where the receptor is located, are assessed as likely to be Negligible in **Chapter 14**

Traffic and Transport.

There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the view from the holiday home, in turn reducing visitors.

No air quality, noise or further landscape and visual amenity impacts are anticipated during construction.

No effects are anticipated on this receptor during maintenance.

Londis, Broomfleet	Possible transport impacts from construction works north of the receptor.	CoCP Measures: GG03, LV01, LV02, TT01,	Low	Negative (construction)	Not Significant (construction)	Low (construction)
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	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	TT03, NV02, S01, S02	No effect (maintenance)	n/a (maintenance)	Low (maintenance)
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Route Section 4: River Ouse Crossing

Whitgift Hall Caravan Site	<p>In the construction phase, there is potential for transport disruption along Main Street (Whitgift) and Soil Bank, which may disrupt access to the east towards Ousefleet.</p> <p>PRoWs to the north also disrupted in the construction phase.</p> <p>There may be reduced business resulting from the installation of pylons, which are within 1 km of the site. This may reduce the visual attractiveness of the caravan site,</p>	CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Low (maintenance)

in turn reducing visitors.
 No air quality, noise or further landscape and visual amenity impacts are anticipated during construction.
 No effects are anticipated on this receptor during maintenance.

Route Section 5: River Ouse crossing to Luddington

Garthorpe Farming Co. Ltd	<p>Possible transport disruption along Pasture Lane from construction works. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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Route Section 6: Luddington to M180 Motorway

North Axholme Leisure Centre	<p>Possible disruption to footpaths and PRow north of Ealand, along A161 Crowle Road/Wharf Road from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p>	<p>Not Significant (construction)</p>	<p>Low (construction)</p>
				<p>No effect (maintenance)</p>	<p>n/a (maintenance)</p>	<p>Low (maintenance)</p>
Ealand Gate	<p>Possible disruption to footpaths and PRow north of Ealand, along A161 Crowle Road/Wharf Road from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	High	<p>Negative (construction)</p>	<p>Not Significant (construction)</p>	<p>Low (construction)</p>
				<p>No effect (maintenance)</p>	<p>n/a (maintenance)</p>	<p>Low (maintenance)</p>

	receptor during maintenance.					
Simon's School of Motoring	<p>Possible transport disruption to footpaths and PRow north of Ealand, along Main Street from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Seven Lakes Caravan Ownership	<p>Possible disruption to footpaths and PRow north of Ealand, along Bonnyhale Road and to the east of Crowle station from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	High	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	<p>anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>				
Hirst Priory	<p>Possible road disruption from construction works along A161 and A18.</p> <p>Possible disruption to footpaths alongside River Torne and South Engine Drain from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Outcasts Cricket Club	<p>Possible road disruption from construction works along A161 and A18.</p> <p>Possible disruption to footpaths</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	<p>alongside River Torne and South Engine Drain from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>					
Kingfisher Nurserys	<p>Possible road disruption from construction works along A161 and A18.</p> <p>Possible disruption to footpaths alongside River Torne and South Engine Drain from construction works as the receptor is located within the order limits.</p> <p>No air quality, noise or landscape and visual amenity impacts are</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Medium</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

anticipated during construction.
No effects are anticipated on this receptor during maintenance.

Route Section 7: M180 Motorway to Graizelound

Holmes and Gardens	<p>Possible transport disruption from construction works along unnamed lanes to the east of the garden centre, located within the Order Limits.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Epworth Fields	<p>Possible transport disruption from construction works along unnamed lanes to the west of</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

the holiday park and Newland Lane.
 Disruption to PRowS to the west of the holiday park and southeast of Newland Lane.
 No air quality, noise or landscape and visual amenity impacts are anticipated during construction.
 No effects are anticipated on this receptor during maintenance.

Weldricks Pharmacy, Epworth

Possible transport disruption from construction works along unnamed lanes to the east of the pharmacy.
 No air quality, noise or landscape and visual amenity impacts are anticipated during construction.
 No effects are anticipated on this

CoCP Measures: Low
 GG03, LV01, LV02, TT01, TT03, NV02, S01, S02

Negative
 (construction)

No effect
 (maintenance)

Not Significant
 (construction)

n/a (maintenance)

Low
 (construction)

Low
 (maintenance)

	receptor during maintenance.				
Mings	<p>Possible transport disruption from construction works along unnamed lanes to the east of the takeaway.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Pearl Spice	<p>Possible transport disruption from construction works along unnamed lanes to the east of the takeaway.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	receptor during maintenance.					
The Khyber Restaurant	<p>Possible transport disruption from construction works along unnamed lanes to the east of the restaurant.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>	
Hatty's Tea Room & Mad Hatty's Wine Bar	<p>Possible transport disruption from construction works along unnamed lanes to the east of the tearoom and wine bar.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>	

	No effects are anticipated on this receptor during maintenance.				
Oceans 52	<p>Possible transport disruption from construction works along unnamed lanes to the east of the takeaway.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
The Willows	<p>Possible transport disruption from construction works along unnamed lanes to the east of the beauty salon.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	No effects are anticipated on this receptor during maintenance.				
Epworth Tap	<p>Possible transport disruption from construction works along unnamed lanes to the east of the restaurant.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Fountain Court Florist	<p>Possible transport disruption from construction works along unnamed lanes to the east of the florist.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low(construction)</p> <p>Low (maintenance)</p>

	No effects are anticipated on this receptor during maintenance.				
The Red Lion Steakhouse & Hotel	<p>Possible transport disruption from construction works along unnamed lanes to the east of the hotel.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
The Barber Shop	<p>Possible transport disruption from construction works along unnamed lanes to the east of the barber shop.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	No effects are anticipated on this receptor during maintenance.				
Albion Bakery	<p>Possible transport disruption from construction works along unnamed lanes to the east of the bakery.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Queens Head Hotel	<p>Possible transport disruption from construction works along unnamed lanes to the east of the hotel.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	No effects are anticipated on this receptor during maintenance.				
Parkin Butchers	<p>Possible transport disruption from construction works along unnamed lanes to the east of the butchers.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Queen Street Bakehouse	<p>Possible transport disruption from construction works along unnamed lanes to the east of the bakehouse.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	<p>CoCP Measures: Low GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	No effects are anticipated on this receptor during maintenance.					
Hippopottering Nurseries	<p>Possible transport impacts from construction works along Brackenhill road.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>	

Route Section 8: Graizelound to Chesterfield Canal

White House Farm Camping and Caravanning	<p>Possible disruption from construction works along Cattle Road, Cornley Road and west of Haxey Road.</p> <p>Possible PRow disruption for footpath west of Cornley Road, north west of Misterton.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>	
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There may be reduced business resulting from the installation of pylons, which are within 1 km of the site.

No air quality, noise or further landscape and visual amenity impacts are anticipated during construction.

No effects are anticipated on this receptor during maintenance.

Haxey Quays	Possible disruption from construction works along Cattle Road, Cornley Road and west of Haxey Road.	CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Negative (construction)	Not Significant (construction)	Low (construction)
	Possible PRow disruption for footpath west of Cornley Road, north west of Misterton.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	There may be reduced business resulting from the installation of pylons, which are				

within 1 km of the site. This may reduce the visual attractiveness of the receptor, in turn reducing visitors.

No air quality, noise or further landscape and visual amenity impacts are anticipated during construction.

No effects are anticipated on this receptor during maintenance.

Misterton Holiday Park	Possible disruption from construction works along Cattle Road, Cornley Road and west of Haxey Road.	CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Negative (construction)	Not Significant (construction)	Low (construction)
	Possible PRow disruption for footpath west of Cornley Road, north west of Misterton.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
	No air quality, noise or landscape and visual amenity impacts are				

	<p>anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance</p>					
The Red Hart	<p>Possible road disruption along Haxey Gate Road from construction works.</p> <p>Possible disruption along PRow passing parallel to River Idle.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
The Haxey Gate Inn	<p>Possible road disruption along Haxey Gate Road from construction works.</p> <p>Possible disruption along PRow passing parallel to River Idle.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>				
Misterton Golf Club	<p>Possible disruption from construction works along Cattle Road, Cornley Road and west of Haxey Road.</p> <p>Possible PRow disruption for footpath west of Cornley Road, north west of Misterton.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Medium</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p> <p>Low (construction)</p> <p>Low (maintenance)</p>

Route Section 9: Chesterfield Canal to A620 east of North Wheatley

Sunrise Eco Glamping	<p>Possible disruption from construction works along Gainsborough Road in Saundby.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Waggy Tail Farm Ltd.	<p>Possible disruption from construction works along Gainsborough Road in Saundby.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

Route Section 10: A620 east of North Wheatley to Fledborough

Reindeer Inn	<p>Possible road disruption from Station Road, Freeman's Lane and Springs Lane to the west.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
North Leverton Windmill	<p>Possible transport impacts on unnamed lanes from construction works to the west of the windmill.</p> <p>There may be reduced business resulting from the installation of pylons, which are within 500m of the site. This may reduce the visual attractiveness</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

of the receptor, in turn reducing visitors.
 No air quality, noise or landscape and visual amenity impacts are anticipated during construction.
 No effects are anticipated on this receptor during maintenance.

<p>Willowbeck Retreat</p>	<p>Possible transport impacts on unnamed lanes from construction works to the west of the retreat. There may be reduced business resulting from the installation of pylons, which are within 500m of the site. This may reduce the visual attractiveness of the receptor, in turn reducing visitors who are seeking a 'retreat' experience. No air quality, noise or further landscape</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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	and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance.					
Windmill View Plant Centre	Possible transport impacts on unnamed lanes from construction works to the west of the plant centre. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance.	CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Medium	Negative (construction) No effect (maintenance)	Not Significant (construction) n/a (maintenance)	Low (construction) Low (maintenance)
The Blue Bell Inn	Possible transport impacts from construction works to the west of the pub. There may be reduced business resulting from the installation of pylons,	CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02	Medium	Negative (construction) No effect (maintenance)	Not Significant (construction) n/a (maintenance)	Low (construction) Low (maintenance)

which are within 500m of the site. This may reduce the visual attractiveness of the receptor, in turn reducing visitors.

No air quality, noise or further landscape and visual amenity impacts are anticipated during construction.

No effects are anticipated on this receptor during maintenance.

Outklass Fitness	<p>Possible transport impacts from construction works to the west of the fitness centre.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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Kula Springs Yoga Studio	<p>Possible road disruption from Station Road, Freeman’s Lane and Springs Lane to the west.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	<p>CoCP Measures: Medium GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
West Burton Airstrip	<p>Possible impacts on the airfield during construction and maintenance as receptor is located in close proximity to the preferred alignment. As a result, possible need to permanently close the airstrip.</p> <p>Further analysis is required to determine the specific impacts and assess the viability of this airfield with the preferred alignment</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>Negative (maintenance)</p>	<p>Significant (construction)</p> <p>Significant (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

of the Proposed Overhead Line.
 No air quality, noise or landscape and visual amenity impacts are anticipated during construction.
 No other effects are anticipated on this receptor during construction and maintenance.

Grove Farm	<p>Possible transport impacts from construction works to the east of the airstrip. Airstrip located off Wood Lane.</p> <p>Further analysis is required to determine the specific impacts and assess the viability of this airfield with the preferred alignment of the Proposed Overhead Line.</p> <p>No air quality, noise or landscape and visual amenity impacts are</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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anticipated during construction.
No other effects are anticipated on this receptor during construction and maintenance.

Headon Airfield	<p>Possible transport impacts from construction works to the east of the airstrip. Airstrip located along Clover Close Lane, off Thorpe Street.</p> <p>Further analysis is required to determine the specific impacts and assess the viability of this airfield with the preferred alignment of the Proposed Overhead Line.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No other effects are anticipated on this receptor during</p>	<p>CoCP Measures: High GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
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	construction and maintenance.					
Darlington Gliding Club	<p>Possible transport impacts from construction works to the east of the airstrip. Airstrip located along A6075.</p> <p>Further analysis is required to determine the specific impacts and assess the viability of this airfield with the Preferred alignment of the Proposed Overhead Line.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No other effects are anticipated on this receptor during construction and maintenance.</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01, TT03, NV02, S01, S02</p>	<p>High</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Forwood Farm	<p>Possible transport impacts from construction works to the east of the</p>	<p>CoCP Measures: GG03, LV01, LV02, TT01,</p>	<p>High</p>	<p>Negative (construction)</p> <p>No effect</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p>

<p>airstrip. Airstrip located along Wood Lane/Forwood Lane.</p>	<p>TT03, NV02, S01, S02</p>	<p>(maintenance)</p>	<p>Low (maintenance)</p>
<p>Further analysis is required to determine the specific impacts and assess the viability of this airfield with the preferred alignment of the Proposed Overhead Line.</p>			
<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>			
<p>No other effects are anticipated on this receptor during construction and maintenance.</p>			

Recreational Land – Preliminary Construction and Maintenance Effects

17.7.25 The potential preliminary effects for recreational land located within the study area are detailed in Table 17.29.

Table 17.29 - Potential preliminary effect on recreational land and open spaces within the study area

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
Route Section 1: Creyke Beck to Skidby					
Birkhill Wood LWS	<p>There will be a permanent closure for the Birkhill Wood Access PRoW.</p> <p>The new 400 kV overhead line extend the visual effects of high-voltage infrastructure across a wider geographical area than the existing overhead line, including over Birkhill Wood LWS. This would potentially lead to a reduction in the scenic quality experienced in some views, with some potential to reduce the number of users of the LWS.</p> <p>No air quality or noise amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	High	Negative (construction)	Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Fishpond Wood, Risby Estate LWS	<p>Potential road disruption along Dunflat Road and to PRoW south of Dunflat Road resulting from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p>	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Medium (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the LWS.				
Risby Park (Fishing Ponds)	<p>Potential road disruption along Dunflat Road and to PRow south of Dunflat Road resulting from construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the fishing pond.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Medium (maintenance)</p>
Risby Park LWS	<p>Potential road disruption along Dunflat Road and to PRow south of Dunflat Road resulting from construction works.</p> <p>Using the preliminary assessment detailed in Chapter 6 Landscape, the new 400 kV overhead line would extend the influence of the existing overhead line, affecting the character of views and overall scenic quality.</p> <p>No air quality or noise amenity impacts are anticipated during construction.</p>	High	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Medium (maintenance)</p>

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the LWS.				
Woodhill Path, Cottingham LWS	<p>Possible transport disruption from construction activity along A164 and access road to the hotel, north of Wood Hill Way.</p> <p>Possible disruption to PRoW along access road to the hotel.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the LWS.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Medium (maintenance)</p>
Route Section 2: Skidby to A63 Dual Carriageway					
Brantingham Dale Historic LWS	<p>Possible road transport disruption on Ellerker Road due to construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the LWS.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Medium (maintenance)</p>

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
Wooddale Historic LWS	Possible road transport disruption on Ellerker Wood Lane PRow due to construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
	No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the LWS.				
Route Section 3: A63 Dual Carriageway to River Ouse Crossing					
Market Weighton Canal	Using the preliminary assessment detailed in Chapter 6 Landscape and Chapter 7 Visual , it is identified that users of the Market Weighton Canal would have views of construction and operation in close proximity as it crosses the canal to the west of Broomfleet. Sequential effects would be experienced along approximately 2.5 km of the canal between the Humber Estuary and the railway to the south of Newport. No air quality and noise amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users of the Canal.	High	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Low (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
Hunsdale Fields	<p>Possible disruption during the construction phase from access to PRow along Brantingham Road, Ellerker Road, and Howden Croft Hill.</p> <p>Possible disruption to road access due to construction works along Brough Road, Brantingham Road and Sands Lane.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the dog walking fields.</p>	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
Broomfleet Pits LWS	<p>Possible road transport disruption on Tongue Lane due to construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would reduce the number of users for the local wildlife site.</p>	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Medium (maintenance)

Route Section 4: River Ouse Crossing

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
Blacktoft Sands RSPB Reserve	Potential disruption to the west of the receptor from construction works and pylon installation.	High	Negative (construction)	Not Significant (construction)	Low (construction)
	Potential disruption to road access via the town of Ousefleet and PRow access via the footpath north of Commonpiece Lane (parallel to the River Ouse). This may lead to severance of the RSPB Reserve for users and may provide disruption. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. During maintenance the Proposed Overhead Line may affect access to the RSPB Reserve. The change in landscape resulting from the pylons may also reduce the number of users. Periods of maintenance may prevent access to the west of the RSPB Reserve due to the order limits boundary of works passing through it.		Negative (maintenance)	n/a (maintenance)	Low (maintenance)
Land designated under the CRoW Act along Commonpiece Lane, Ousefleet	Potential disruption to nearby PRow parallel to River Ouse to the north of the land.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	Potential disruption to roads due to construction activity, including along Pennyhill Cottages Road.		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access or the number of users of this land.</p>				
Land designated under the CRow Act west of Adlingfleet along Church Lane and Kings Causeway	<p>Potential road and PRow disruption along Kings Causeway and Cow Lane.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this CRow.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Medium (maintenance)</p>
Route Section 5: River Ouse Crossing to Luddington					
Land designated under the CRow Act west of Adlingfleet along Church Lane and Kings Causeway	Please refer to Route Section 4 above.				
Land designated under the	Disruption to PRow along Cow Lane due to construction works and pylon installation.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
CRoW Act west of Adlingfleet, along Cow Lane	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>During maintenance the Proposed Overhead Line may affect access to this CRoW. Periods of maintenance may prevent access along this CRoW due to the draft Order Limits of works passing through it.</p>		Negative (maintenance)	Not Significant (maintenance)	Low (maintenance)
Route Section 6: Luddington to M180 motorway					
Paupers' Drain LWS	Possible disruption along Meredyke Road due to construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Keadby Boundary Drain LWS	Possible disruption at the site of this receptor due to construction works. In particular, the A18 provides access south to any works in the vicinity of Keadby.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.				
Stainforth and Keadby Canal Corridor LWS	<p>Possible disruption along the site of this receptor due to construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Medium (maintenance)</p>
Crowle Brick Pits LWS	<p>Possible disruption at the site of this receptor due to construction works for the indicative new lattice pylon.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Medium (maintenance)</p>
Three Rivers LWS	Possible disruption at the site of this receptor due to construction works for the indicative new lattice pylon.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
Hatfield Waste Drain LWS	<p>Possible disruption at the site of this receptor due to construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
North Engine Drain, Belton LWS	<p>Possible disruption at the site of this receptor due to construction works.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	<p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.</p>		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
South Engine Drain, Belton LWS	Possible disruption at the site of this receptor due to construction works. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
Folly Drain North LWS	Possible disruption at the site of this receptor due to construction works. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
River Torne LWS	Possible disruption at the site of this receptor due to construction works. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance as it is not expected	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
			No effect (maintenance)	n/a (maintenance)	Medium (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	that the Proposed Overhead Line would affect access to this LWS.				
Route Section 7: M180 Motorway to Graizelound					
South Moor Covert and Fishpond Plantation LWS	Possible disruption along the site of this receptor due to construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
	No effects are anticipated on the LWS during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.				
Melwood Upper Quarry LGS	Possible disruption along the site of this receptor due to construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.		No effect (maintenance)	n/a (maintenance)	Medium (maintenance)
	No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LGS.				
Sedge Hole Close Wildlife Trust Reserve / LWS	Possible disruption along the site of this receptor due to construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction.		No effect		

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.		(maintenance)	n/a (maintenance)	Low (maintenance)
Warping Drain Corridor LWS	Possible disruption along the site of this receptor due to construction works. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance as it is not expected that the Proposed Overhead Line would affect access to this LWS.	Medium	Negative (construction) No effect (maintenance)	Not Significant (construction) n/a (maintenance)	Low (construction) Low (maintenance)
Route Section 8: Graizelound to Chesterfield Canal					
Warping Drain Corridor LWS	Please refer to Route Section 7 above.				
Mother Drain, Misterton	Possible disruption from construction works along Cattle Road, Cornley Road and west of Haxey Road. Possible PRoW disruption for footpath west of Cornley Road, northwest of Misterton. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance.	Medium	Negative (construction) No effect (maintenance)	Not Significant (construction) n/a (maintenance)	Low (construction) Low (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
Land designated under the CROW Act adjacent to All Saints Church, Misterton	Possible road disruption from works at Cornley Road.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on the CROW during maintenance.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Chesterfield Canal	Users of the Chesterfield Canal would have views of construction and operation in close proximity as it crosses the canal to the east of Walkeringham. Sequential effects would be experienced along approximately 2 km of the canal. No air quality or noise amenity impacts are anticipated during construction. No effects are anticipated on this receptor during maintenance.	High	Negative (construction)	Significant (construction)	Low (construction)
			Negative (maintenance)	Significant (maintenance)	Low (maintenance)
Misterton Pasture LWS	Possible disruption from construction works along Cattle Road, Cornley Road and west of Haxey Road.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	Possible PRow disruption for footpath west of Cornley Road, northwest of Misterton. Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	<p>No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>				
Route Section 9: Chesterfield Canal to A620 east of North Wheatley					
Wooden Beck Hill Verges LWS	<p>Possible disruption from construction works along Walkeringham road to the west and Cuckoo Way and Trent Valley Way to the northwest.</p> <p>Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors.</p> <p>No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Beckingham Wood LWS	<p>Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors. No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this receptor during maintenance.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Tongs and Dogholes Woods LWS	<p>Possible disruption from construction works along PRow from Crabtree Lane.</p>	Medium	<p>Negative (construction)</p>	<p>Not Significant (construction)</p>	<p>Low (construction)</p>

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this LWS during maintenance.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Saundby Park Wood LWS	Possible disruption from construction works along Gainsborough Road in Saundby. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this LWS during maintenance.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this LWS during maintenance.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Wheatley Wood LWS	Possible disruption from construction works along Gainsborough Road in Saundby. No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this LWS during maintenance.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	No air quality, noise or landscape and visual amenity impacts are anticipated during construction. No effects are anticipated on this LWS during maintenance.		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Route Section 10: A620 east of North Wheatley to Fledborough					
West Burton Meadow Wildlife Trust Reserve/LWS	No likely disruption from construction to the access of the LWS anticipated. Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors.		Negative (maintenance)	Not Significant (maintenance)	Low (maintenance)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	<p>No air quality or noise impacts are anticipated during construction.</p> <p>No other effects are anticipated on this LWS during maintenance.</p>				
High House Road Verges, Sturton Le Steeple LWS	<p>Possible road disruption due to construction activity from Station Road, Freeman's Lane and Springs Lane to the east. Potential construction disruption to the south along Leverton Road.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this LWS during maintenance.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Caddow Wood (Northern Assarts) LWS	<p>Possible disruption from construction works along Retford Gate and Dunstone Road to the west of North Leverton with Hablesthorpe.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this LWS during maintenance.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Caddow Wood (Southern Assarts) LWS	<p>Possible disruption from construction works along Retford Gate and Dunstone Road to</p>	Medium	Negative (construction)	Not Significant (construction)	Low (construction)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	<p>the west of North Leverton with Hablesthorpe.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this LWS during maintenance.</p>		No effect (maintenance)	n/a (maintenance)	Low (maintenance)
Retford Gate Green Lane LWS	<p>Possible disruption from construction works along Retford Gate and Dunstone Road to the west of North Leverton with Hablesthorpe.</p> <p>No air quality, noise or landscape and visual amenity impacts are anticipated during construction.</p> <p>No effects are anticipated on this LWS during maintenance.</p>	Medium	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	<p>Not Significant (construction)</p> <p>n/a (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>
Treswell Wood Wildlife Trust Reserve/LWS	<p>Possible disruption along Forewood Lane to the east of this receptor from construction works.</p> <p>Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors. No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this LWS during maintenance.</p>	Medium	<p>Negative (construction)</p> <p>Negative (maintenance)</p>	<p>Not Significant (construction)</p> <p>Not Significant (maintenance)</p>	<p>Low (construction)</p> <p>Low (maintenance)</p>

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
Bushstocks Lane Meadow LWS	Possible disruption along Forewood Lane to the west of this receptor from construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors. No air quality or noise impacts are anticipated during construction.		Negative (maintenance)	Not Significant (maintenance)	Low (maintenance)
	No effects are anticipated on this LWS during maintenance.				
Headon Verges LWS	Possible disruption along Forewood Lane to the northeast of this receptor from construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)
	Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors. No air quality or noise impacts are anticipated during construction.		Negative (maintenance)	Not Significant (maintenance)	Low (maintenance)
	No effects are anticipated on this LWS during maintenance.				
Route Section 11: Fledborough to High Marnham					
Fledborough to Harby Dismantled Railway LWS	Possible disruption along Forewood Lane to the northeast of this receptor from construction works.	Medium	Negative (construction)	Not Significant (construction)	Low (construction)

Receptor	Nature of effect	Preliminary sensitivity of receptor	Preliminary effect	Preliminary likely significant effects	Confidence in prediction
	<p>Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors.</p> <p>No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this LWS during maintenance.</p>		Negative (maintenance)	Not Significant (maintenance)	Low (maintenance)
Marnham Railway Yard Candidate LWS	<p>Visitors to the LWS would have views of construction and operation potentially impacting on visual amenity for visitors.</p> <p>No air quality or noise impacts are anticipated during construction.</p> <p>No effects are anticipated on this LWS during maintenance.</p>	Medium	Negative (construction) Negative (maintenance)	Not Significant (construction) Not Significant (maintenance)	Low (construction) Low (maintenance)

Public Rights of Way, Access Routes and Recreational Routes - Preliminary Construction Effects

- 17.7.26 As set out in **Chapter 14 Traffic and Transport**, impacts on PRowS and recreational routes fall under two categories:
- Diversion / Closure / Manage - This involves either temporary or permanently closing a section of the PRow and a new diverted route around the edge of the working area is made available.
 - Manage / Stop Up - This includes a range of management strategies:
 - Appropriate signage implemented along affected PRowS, indicating dates and hours of work, information on temporary diversions etc.
 - Use of contract staff to hold PRow users for short periods while construction vehicles pass or work is undertaken. Alternatively, construction activities will be held to allow PRow users to pass.
 - Active management measures where construction routes run alongside PRowS. This could be appropriate separation, such as site fencing or gates, between a PRow and a construction routes.
- 17.7.27 The majority of any planned diversions will be relatively minor around construction areas and would not significantly change journey length. At this stage, only one PRow has been identified as requiring a substantial diversion (C1-23/C1-24). Regarding closures, there are various temporary closures proposed for PRow around work areas or access points, as well as one permanent closure for the Birkhill Wood Access. The remainder of PRow will be managed, stopped up, and/or temporarily closed, where a PRow passes under the overhead line and where a closure would be needed during the installation of the conductors or during stringing activities. In these cases, any closure would only be temporary for a period and diversions onto alternative PRowS will be provided wherever possible.
- 17.7.28 Table 17.30 below sets out the preliminary effects on PRow, access route and recreational routes. Mitigation measure S02 which is in the CoCP is relevant to the assessment of PRow, access routes and recreational routes – PRowS crossing the working areas will be managed in discussion with the relevant local authorities and potential temporary closures or diversions applied for discussed with the relevant local authority. Access disruption would be reduced while construction and maintenance activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

Table 17.30 - Potential preliminary effects on PRowS, access routes and recreational routes during construction

Receptor	Potential effect	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
Route Section 1: Creyke Beck to Skidby					
C1-1	Existing PRow (Birkhill Wood Access PRow) will be closed and diverted. Interactions will be managed from the diverted route (crossing of construction access) during works.	Medium	Negative	Not Significant	Medium
Route Section 2: Skidby to A63 Dual Carriageway					
C1-8	Minor diversion of PRow to the field around the working areas to avoid crossing through it.	Medium	Negative	Not Significant	Medium
Route Section 3: A63 Dual Carriageway to River Ouse Crossing					
C1-16	Existing PRow will be diverted to avoid running along the haul road and it will be managed where it crosses.	Medium	Negative	Not Significant	Medium
C1-18	Diversion of PRow around work area.	Medium	Negative	Not Significant	Medium
Route Section 4: River Ouse Crossing					
C1-23	A diversion will be put in to connect the PRow to C1-24. The section along the haul road will be stopped up.	Medium	Negative	Not Significant	Medium
Route Section 5: River Ouse crossing to Luddington					

Receptor	Potential effect	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
C1-24	A diversion will be put in to connect the PRow to C1-23. The section along the haul road will be stopped up.	Medium	Negative	Not Significant	Medium
Route Section 6: Luddington to M180 Motorway					
C1-27	PRow diversion required to avoid shared use of the construction access.	Medium	Negative	Not Significant	Medium
C1-30	As the entire PRow runs along a haul road, the PRow will be closed and diverted to a PRow to the east that runs in a similar route.	Medium	Negative	Not Significant	Medium
C1-33	Diversion along the top of the PRow north of the access, whilst the middle section will be managed/ stopped upped.	Medium	Negative	Not Significant	Medium
Route Section 7: M180 motorway to Graizelound					
C1-37	PRow diverted to avoid scaffolding.	Medium	Negative	Not Significant	Medium
Route Section 8: Graizelound to Chesterfield Canal					
C1-41	Short diversion required to avoid construction access junction.	Medium	Negative	Not Significant	Medium
C1-48	Divert via C-47 to avoid running through the haul road, underneath scaffold and bridge over Chesterfield Canal.	Medium	Negative	Not Significant	Medium
Route Section 9: Chesterfield Canal to A620 east of North Wheatley					
There are no PRowS, access routes or recreational routes that need closing or diverting in Route Section 9.					

Receptor	Potential effect	Preliminary sensitivity of receptor	Likely effect	Preliminary significance of effect	Confidence in prediction
Route Section 10: A620 east of North Wheatley to Fledborough					
C1-55	PRoW diversion required to avoid proximity to the Overhead Line.	Medium	Negative	Not Significant	Medium
C1-63	PRoW diverted to avoid crossing access and under the Overhead Line where stringing works will occur.	Medium	Negative	Not Significant	Medium
C1-65	Diversion needed to move PRoW away from construction access and the Overhead Line.	Medium	Negative	Not Significant	Medium
C1-69	Minor diversion to avoid the bridge working area for the watercourse.	Medium	Negative	Not Significant	Medium
Route Section 11: Fledborough to High Marnham					
There are no PRoWs, access routes or recreational routes that need closing or diverting in Route Section 11.					

Planning - Preliminary Construction and Maintenance Effects

- 17.7.29 The Proposed Overhead Line has been designed to avoid planning applications and local plan allocations, where practicable, to reduce the potential effects on land planned for future development. Table 17.31 describes the key planning applications and local plan allocations relevant to this chapter.

Table 17.31 - Potential preliminary effect on planning applications and development within the study area

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
23/03926/STPLF (Approved)	Construction of a Battery Storage Facility consisting of battery storage containers, PCS units, erection of 2.5m high perimeter fencing, 6 CCTV poles/cameras and associated grid infrastructure and works.	The planning application boundary falls within the draft Order Limits in Route Section 1. The planning application boundary crosses the construction access route, maintenance access route, four 4AF towers and the indicative stringing positions around 4AF3 and 4AF5. If 23/03926/STPLF is constructed and operational prior to the Proposed Overhead Line, there is potential for negative effects. The Proposed Overhead Line's access route may need re-aligning during construction, and potentially maintenance. Alignment of the 4AF towers may need to be reviewed in light of the planning application's solar PV panels, battery	<p>Negative (construction)</p> <p>Negative (maintenance)</p>	Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
		storage facility and associated infrastructure work locations. Safety mitigation measures, such as site fencing, may be required around the indicative stringing positions during the construction phase of the Proposed Overhead Line.			
23/01519/SCR (screening, awaiting application)	High Marnham Substation	Planning application 23/01519/SCR is submitted in association with the Proposed Overhead Line and therefore will not lead to any effects.	No effect (construction) No effect (maintenance)	n/a	Medium
EN010125 (examination stage)	Dogger Bank South Offshore Wind Farms	The planning application boundary falls within the draft Order Limits in Route Section 1. The planning application boundary crosses a construction and maintenance access route, three 4AF towers and an indicative stringing location around 4AF3. If the Dogger Bank	Negative (construction) Negative (maintenance)	Not Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
		<p>South Offshore Wind Farm is constructed and operational prior to the Proposed Overhead Line, there is potential for negative effects. The Proposed Overhead Line's access route may need managing during construction, and potentially maintenance.</p>			
EN010098 (Approved)	<p>Development of the Hornsea Project Four offshore wind farm.</p>	<p>The planning application boundary falls within the draft Order Limits in Route Section 1. The Proposed Overhead Line and planning application share a construction and maintenance access route off the A1079, and the planning application intersects an alternate construction access route off Minster Way. HGV movements may need to be managed, or access may need to be adjusted during construction, and potentially maintenance, depending on whether</p>	<p>Negative (construction)</p> <p>Negative (maintenance)</p>	Not Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
		the developments overlap in temporal scale.			
20/01073/STPLF (Approved)	Construction of road improvements between Beverley and Cottingham, A164 and Jocks Lodge Junction.	The planning application boundary falls within the draft Order Limits in Route Section 1. The planning application boundary intersects the construction access route, maintenance access route and indicative stringing position around tower 4AF9. If the developments overlap in temporal scale, the Proposed Overhead Line's access route may need adjusting during construction, and potentially maintenance. Additionally, safety mitigation measures may be required around the indicative stringing positions.	Negative (construction) Negative (maintenance)	Not Significant	Medium
PA/2019/519 (Approved)	Installation of an underground high voltage electric	The planning application boundary falls within the draft Order Limits in	Negative (construction)	Not Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
	cable and associated works.	Route Section 6. The planning application boundary and Proposed Overhead Line share construction access routes off the A18. As a result, HGV movements may need to be managed or access may need to be adjusted during construction, depending on whether the developments overlap in temporal scale.	No effect (maintenance)		
EALE-1 Spen Lane, Ealand	The site is allocated for B1 (Offices), B2 (General Industrial) and B8 (Storage and Distribution) uses, with planning permission to erect a building for use as a builders' merchant. The delivery of the site is set out to be between 2014 and 2024	EALE-1 employment land allocation is located approximately 150m northwest of the draft Order Limits in Route Section 6. There is not anticipated to be any interference between EALE-1 and the draft Order Limits or Limits of Deviation.	No effect (construction) No effect (maintenance)	n/a	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
EALE-2 Land South of Railway, Ealand	The site is allocated for a mix of B1 (Business/Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. The delivery of the site is set out to be between 2014 and 2024.	EALE-2 employment land allocation is located approximately 50m west of the draft Order Limits in Route Section 6. There is not anticipated to be any interference between EALE-2 and the draft Order Limits or Limits of Deviation.	No effect (construction) No effect (maintenance)	n/a	Medium
PA/2021/95 (Submitted)	Erection of a steel framed agricultural storage building for feed and farming equipment.	The planning application boundary falls within the draft Order Limits in Route Section 7. The planning application's red line boundary area intersects the indicative stringing location around 4AF156. If the developments overlap in temporal scale, safety mitigation measures, such as site fencing, may be required around the indicative stringing position.	Negative (construction) No effect (maintenance)	Not Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
22/00358/FUL (Approved)	Installation of a Solar Farm and Battery Storage Facility with associated infrastructure.	The planning application boundary falls outside of the draft Limits of Deviation and sits within the draft Order Limits in Route Sections 9 and 10. The planning application intersects a maintenance access route. HGV movements may need to be managed, or the access route may need to be adjusted during maintenance, depending on whether the developments overlap in temporal scale. There may be some access interactions along Gainsborough Road and the A620 during and construction and maintenance.	Negative (construction) Negative (maintenance)	Not Significant	Medium
EN010163 (In progress)	Steeple Renewables -400 MW of solar energy generation and a 200 MW Battery	The planning application boundary falls within the draft Order Limits in Route Section 10. The planning application boundary crosses the	Negative (construction) Negative (maintenance)	Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
	Energy Storage System (BESS).	<p>construction access route, maintenance access route, nine 4AF towers and the indicative stringing position around 4AF216. If EN010163 is constructed and operational prior to the Proposed Overhead Line, there is potential for negative effects. The Proposed Overhead Line access route may need re-aligning during construction, and potentially maintenance. Alignment of the 4AF towers may need to be reviewed in light of the planning application's solar PV panels and BESS locations. Safety mitigation measures, such as site fencing, may be required around the indicative stringing position during the construction phase of the Proposed Overhead Line.</p>			

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
EN010159 (Pre-application)	Construction of a Solar Farm and collated BESS that would allow for the generation, export and storage of electricity.	The planning application boundary falls within the draft Order Limits in Route Sections 10 and 11. The planning application's red line boundary area intersects construction access routes, maintenance access routes, seven 4AF towers and three indicative stringing locations around 4AF260, 4AF258 and 4AF255. At least three of the seven towers are located in the proposed PV areas. If the developments overlap in temporal scale, the Proposed Overhead Line's access routes may need adjusting during construction, and potentially maintenance. If EN010159 is operational before the Proposed Overhead Line, the alignment of the 4AF towers may need to be reviewed in light of the	<p>Negative (construction)</p> <p>Negative (maintenance)</p>	Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
22/00707/FUL (Approved)	The construction and operation of a Solar Photovoltaic (PV) Farm with other associated infrastructure including sub stations, security cameras, fencing, storage containers, access tracks and landscaping.	planning application's solar PV panels and BESS locations. Additionally, safety mitigation measures, such as site fencing, may be required around the indicative stringing positions.	<p>Negative (construction)</p> <p>Negative (maintenance)</p>	Significant	Medium
		The planning application boundary falls within the draft Order Limits in Route Section 11. The planning application's red line boundary area intersects a construction and maintenance access route, four 4AF towers and an indicative stringing location around 4AF260. If the developments overlap in temporal scale, the Proposed Overhead Line's access routes may need adjusting during construction, and potentially maintenance. If 22/00707/FUL is operational before the			

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
		<p>Proposed Overhead Line, the alignment of the 4AF towers may need to be reviewed in light of the planning application's solar PV panels and BESS locations. Additionally, safety mitigation measures, such as site fencing, may be required around the indicative stringing positions.</p>			
23/01135/FUL (Approved)	<p>Construction and operation of a prototype facility for the production of hydrogen from ammonia, and associated works.</p>	<p>The planning application boundary falls within the draft Order Limits in Route Section 11. The Proposed Overhead Line and planning application share a construction access route. HGV movements may need to be managed, or access may need to be adjusted during construction, depending on whether the developments overlap in temporal scale.</p>	<p>Negative (construction)</p> <p>No effect (maintenance)</p>	Not Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
PA/2022/1606 (Approved)	Planning permission to create two habitat ponds for great crested newts.	The planning application boundary falls outside of the draft Limits of Deviation and sits within the draft Order Limits in Route Section 6, 250m away from the closest pylon centreline. If these ponds are already in place prior to the Proposed Overhead Line, they may need mitigation / fencing during the construction phase which would have a minor negative effect.	Negative (construction) No effect (maintenance)	Not Significant	Medium
23/00801/FUL (Approved)	Proposed construction and operation of an 8 MW Electrolytic Green Hydrogen Production Plant, with associated infrastructure.	The planning application boundary falls within the draft Order Limits in Route Section 11. The Proposed Overhead Line and planning application share a construction access route. HGV movements may need to be managed, or access may need to be adjusted during construction, depending on whether	Negative (construction) No effect (maintenance)	Not Significant	Medium

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
		the developments overlap in temporal scale.			
24/01138/FUL (Awaiting decision)	Application for BESS, Substation, associated infrastructure and works.	The planning application boundary borders the draft Order Limits in Route Section 11. The planning application is located 160m from the closest pylon centre and is not anticipated to interfere with the draft Order Limits or Limits of Deviation.	No effect (construction) No effect (maintenance)	n/a	Medium
23/02315/EIASCR	Wanless Beck 400 kV substation(extension) / Birkhill Wood 400kV substation ¹³	Planning application 23/02315/EIASCR is submitted in association with the Proposed Overhead Line and therefore will not lead to any effects.	Negative (Wanless) (construction) No effect (maintenance)	Not significant	Medium
23/01135/FUL (Approved)	High Marnham Green Energy Park	The planning application boundary falls within the draft Order Limits in Route Section 11. The Proposed Overhead Line and planning application	Negative (construction) No effect (maintenance)	Not Significant	Medium

¹³ Birkhill Wood substation is considered in Chapter 20 Substations and Associated Works. Wanless Beck substation extension is a separate planning application.

Planning Application Reference/Local Plan Allocation	Description	Nature of effect	Preliminary effect	Preliminary likely of effect	Confidence in prediction
		<p>share a construction access route. HGV movements may need to be managed, or access may need to be adjusted during construction, depending on whether the developments overlap in temporal scale.</p>			

Summary of the Preliminary Assessment of the Proposed Overhead Line with the Proposed Substation Works

- 17.7.30 The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.
- 17.7.31 The Proposed Overhead Line and the Proposed Birkhill wood substation have the potential to shared receptors such as;
- settlement of Beverley;
 - 21 residential properties (within 500m);
 - Bentley Sanctuary Stone tourist attraction;
 - three local wildlife sites (Bentley Moor Wood LWS, Birkhill Wood LWS and Woodhill Path Cottingham LWS); and
 - EY|Rowley|Bridleway No.13
- 17.7.32 The Proposed Overhead Line and the Proposed High Marnham Substation have the potential to shared receptors such as;
- settlements of Fledborough, High Marnham, Skegby and Normanton on Trent;
 - 54 residential properties (within 500m);
 - Marnham Meadows Holiday Park; and
 - five LWSs (Marnham Railway Yard LWS, Fledborough to Harby Dismantled Railway LWS, Fledborough Holme LWS, Skedby Road Triangle LWS and Old Trent, Marnham).
- 17.7.33 Taking account of the embedded measures set out in **Chapter 4 Description of the Project** and the control and management measures as set out in **Appendix 4.1 Draft Outline Code of Construction Practice** any potential effects from the Proposed Substation Works are not likely to be significant, and, when considered together are unlikely to change the preliminary significance that is presented in this Chapter.

17.8 References

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