

# Yorkshire GREEN Project

Environmental Impact Assessment

Preliminary Environmental Information Report  
Volume two: Chapter 16: Socio-economics

October 2021

nationalgrid

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Figure 16.1 – Local and Wider Study Areas

Figure 16.1 – Socio-economic receptors

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# 16. Socio- economics

# 16. Socio-economics

## 16.1 Introduction

16.1.1 This chapter presents the preliminary assessment of the likely significant effects of the Project with respect to socio-economics, including tourism, recreation and the local and regional economy. The preliminary assessment is based on information obtained to date. It should be read in conjunction with the Project description provided in **Chapter 3: Description of the Project** and with respect to relevant parts of the following chapters:

- **Chapter 6: Landscape and visual amenity;**
- **Chapter 7: Historic environment;**
- **Chapter 8: Biodiversity;**
- **Chapter 11: Agriculture and soils;**
- **Chapter 12: Traffic and transport;**
- **Chapter 13: Air quality;** and
- **Chapter 14: Noise and vibration.**

16.1.2 This chapter describes:

- the legislation, policy and technical guidance that has informed the assessment (**Section 16.2**);
- consultation and engagement that has been undertaken, and how comments from consultees relating to socio-economics have been addressed (**Section 16.3**);
- the methods used for baseline data gathering (**Section 16.4**);
- overall baseline (**Section 16.5**);
- embedded measures relevant to socio-economics (**Section 16.6**);
- the scope of the assessment for socio-economics (**Section 16.7**);
- the methods used for the assessment (**Section 16.8**);
- the preliminary assessment of socio-economics effects (**Section 16.9**);
- preliminary assessment of cumulative (inter-project) effects (**Section 16.10**);
- a summary of the preliminary significance conclusions (**Section 16.11**); and
- an outline of further work to be undertaken for the Environmental Statement (ES) (**Section 16.12**).

### Project overview

16.1.3 In summary, Yorkshire GREEN comprises the following new infrastructure within the draft Order Limits:

- Shipton North and South 400kV cable sealing end compounds (CSECs);

- The YN 400kV overhead line (north of proposed Overton Substation);
- Overton 400/275kV Substation;
- Two new sections of 275kV overhead line south of Overton Substation: the XC 275kV overhead line to the west and the SP 275kV overhead line to the east;
- Tadcaster Tee West and East 275kV CESC's; and
- Monk Fryston 400kV Substation (adjacent to the existing substation).

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

- Replacement of one pylon on the 2TW/YR 400kV overhead line;
- Works to the existing XC/XCP Monk Fryston to Poppleton overhead line comprising a mixture of decommissioning, replacement and realignment east of Moor Monkton and reconductoring works south of Moor Monkton. This overhead line would be reconfigured at its southern end to connect into the proposed substation at Monk Fryston;
- Replacement of one pylon on the Tadcaster Tee to Knaresborough (XD/PHG) 275kV overhead line route;
- Reconfiguration and removal of a short span of the Monk Fryston to Eggborough 400kV 4YS overhead line to connect this overhead line into the proposed substation at Monk Fryston; and
- Minor works at Osbaldwick Substation comprising the installation of a new circuit breaker and isolator along with associated cabling, removal, and replacement of one gantry and works to one existing pylon. All works would be within existing operational land.

16.1.5 Please refer to **Chapter 3: Description of the development** and **Figures 1.1** and **1.2** for an overview of the different components of the Project.

### Limitations and assumptions

- 16.1.6 The information provided in this Preliminary Environmental Information Report (PEIR) is preliminary, the final assessment of likely significant effects will be reported in the ES. The PEIR has been produced to fulfil National Grid Electricity Transmission Plc's (National Grid) consultation duties and enable consultees to develop an informed view of the likely significant effects of the Project and comment on this during statutory consultation before the design of the Project is finalised and taken forward to submission of the application for development consent.
- 16.1.7 The socio-economic assessment has been limited at this PEIR stage by the maturity of assessment work undertaken in the other chapters identified in **Paragraph 16.1.1**. In particular, **Chapter 14: Noise and vibration** currently only assesses construction traffic noise.
- 16.1.8 In addition, no information is available at this stage of the Project regarding likely construction or operational spend, or potential employee numbers needed for the construction phase. No assessment of the impacts on the local economy has therefore been possible in the PEIR.

## 16.2 Relevant legislation, planning policy and technical guidance

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

### Legislation

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

**Table 16.1 – Legislation relevant to the socio-economics assessment**

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

### Planning policy

16.2.3 A summary of the relevant national and local planning policy is given in **Table 16.2**.

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

Policy	Policy Context
<b>National planning policy</b>	
Overarching National Policy Statement for Energy (EN-1) <sup>1</sup>	Section 5.12 Sets out an overall approach to energy infrastructure from a socio-economic perspective. Section 5.12.3 Details some of the likely economic impacts that should be considered as part of any assessment. Section 5.12.7 States that it may be concluded: “that limited weight is to be given to assertions of socio-economic impacts that are not supported by evidence (particularly in view of the need for energy infrastructure as set out in the NPS)”.
National Policy Statement for Electricity Networks Infrastructure (EN-5) <sup>2</sup>	Supports EN-1 by providing guidance on new electricity networks infrastructure to ensure it is well designed. It includes advice on Landscape and Visual and Noise and Vibration matters which may have a bearing on the socio-economic assessment.

<sup>1</sup> Department of Energy and Climate Change (2011), Overarching National Policy Statement for Energy (EN-1). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/47854/1938-overarching-nps-for-energy-en1.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47854/1938-overarching-nps-for-energy-en1.pdf) [Accessed September 2021]

<sup>2</sup> Department of Energy and Climate Change (2011), National Policy Statement for Electricity Networks Infrastructure (EN-5). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/37050/1942-national-policy-statement-electricity-networks.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/37050/1942-national-policy-statement-electricity-networks.pdf) [Accessed September 2021]

Policy	Policy Context
National Planning Policy Framework (NPPF) <sup>3</sup>	<p>The NPPF does not contain policies specifically for NSIPs. NSIPs are determined in accordance with the Planning Act 2008 and any relevant NPSs, as well as any other matters that are relevant. These other matters may include the NPPF.</p> <p>The NPPF confirms that the role of the planning system is to contribute to sustainable development, and two of the three overarching objectives of the planning system in achieving this are relevant to socio-economics: to help build a strong, responsive and competitive economy, and to support strong, vibrant and healthy communities.</p> <p>Paragraph 84 of the NPPF states that planning decisions should enable sustainable growth and expansion of all businesses in rural areas, the development and diversification of rural businesses, sustain rural and leisure developments and retain and develop accessible local services and community facilities.</p> <p>Paragraphs 99 and 100 seek to protect open space, sports and recreational facilities, public rights of way and access.</p>
<b>Local planning policy</b>	
Harrogate District Local Plan 2014 – 2035 <sup>4</sup>	<p>Policy GS5: Supporting the District’s Economy To encourage sustainable economic growth in the district.</p> <p>Policy EC6: Protection of Tourist Facilities To facilitate and encourage development and improvement in tourism provision, including protecting the continued attractiveness and operation of existing tourist attractions.</p> <p>Policy HP5: Public Rights of Way To protect public rights of way so that the routes and their existing recreational and amenity value is not undermined by new development.</p> <p>Policy HP6: Protection of Existing Sport, Open Space and Recreation Facilities To prevent the loss of existing outdoor public and private sport, open space and recreational facilities, including natural and semi-natural green spaces.</p> <p>Policy NE8: Protection of Agricultural Land Seeks to conserve and protect the BMV (best and most valuable) agricultural land and sets out the circumstances when development of BMV will be permitted.</p>
Hambleton Local Development Framework: Core Strategy	CP1 Sustainable Development

<sup>3</sup> Ministry of Housing, Communities and Local Government (2021). The National Planning Policy Framework (NPPF). Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1004408/NPPF\\_JULY\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004408/NPPF_JULY_2021.pdf) [Accessed September 2021]

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



Policy	Policy Context
Development Plan Document, 2007 <sup>5</sup>	<p>Seeks to ensure that development is sustainable and that it does not harm the area’s natural and man-made features. It seeks to maximise the conservation of land, energy and resources and minimise adverse impacts upon the economy, society and the environment.</p> <p>CP3 Community Assets Support will be given to proposals and activities that protect, retain or enhance existing community assets, or lead to the provision of additional assets that improve community well-being.</p> <p>CP15 Rural Regeneration Support will be given to the social and economic needs of rural communities</p> <p>CP16 Protecting and Enhancing Natural and Man-made Assets Development or other initiatives will be supported where they preserve and enhance the District’s natural and manmade assets and where they are appropriately defined in other policies and identified on the Proposals Map. Particular support will be given to initiatives to improve the natural environment where it is poor and lacking in diversity.</p> <p>CP19 Recreation Facilities and Amenity Open Spaces Support will be given to proposals and activities that protect, retain or enhance existing recreational and amenity assets, lead to the provision of additional assets, or improve access to facilities, particularly by non-car modes of transport. This will include support for greater access to, and enjoyment of, the countryside.</p>
Hambleton draft Local Plan – at examination stage <sup>6</sup>	<p>Policy S1 Sustainable Development Principles The Council will seek to ensure that development makes a positive contribution towards the sustainability of communities, enhances the environment and adapts to and mitigates the impact of climate change. This will be achieved by a range of criteria including:</p> <ul style="list-style-type: none"> <li>• Promoting Hambleton as a recognised location for business by providing a range of employment opportunities that meet local aspirations, including high quality jobs, meeting the needs of new and expanding businesses and recognising the contribution of the rural economy.</li> <li>• Protecting and enhancing the high quality natural and historic environment whilst facilitating</li> </ul>

<sup>5</sup> Hambleton District Council (2007). Local Development Framework Development Plan Document Core Framework. (Online) Available from: <https://www.hambleton.gov.uk/downloads/file/1667/core-strategy-local-development-framework-development-plan-document> [Accessed September 2021].

<sup>6</sup> Hambleton District Council (2019). Hambleton Local Plan Publication Draft. (Online) Available at: <https://www.hambleton.gov.uk/downloads/download/224/local-plan-submission-core-documents> [Accessed September 2021].

Policy	Policy Context
	<p>development in a way that respects and strengthens the distinctive character of the landscape and the form and setting of settlements.</p> <p>Policy S5 Development in the Countryside Protects the BMV agricultural land (classed as grades 1, 2 and 3a) from development that is not associated with agriculture or forestry, that would cause the land to be permanently removed from agricultural use.</p> <p>Policy EG2 Protection and Enhancement of Employment Land The purpose of this policy is to safeguard and enhance areas of established and identified employment uses across Hambleton to help maintain a thriving economy.</p> <p>EG8 The Visitor Economy The Council will encourage the sustainable development of the visitor economy in Hambleton. The purpose of this policy is to set out the expectations for proposals for visitor attractions and facilities and for visitor accommodation.</p> <p>CI3 Open Space, Sport and Recreation Seeks to protect and enhance open space, outdoor recreation facilities, allotments and areas of garden land that provide amenity value.</p> <p>CI4 Community Facilities Seeks to maintain and improve the provision of local community services and facilities.</p>
<p>Saved Policies of the York Local Plan, 2005<sup>7</sup></p>	<p>GP4a Sustainable Development Development should: contribute towards meeting the social needs of communities within City of York and to safe and socially inclusive environments, and maintain or increase the economic prosperity and diversity of the City of York and maximise employment opportunities.</p> <p>GP7 Open Spaces Development on open space will only be permitted where: a) there will be no detrimental effect on local amenity or nature conservation; and b) compensatory provision of an equivalent size and standard is provided by the applicant in the immediate vicinity of the site proposed for development.</p> <p>GP14 Agricultural Land Planning permission will only be granted for development that would result in the loss of the best and most versatile agricultural land (defined as grades 1, 2 and 3a) if an applicant can clearly demonstrate that very special</p>

<sup>7</sup> City of York Council (2005). Local Plan Incorporating the 4th Set of Changes (April 2005). Available at: <https://www.york.gov.uk/downloads/file/2822/the-local-plan-2005-development-control-local-plan-full-document-and-appendices> [Accessed September 2021].

Policy	Policy Context
York draft Local Plan - at examination stage <sup>8</sup>	<p>circumstances exist which determine that the proposal cannot be located elsewhere.</p> <p>V1 Visitor Related Development</p> <p>Visitor related development will be encouraged. Applications will be determined based on criteria such as: likelihood to improve tourism, adverse effects on the use or enjoyment of adjacent buildings, and adverse impacts on the countryside setting of the city.</p> <hr/> <p>Policy DP2 Sustainable Development</p> <p>Sustainable Development can be defined as ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’. As indicated in the National Planning Policy Framework (2012) (NPPF), the purpose of the planning system is to contribute to the achievement of sustainable development.</p> <p>Development should meet a series of sustainable development principles which include ‘creating a prosperous city for all’ which includes supporting strategic employment locations and protecting and enhancing the visitor economy.</p> <p>Policy DP3 Sustainable Communities</p> <p>Development should contribute towards sustainable communities by following principles such as respecting the historic character and appearance of the green spaces and landscapes.</p> <p>Policy EC4 Tourism</p> <p>Tourism in York will contribute to a diverse economy. This will be achieved by supporting proposals that relate to some of the following (and more):</p> <ul style="list-style-type: none"> <li>• maintaining and improving the choice and quality of visitor accommodation to encourage overnight stays, particularly by higher spending visitors; and</li> <li>• the retention and growth of existing visitor attractions.</li> </ul> <p>Policy EC5 Rural Economy</p> <p>The land-based sector, and in particular agriculture, has undergone considerable restructuring over the post war period, and is set to continue to restructure as a consequence of both local and global changes. Policy EC5 is intended to support and be flexible to the needs of those who rely on the land-based economy. It also supports new opportunities that may arise from future changes.</p> <p>Policy HW1 Protecting Existing Facilities</p>

<sup>8</sup> City of York Council. Local Plan – Publication Draft. 2018. (Online) Available from: <https://www.york.gov.uk/downloads/file/1314/cd001-city-of-york-local-plan-publication-draft-regulation-19-consultation-february-2018-> [Accessed September 2021].

Policy	Policy Context
Saved Policies of the Selby District Local Plan, 2005 <sup>9</sup>	<p>The Council will work with local communities and voluntary sector organisations to help preserve and re-use existing community assets.</p>
Selby District Core Strategy Local Plan, 2013 <sup>10</sup>	<p>Policy Planning Strategy 2.1 Promotion of Sustainable Development</p> <p>To ensure an adequate supply of suitable land for employment, housing and other purposes whilst safeguarding environmental and natural resources from inappropriate development. To facilitate economic recovery and diversification in a way which enhances environmental quality.</p> <p>Policy EMP12 Agricultural Development</p> <p>Development proposals which would lead to the irreversible loss of the BMV agricultural land (Grades 1, 2 and 3a) will not be permitted unless there is an exceptional overriding need and there is no suitable alternative site available.</p>
Leeds Core Strategy: Leeds Local Plan, 2019 <sup>11</sup>	<p>Policy SP1 Presumption in Favour of Sustainable Development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Policy SP13 Scale and Distribution of economic Development</p> <p>Support will be given to developing and revitalising the local economy in all areas.</p> <p>Spatial policy 8 includes support for the growth and diversification of the rural economy which includes support for tourism and recreational facilities and local services and community facilities. Policy P9 also states that should any community facilities, including sport or recreation, be lost to a proposed development then alternative provision could be required.</p> <p>Policy G1 states that development proposals should ensure that the PRoW network is protected and enhanced</p>

<sup>9</sup> Selby District Council. Selby District Local Plan. 2005. (Online) Available at: <https://www.selby.gov.uk/selby-district-local-plan-sdlp-2005> [Accessed September 2021].

<sup>10</sup> Selby District Council. Selby District Core Strategy Local Plan. 2013. (Online) Available from: [https://www.selby.gov.uk/sites/default/files/Documents/CS\\_Adoption\\_Ver\\_OCT\\_2013\\_REDUCED.pdf](https://www.selby.gov.uk/sites/default/files/Documents/CS_Adoption_Ver_OCT_2013_REDUCED.pdf) [Accessed September 2021].

<sup>11</sup> Leeds City Council. Core Strategy (as amended by the Core Strategy Selective Review 2019) Leeds Local Plan. 2019. (Online) Available from: <https://www.leeds.gov.uk/Local%20Plans/Adopted%20Core%20Strategy/Consolidated%20Core%20Strategy%20with%20CSSR%20Policies%200Sept%202019.pdf> [Accessed September 2021].

Policy	Policy Context
	through avoiding unnecessary diversions and adding new links.

## Technical guidance

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

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

Technical Guidance Document	Context
Design Manual for Roads and Bridges <sup>12</sup>	Volume 11, Section 3, Part 6: Land Use and Part 8: Pedestrians, Cyclists, Equestrians and Community Effects Whilst not specific to electricity infrastructure, this guidance provides some useful context for assessing land use and community impacts of linear infrastructure.

## 16.3 Consultation and engagement

### Overview

16.3.1 The assessment has been informed by consultation responses and ongoing stakeholder engagement. An overview of the approach to consultation is provided in Section 4.4 of **Chapter 4: Approach to preparing the PEIR**.

### Scoping Opinion

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

16.3.3 **Appendix 4A** outlines the comments made in the Scoping Opinion in relation to socio-economics and how these have been addressed within this PEIR.

16.3.4 The information provided in the PEIR is preliminary and not all of the Scoping Opinion comments have been addressed at this stage, however all comments will be addressed within the ES.

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

Consultee	Consideration	How addressed in this PEIR
Planning Inspectorate	Given the nature and scale of the Proposed Development, the Inspectorate agrees that Employment generation and	Employment generation and economic activity during operation to be scoped out of

<sup>12</sup> Standard for Highways (2021). Design Manual for Roads and Bridges. (Online) Available at: <https://www.standardsforhighways.co.uk/dmrb/> [Accessed September 2021].

Consultee	Consideration	How addressed in this PEIR
	economic activity during operation can be scoped out of the ES. The ES should include suitable cross referencing with health and well-being.	the socio-economic assessment within the ES. Appropriate cross-referencing to other chapters will be provided as necessary if this aspect is considered elsewhere.
Planning Inspectorate	There has been no comprehensive assessment presented in the Scoping Report concerning future development within the region and study area. Information from the consultation bodies indicates that there are large scale housing developments proposed for the Skelton Wigginton area, and current planning applications within 1km of the site including a motorway service area at Lumby and gas turbines adjacent to Monk Fryston substation. The Inspectorate does not agree to scope this matter out. The ES should have regard to the advice in Advice Note 17 regarding the identification of other development.	At this stage a preliminary assessment has been undertaken. A long list of potential cumulative development has been identified and screened to identify a short list of developments with the potential to have significant cumulative effects in line with Planning Inspectorate Advice Note 17 ( <b>Chapter 4: Approach to the Preparation of the PEIR</b> ). This short list includes the developments listed in the Scoping Opinion. A detailed CEA will be provided in the ES.  Impacts on residential properties/settlements will be considered within the cumulative effects assessment within the ES, and will not be repeated in the socio-economic chapter. <b>Chapter 4 (Table 4.7)</b> provides an initial indication of those receptors which could experience intra-project cumulative effects (i.e. combined effects from a combination of different types of effect from the Project).
Planning Inspectorate	Given the nature and scale of the Proposed Development, the Inspectorate agrees that Direct permanent loss of agricultural land can be scoped out of the ES. However, this should be kept under review as the detailed	<b>Chapter 11: Agriculture and soils</b> currently concludes that there would be no significant effects through the permanent loss of agricultural land. This receptor shall however be kept under review to determine if any Project design changes

Consultee	Consideration	How addressed in this PEIR
	scope of work is developed and further baseline data is gathered. If there is a change that results in the Applicant concluding that this matter could potentially give rise to significant effects, then it should be assessed in the ES.	would lead to the subject needing to be scoped into the socio-economic assessment.
Planning Inspectorate	The Inspectorate agrees that Effects on property prices can be scoped out of the ES.	Effects on property prices are scoped out.
Planning Inspectorate	The ES should explain how the Proposed Development would avoid impacts on existing transmissions links e.g. mobile phone communications or set out any mitigation required in respect of such links.	As set out in <b>Chapter 2:</b> Project need and alternatives a design change review process has been followed in developing the Project design for PEIR and Section 42 consultation ( <b>Section 2.5</b> ). As part of this process, the engineering feasibility of design development has been considered in refining and changing the Project design which has taken into account existing transmission links. This approach will continue through the ongoing design work with engagement taking place with service providers.
Planning Inspectorate	The Inspectorate welcomes the consideration of potential visual and noise/vibration impacts on tourist and recreational receptors; any such assessment should cross refer to findings of other relevant aspect chapters.	Cross references are provided to other chapters as required.

## Technical engagement

16.3.5 No technical engagement has been required in regard to socio-economics to date. This will be kept under consideration as the EIA progresses, however there were no matters raised from the consultation undertaken for the Scoping exercise that would indicate that specific technical engagement is needed.

## 16.4 Data gathering methodology

- 16.4.1 Baseline data on socio-economics has been collected through desk-based research. The desk-based assessment will continue to be updated throughout the EIA process as additional documents and data sources are identified and engagement with the relevant local authorities and other key stakeholders continue.
- 16.4.2 In addition, the socio-economics assessment will utilise data gathered from work in other chapters where this is relevant to the socio-economic assessment.

### Study Area

- 16.4.3 A two-tier Study Area will be defined for the assessment and is shown on **Figure 16.1**:
- Local Study Area – this is based on the Study Area identified within **Chapter 6: Landscape and visual amenity**. The Landscape and Visual Impact Assessment study area is based on a 3km offset from the Project components at the north-west of York, Tadcaster and Monk Fryston Substation Areas (see **Figure 1.2**). This is the largest Study Area for those topics which could result in indirect effects on amenity (visual impact, noise and vibration, air quality) and will therefore identify socio-economic resources and receptors that may experience indirect, amenity effects. In addition, the Local Study Area includes all of the land within the draft Order Limits along the existing 275kV XC overhead line, which is being reconducted, and at the Osbaldwick Substation to ensure that any direct effects are also identified in this area. This approach recognises that the potential for receptors to experience effects is defined by more than just distance from the Project.
  - Wider Study Area – the wider area will cover the local authority boundaries (see **Table 16.5**) which overlap with the draft Order Limits and will seek to address potential socio-economic effects within the broader economy of these local authority areas. The Wider Study Area will be specifically defined by the scale at which suitable data are available.
- 16.4.4 The administrative areas within the two-tier Study Area are summarised in **Table 16.5**.

**Table 16.5 - Administrative areas within Wider Study Area**

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



## Desk study

16.4.5 A summary of the where information has been obtained from, together with the nature of that data is outlined in **Table 16.6**.

**Table 16.6 – Data sources used to inform the socio-economics assessment**

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

## Survey work

No specific survey work has been undertaken for the socio-economic assessment beyond the baseline data gathering noted in **Table 16.6**. Where relevant, survey work from other chapters, e.g. landscape and visual, has been used to aid the socio-economic assessment.

## 16.5 Overall baseline

### Current baseline

16.5.1 All parts of the Local Study Area will include farming businesses given the largely rural nature of the Site (the land within the draft Order Limits). In addition, the following baseline information is of relevance to the Local Study Area:

#### *Local Study Area – North-west of York*

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

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

#### *Local Study Area – Tadcaster area*

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

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

16.5.4 National Cycle Route 665 currently runs from the north-west to Newton Kyme within the Local Study Area, and then starts again to the north-west of Tadcaster. Work is ongoing to join these two sections up, which will create a link across the Site near Tadcaster. As users are already likely to cross the Site to join up the existing sections, the route is included here in the current baseline section.

#### *Local Study Area – Monk Fryston Substation area*

16.5.5 The Local Study Area around the Monk Fryston Substation area is a mainly rural area, but also contains the settlements of South Milford in the north, Monk Fryston to the east and Fairburn to the south-west. The A1(M) and A1246 cut across the western part of the Local Study Area, with the A63 running west to east and the A162 running north-

south. A number of rail lines run through the area, including the Hull to Leeds, York to Castleford and York to Wakefield links. The following receptors are found in the area:

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

### *275kV Overhead line reconductoring and Osbaldwick Substation*

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

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

### *Wider Study Area: Hambleton District Council*

16.5.8 Hambleton District Council (Hambleton) sits within North Yorkshire County Council. Hambleton District Council was estimated to have a population of 90,700<sup>13</sup> in 2017 which rose to 91,600 in 2019<sup>14</sup>. In 2019, 57.5% (52,700) of Hambleton's population was aged between 16-64, which is lower than both Yorkshire and Humber (62.1%) and Great Britain (62.5%).

16.5.9 Hambleton's population is focussed within the market towns of Northallerton, Thirsk, Easingwold, Bedale and Stokesley and is highly economically active. 80.8% (45,700) of people are classified as economically active and only 2.5% classified as unemployed in 2019, in comparison to the Yorkshire and Humber region (77.8% and 4.1%) and Great Britain as a whole (79% and 4.2%) during 2019. However, full-time workers receive a lower gross weekly pay (£485.50) than the Yorkshire and Humber region average of £538.90 and that of Great Britain (£586.70).

16.5.10 In December 2020, the number of claimants of out of work benefits within Hambleton (3.2%) was considerably lower than that for the Yorkshire and Humber region (6.5%) and Great Britain (6.3%).

16.5.11 Hambleton has a similar proportion of full-time and part-time jobs to that of the Yorkshire and Humber Region and that of Great Britain. Hambleton's biggest employers

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<sup>13</sup> Hambleton Local Plan Publication Draft 2019. Available at: <https://www.hambleton.gov.uk/homepage/4/evidence-base> [Accessed 15 July 2021]

<sup>14</sup> NOMIS. Local Authority Profile – Hambleton. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157114/report.aspx?town=Hambleton#tabrespop> [Accessed 15 July 2021]

are manufacturing (15%), retail trade (17.5%) and public administration and defence/compulsory social security industries (11.2%).

16.5.12 43% of Hambleton's workers are educated to a level of NVQ4 or above, which is similar to the equivalent statistics for Great Britain as a whole (40.3%) but higher than the Yorkshire and Humber region (34.2%). This is a common theme, as Hambleton's attainment of education is higher than the wider region and Great Britain consistently across all stages of educational attainment.

16.5.13 Within the national Indices of Multiple Deprivation (IMD), Hambleton is ranked 255<sup>th</sup> out of 317 Councils, meaning it is one of the least deprived districts in the UK. Some pockets of deprivation do exist within the district, but these are small in scale.

16.5.14 Hambleton has many different tourist attractions located within it, alongside acting as a base or gateway for visitors seeking to visit the Yorkshire Dales or North York Moors National Parks. A number of tourist attractions located within Hambleton, outside of the Local Study Areas, are highlighted below:

- Thirsk World of James Herriot museum;
- Thirsk Racecourse;
- Bedale Golf Club and Bedale Bowling Club;
- Bedale Hall; and
- Thornborough Henges.

#### *Wider Study Area: Harrogate Borough Council*

16.5.15 Harrogate Borough Council (Harrogate) sits within North Yorkshire County Council. In 2015, Harrogate Borough Council was estimated to have a population of 157,016, with its population declining year on year since 2011<sup>15</sup>. However, as of 2016, this population decline has reversed, with it being estimated that Harrogate had a population of 159,800 in 2016<sup>16</sup> and 160,800 in 2019<sup>17</sup>. The percentage of Harrogate's population aged between 16-64 (58.8%) is lower but not too dissimilar from the Yorkshire and Humber region (62.1%) and Great Britain (62.5%).

16.5.16 79.3% of Harrogate's working age population is economically active, which is in keeping with the National average of 79% but slightly higher than the Yorkshire and Humber regional average economic activity of 77.8%.

16.5.17 Harrogate has very low unemployment, with only 2.2% of its working age population classed as unemployed and only has 3.7% of its working age population on out of work benefits, which is considerably lower than both the Yorkshire and Humber region and Great Britain.

16.5.18 62.3% of the population of Harrogate are employed full-time, which is slightly lower than the regional and national averages of 66.4% and 67.8% respectively.

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<sup>15</sup> DATA North Yorkshire. District Population. Available at: <https://www.datanorthyorkshire.org/JSNA/articles/population-in-north-yorkshire/district-population/> [Accessed 15 July 2021]

<sup>16</sup> DATA North Yorkshire. District population estimates by 5-year age band. Available at: <https://hub.datanorthyorkshire.org/dataset/population-estimates/resource/46d7d92b-cd5f-49be-af9d-443134eef104> [Accessed 15 July 2021]

<sup>17</sup> NOMIS. Local Market Profile – Harrogate. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157115/report.aspx> [Accessed 15 July 2021]

- 16.5.19 Harrogate shares a similar gross weekly pay for full-time workers (£536.60) as that of the Yorkshire and Humber region (£538.90), both of which are lower than the national average (£586.70).
- 16.5.20 Educational attainment within Harrogate is high. 44.5% of working age people attained NVQ4 and above qualifications, which whilst being similar to the attainment in Great Britain as a whole, is considerably above the Yorkshire and Humber regions 34.2%. For the other levels of educational attainment, Harrogate scored considerably higher than the Yorkshire and Humber region and Great Britain.
- 16.5.21 Harrogate ranked 278<sup>th</sup> out of 317 Councils, meaning it is one of the least deprived districts within England. Only four of Harrogate's identified neighbourhoods quantified within the IMD scored below a 5, with the vast majority of Harrogate's neighbourhoods scoring a seven and above. This means areas of considerable deprivation are localised to very specific areas.
- 16.5.22 The main urban areas of Harrogate, Knaresborough and Ripon support the greatest densities of Harrogate's population. These settlements alongside the market towns of Boroughbridge, Masham and Pateley Bridge are where most new growth has been concentrated in recent years<sup>18</sup>. These towns are also tourist attractions in their own right.
- 16.5.23 Harrogate was home to the Tour de France Grand Depart in 2014. Harrogate is also home to the Nidderdale Area of Outstanding Natural Beauty (AONB), Studley Royal Park and the ruins of Fountains Abbey (World Heritage Site). Harrogate also benefits from the Great Yorkshire Show, an event that celebrates Yorkshire and its many products. The important tourist attractions of the Yorkshire Dales National Park and Nidderdale AONB are located wholly or partially within Harrogate.

#### *Wider Study Area: Leeds City Council*

- 16.5.24 The 2011 census identified that the population of the Leeds City Council area (Leeds) was 751,500 and has risen since then with the population in 2019 estimated to be 793,100.
- 16.5.25 65.1% of the population of Leeds is aged between 16-64 and 83.5% are economically active, which is slightly higher than the Yorkshire and Humber region (77.8%) and Great Britain (79%). However, Leeds does suffer from similar levels of unemployment (4.2%) as the Yorkshire and Humber region (4.1%) and Great Britain (4.2%) and has a slightly higher level of out of work benefit usage.
- 16.5.26 Leeds has 40.1% of its working age population currently possessing an NVQ4 and above qualification, 61% possessing an NVQ3 and above qualification, 75.6% possessing an NVQ2 and above qualification and 86.1% possessing an NVQ1 and above qualification. This is above the Yorkshire and Humber region's qualification attainment levels, which are 34.2%, 54.3%, 72.5% and 84.2% respectively. Attainment is similar to the qualification attainment of Great Britain, which has 40.3%, 58.5%, 75.6% and 85.6% respectively.
- 16.5.27 Jobs within Leeds are primarily full-time (69.5%) with full-time gross weekly pay averaging £574.90 which is not too dissimilar to the national average (£587.10) although is higher than the Yorkshire and Humber region (£540.40). The main industries within which the Leeds population are employed are retail (12.3%),

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<sup>18</sup> Harrogate District Local Plan 2014-2035 (Adopted 2020). Available at: <https://www.harrogate.gov.uk/planning-policy-guidance/harrogate-district-local-plan-2014-2035> [Accessed 15 July 2021]

professional/scientific technical activities (10.6%), administration and support (11.9%) and human health and social work (12.6%).

16.5.28 Leeds City Centre comprises a considerably built-up environment with a wide variety of jobs. Jobs outside of the city are more rural in nature. Leeds houses several of the most deprived areas in the UK and these are located within the city itself and adjacent urban areas, whilst the more rural areas of the district have lower levels of deprivation<sup>19</sup>. Leeds City Council is seeking to address these areas of deprivation and continue the growth of the city through an ambitious Core and Growth Strategy, which will hopefully raise Leeds from being ranked 92<sup>nd</sup> out of 317 for deprivation.

16.5.29 Leeds is a popular tourist attraction, housing many retail and entertainment options. Leeds Bradford International Airport acts as an important gateway to the wider world and for international tourists to visit Leeds and the UK as a whole. The city houses the headquarters of the Northern Ballet and the Leeds Arena. The Leeds City Museum and the Royal Armouries are also popular visitor attractions as is Opera North and Henry Moore Institute. Within the Leeds City Council area is also Harewood House, which is a state house owned by the Royal Family and has extensive gardens and an exotic bird sanctuary.

#### *Wider Study Area: Selby District Council*

16.5.30 Selby District Council (Selby) sits within North Yorkshire County Council. In 2013, it was estimated that the total population of Selby was 82,200, with 19.5% of its population aged above 65 and 10.3% aged 16-24<sup>20</sup>. It was estimated that the population would rise to 86,667 in 2016, with population growth centred mainly around the key market towns of Selby, Tadcaster and Sherburn-in-Elmet<sup>21</sup>. However, by 2019, Selby's population has increased to 90,600<sup>22</sup>.

16.5.31 61.1% of Selby's population is aged between 16-64 which is in keeping with the surrounding region and Great Britain. 77% of the population is economically active and there is a slightly lower unemployment rate at 3% and a lower uptake of out of work benefits at 3.8%.

16.5.32 Higher educational attainment across Selby is low, with only 30% of the population achieving an NVQ4 and above qualification, which is below the regional (34.2%) and national (40.3%) averages. Selby is also estimated to have an NVQ3 and above qualification attainment of 50.7% and a NVQ2 and above qualification attainment of 69.3%. These are also slightly lower than the Yorkshire and Humber regions averages at 54.3% and 72.5% respectively, and the national averages of 58.5% and 75.6%. Selby does have an NVQ1 and above qualification attainment of 86.3% which is slightly higher than the regional (84.2%) and the national (85.6%) averages respectively.

16.5.33 Selby benefits from a high proportion of its jobs being full-time positions (71.4%) which is higher than the regional and national average. Similarly, Selby has a higher gross weekly pay for full-time workers (£588.80) than the regional and national average. Jobs within Selby are dominated by the field of manufacturing (20%) which makes up a larger

<sup>19</sup> Leeds Core Strategy 2014 (amended 2019). Available at: <https://www.leeds.gov.uk/planning/planning-policy/adopted-local-plan/core-strategy-introduction> [Accessed 15 July 2021]

<sup>20</sup> Selby District Core Strategy and Local Plan 2013. Available at: <https://www.selby.gov.uk/selby-district-core-strategy-local-plan> [Accessed 15 July 2021]

<sup>21</sup> Selby District Authority Monitoring Report 2017-2018. Available at: <https://www.selby.gov.uk/authority-monitoring-report-and-infrastructure-funding-statement> [Accessed 15 July 2021]

<sup>22</sup> NOMIS. Local Market Profile – Selby. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157119/report.aspx> [Accessed 15 July 2021]

percentage of jobs than manufacturing does in the Yorkshire and Humber region (11.4%) and Great Britain (8%).

- 16.5.34 Selby is identified as the most industrious of the districts within North Yorkshire, supporting a wide range of industries and seeing strong job growth in areas such as power generation, agriculture, glass manufacturing and brewing. Despite this, roughly half of the Selby population commute outside of it for work<sup>23</sup>.
- 16.5.35 Selby was ranked 252<sup>nd</sup> out of 317 for deprivation, with only six of the identified neighbourhoods within the IMD scoring under five. These areas of deprivation are concentrated within the centre and most built-up areas of Selby. Most of the neighbourhoods within Selby scored seven or above on the IMD.
- 16.5.36 Selby is home to several tourist attractions. Selby Abbey has stood for over 950 years and is a building of significant historical and cultural importance alongside being a popular tourist attraction. Similarly, the Holy Trinity Church is another important historical tourist attraction. Barlow Common Nature Reserve and Skylark Centre and Barlow Nature Reserve are important natural tourist attractions. The Trans Pennine Trail cycleway passes through the district and the Selby Town Hall acts as a local hub for shows and events.

#### *Wider Study Area: City of York*

- 16.5.37 The City of York (York) sits within North Yorkshire County Council. The 2011 Census indicated that York had a population of 198,051 people and this was estimated to rise to 208,367 people in 2016<sup>24</sup>. The 2011 Census identified that the population within York was becoming more polarised as it was growing to have an aging population and a temporary growing young population due to York's considerable educational opportunities. This means that York has a fluctuating population in reality, as the younger demographic comes in to the district to study at university but, in the vast majority of cases, leave after completing their education. York is currently trying to attract more young people to the city by retaining graduates and has plans to provide a considerable amount of housing and deliver on the York Central Enterprise Zone and High Speed Hub in the future<sup>25</sup>.
- 16.5.38 York's population has continued to grow with the population estimated to be 210,600, with 66% of the population aged between 16-64 years old. York benefits from 81% of its working age population being economically active.
- 16.5.39 60.7 % of the population is in full time employment, with gross weekly earnings averaging £572.60, whilst unemployment is low at 2.7%.
- 16.5.40 49.1% of York's population has a NVQ4 and above qualification, with 69.1% having a NVQ3 and above qualification, 83% having a NVQ2 and above qualification and 93.3% having NVQ1 and above qualification.
- 16.5.41 York ranked 275<sup>th</sup> out of 317 for deprivation, making it one of the least deprived Council areas within Great Britain. Some pockets of deprivation exist within the city, but these are small in scale.

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<sup>23</sup> Selby District Core Strategy and Local Plan 2013. Available at: <https://www.selby.gov.uk/selby-district-core-strategy-local-plan> [Accessed 15 July 2021]

<sup>24</sup> City of York Local Plan Publication Draft 2018. Available at: <https://www.york.gov.uk/downloads/download/420/local-plan-submission-documents-1> [Accessed 15 July 2021]

<sup>25</sup> York Economic Strategy 2016-20. Available at: <https://www.york.gov.uk/downloads/download/598/york-economic-strategy-2016-to-2020> [Accessed 15 July 2021]

- 16.5.42 It is estimated that the city attracts seven million visitors per year, though due to the ongoing COVID-19 pandemic, the years of 2020 and 2021 are not anticipated to attract as many tourists. York has many important tourist attractions that range from retail attractions to important architectural/historical attractions and many museums.
- 16.5.43 Attractions such as the York Minster Cathedral, Jorvik Viking museum, York Castle museum, Yorkshire Museum, York Art Gallery and Shambles market are but a few of the tourist attractions important to the York's economy. The landscape surrounding York is also important to the attractiveness of the area and there are many important tourist supporting assets within the City of York, such as Bed and Breakfasts and Hotels, that rely on these views. Other important historical attractions exist within York, such as Castle Howard and Clifford's Tower.

## Future baseline

- 16.5.44 Future tourism, recreational, residential or business developments that are likely to be affected by the Project have been identified in the PEIR (**Table 4.5, Chapter 4**). Further research regarding the timescales and potential impacts on how the Project may affect the deliverability of these developments will be completed as part of the ongoing Cumulative Effects Assessment. Where appropriate, assessments of any socio-economic matters will be reported in the ES. Population trends have already been considered as part of the trends influencing the need for electricity around the country<sup>26</sup> and they do not have to be considered again here.
- 16.5.45 Future employment trends will be considered as part of the local economic assessment which will be included in the ES.

## 16.6 Embedded measures

- 16.6.1 Embedded environmental measures have been incorporated into the design to date, relating to the proposed infrastructure avoiding potential receptors as part of the Corridor and Preliminary Routing and Siting Study (CPRS Study) (see Section 2.2 of **Chapter 2: Project need and alternatives**) as well as the design development completed since this stage of the Project. The detailed design, including the selection of the preferred route for the overhead lines, and the precise siting of the infrastructure has sought to and will continue to seek to avoid and minimise effects on potential receptors as far as is practicable.
- 16.6.2 In addition, embedded mitigation for other topics that will also mitigate socio-economic effects can be found in the chapters identified at **Paragraph 16.1.1**.

## 16.7 Scope of the assessment

### The Project

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

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<sup>26</sup> Future Energy Scenarios are produced annually by National Grid ESO in consultation with industry stakeholders to identify what 'credible futures' might exist, when considering the rate at which the UK may decarbonise, the impact of de-carbonisation of supply and how consumer behaviour will impact demand.



## Spatial scope

16.7.2 The spatial scope of the assessment of socio-economics covers the area of the Project within the draft Order Limits, together with the Local and Wider Study Areas described in **Section 16.4**.

## Temporal scope

16.7.3 With the exception of the assessment of employment generation and economic activity, the temporal scope of the assessment of socio-economics is consistent with the period over which the Project would be carried out and therefore covers the expected period of 2024-2028 for construction, and 2027 onwards for operation.

16.7.4 The assessment of employment generation and economic activity will only cover the construction phase of the Project (anticipated for 2024-2028) as agreed through the Scoping Opinion.

16.7.5 The Project is expected to have a life span of more than 80 years. If decommissioning is required at this point in time, then activities and effects associated with the decommissioning phase are expected to be of a similar level to those during the construction phase works, albeit with a lesser duration of two years. Therefore, the likely significance of effects relating to the construction phase assessment will be applicable to the decommissioning phase and decommissioning effects are not discussed further in this chapter."

## Potential receptors

16.7.6 Within the draft Order Limits and Local Study Areas all tourism, recreational or business receptors identified from the baseline studies will be included as receptors. Within the Wider Study Area, the effects of employment generation and economic activity resulting from the construction works will be assessed, with 'receptors' including the population (employment rates, salaries) and businesses (direct, indirect and induced spend).

16.7.7 The principal socio-economics receptors that have been identified as being potentially subject to effects are summarised in **Table 16.7**.

**Table 16.7 – Socio-economics receptors subject to potential effects**

Receptor	Reason for Consideration
<b>Local Study Areas</b>	
<b>North-west of York</b>	
Tourism: Beninbrough Hall (National Trust),	Tourist attraction with the potential to be indirectly affected by the Project.
Recreation: Forest of Galtrees Golf Club, York Footgolf, fishing lakes at Poppleton Lakes and Duttons Farm, Rawcliffe Bar Country Park, National Cycle Route 65, Yorkshire Ouse Walk, Public Rights of Way (PRoW).	Recreational businesses or assets with the potential to be indirectly affected by the Project, with National Cycle Route 65, Yorkshire Ouse Way and PRoW having the potential to be directly affected.
Businesses: Woodstock Lodge wedding venue and farm businesses	Businesses with the potential to be indirectly or directly affected by the Project.

<b>Receptor</b>	<b>Reason for Consideration</b>
<b>Tadcaster</b>	
Recreation: Ebor Way, PRow, National Cycle Route 665	Recreational assets with the potential to be directly and indirectly affected by the Project.
Businesses: Quarry on Warren Lane, Jackdaw Quarry, Hazlewood Castle Hotel, Bowcliffe Hall and farm businesses	Businesses with the potential to be indirectly or directly affected by the Project.
<b>Monk Fryston</b>	
Tourism: Steeton Hall gateway, Squires Café and Caravan Park	Tourist attractions/accommodation with the potential to be indirectly affected by the Project.
Recreation: Sherburn Willows Nature Reserve, Fairburn Ings Nature Reserve, Ledsham Bank Nature Reserve, PRow	Recreational businesses or assets with the potential to be indirectly affected by the Project, with PRow having the potential to be directly affected.
Businesses: Milford plants nursery, Malting Organic treatments (waste management business), Monk Fryston Hall Hotel, Byram Nurseries, Lumby Garden Centre and Coffee Shop, South Milford Hotel and Milford Hotel. There will also be a number of farm businesses.	Businesses with the potential to be indirectly affected by the Project.
<b>275kV Overhead Line Reconductoring and Osbaldwick Substation</b>	
Recreation: Maran Lakes fishing centre	Recreational businesses or assets with the potential to be indirectly affected by the Project.
Recreation: An ORPA through Osbaldwick Substation	Potential for the ORPA to be directly affected by the Project.
Businesses: The Crooked Billet Inn near Saxton, Mosaic business services and a number of farm businesses.	Businesses with the potential to be indirectly or directly affected by the Project.
<b>Wider Study Areas</b>	
Population (employment, salaries)	Construction phase employment has the potential to provide beneficial effects to the population of the Wider Study Area.
Businesses (direct, indirect and induced spend with businesses)	Construction phase spend has the potential to provide beneficial effects to businesses in the Wider Study Area.

## Likely significant effects

16.7.8 The effects on socio-economics receptors (**Figure 16.2**) which have the potential to be significant and have been taken forward for detailed assessment are summarised in **Table 16.8**.

**Table 16.8 – Socio-economics receptors scoped in for further assessment**

<b>Receptor</b>	<b>Likely Significant Effects</b>
<b>Local Study Areas</b>	
<b>North-west of York</b>	
Tourism: Beninbrough Hall (National Trust)	Tourist attraction with the potential to be indirectly affected by the Project.
Recreation: Forest of Galtrees Golf Club, York Footgolf, fishing lakes at Poppleton Lakes and Duttons Farm, Rawcliffe Bar Country Park, National Cycle Route 65, Yorkshire Ouse Walk, PRoW.	Recreational businesses or assets with the potential to be indirectly affected by the Project.
Businesses: Woodstock Lodge wedding venue	Businesses with the potential to be indirectly or directly affected by the Project.
<b>Tadcaster</b>	
Recreation: Ebor Way, PRoW, National Cycle Route 665	Recreational assets with the potential to be directly and indirectly affected by the project.
Businesses: Hazlewood Castle Hotel, Bowcliffe Hall	Businesses with the potential to be indirectly affected by the Project.
<b>Monk Fryston</b>	
Tourism: Steeton Hall gateway, Squires Café and Caravan Park	Tourist attractions/accommodation with the potential to be indirectly affected by the Project.
Recreation: Sherburn Willows Nature Reserve, Fairburn Ings Nature Reserve, Ledsham Bank Nature Reserve, PRoW	Recreational businesses or assets with the potential to be indirectly affected by the Project.
Businesses: Milford plants nursery, Monk Fryston Hall Hotel, Byram Nurseries, Lumby Garden Centre and Coffee Shop, South Milford Hotel and Milford Hotel.	Businesses with the potential to be indirectly affected by the Project.
<b>275kV XC/XCP Overhead line reconductoring</b>	
Recreation: Maran Lakes fishing centre	Recreational businesses or assets with the potential to be indirectly affected by the Project.

<b>Receptor</b>	<b>Likely Significant Effects</b>
Businesses: The Crooked Billet Inn near Saxton, Mosaic business services.	Businesses with the potential to be indirectly affected by the Project.
<b>Wider Study Areas</b>	
Population (employment, salaries)	Construction phase employment has the potential to provide beneficial effects to the population of the Wider Study Area.
Businesses (direct, indirect and induced spend with businesses)	Construction phase spend has the potential to provide beneficial effects to businesses in the Wider Study Area.

16.7.9 The receptors/effects detailed in **Table 16.9** have been scoped out from being subject to further assessment because the potential effects are not considered likely to be significant.

**Table 16.9 – Summary of effects scoped out of the socio-economics assessment**

<b>Receptors/potential effects</b>	<b>Justification</b>
National Cycle Routes, Yorkshire Ouse Way, Ebor Way, PRowS (direct effects), ORPAs (direct effects)	Chapter 12 Traffic and Transport finds that all National Cycle Routes and Regional Trails will remain open with appropriate mitigation in place (diversions, users management, signage and so on). No direct effects can therefore take place on users of these routes. Away from the Regional Trails, there would be one PRow which would require closure and a diversion during the construction works in that location. The other PRowS and the ORPAs (except at Osbaldwick Substation – see below) would either remain open with appropriate management of users in place, or they may be subject to very short term closure only (part of a day, or a short number of days). No significant direct effects from the loss of access would therefore occur for users of these routes.
Osbaldwick Substation	Direct impacts: The only receptor identified within the draft Order Limits at Osbaldwick Substation is an ORPA which is shown on the OS mapping as running along the proposed (and existing) access route and then continuing through the existing substation site. This route does not however appear on the York City Council PRow definitive map nor is there any indication in this location that any sort of public

Receptors/potential effects	Justification
	<p>access is available from online mapping. Gates are permanently closed on part of the route preventing public access to the operational substation and an additional gate is located at the entrance to the public highway on Murton Way. It is therefore assumed that the ORPA is not publicly accessible and no direct impacts can occur.</p> <p>Amenity impacts:</p> <p>Due to minor scale of works being proposed at Osbaldwick Substation and all of these works being contained within operational land, visual, air quality and operational noise and vibration effects have all been scoped out. The nearest socio-economic receptors (business premises adjacent to Osbaldwick Link Road) are all over 100m away and outside the study area for vibration effects. This would only leave construction noise as a potential significant issue. Due to the agreed socio-economic methodology (<b>Paragraphs 16.8.10-16.8.13</b>), a single significant amenity effect could not create a significant socio-economic effect. Osbaldwick Substation is therefore scoped out.</p>
Individual farm businesses	<p><b>Chapter 11: Agriculture and soils</b> finds that there are no significant effects on the best and most versatile agricultural land from the permanent land take needed by the Project. Overall, across all Study Areas used in the assessment of agricultural and soil effects, there would be 15.8ha of agricultural land lost (of which only 10.0ha is BMV). With this land spread across the Site there would be no significant effects on any individual farm business.</p>
Quarries and waste management facilities	<p>The Project has been routed so no direct impacts can occur. The operation of these facilities will not be affected by amenity issues such as visual, noise or air quality and therefore no indirect effects can occur.</p>

## 16.8 Assessment methodology

- 16.8.1 The generic project-wide approach to the assessment methodology is set out in **Chapter 4: Approach to preparing the PEIR**. However, whilst this has informed the approach that has been used in this socio-economics assessment, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of this socio-economics assessment.
- 16.8.2 The assessment will focus on the socio-economic effects of the Project and will build on the information collected to date through further desk survey as necessary. This is to provide a full appreciation of any likely significant socio-economic impacts of the Project across employment and economy, tourism and recreation.
- 16.8.3 The methodology adopted for the socio-economic assessment has taken into account feedback following scoping.
- 16.8.4 Within the ES, the economic assessment will consider the tourism sector. This will consist of a qualitative assessment of the effects on tourism, focussing on how the Project could affect the wider tourism sector as a whole. No quantitative impact assessment on the tourism sector in the Wider Study Area will be undertaken, with the assessment utilising available tourism data and published studies and applying professional judgement to reach conclusions.

### Significance assessment methodology: direct and isolation effects

- 16.8.5 This methodology is relevant for direct effects (where the Project utilises local businesses or encroaches on a resource directly) and isolation effects (where the route prevents access to a resource such that its activity level is impacted). There is no definitive guidance on significance criteria for socio-economic effects; as such the assessment will draw on existing industry accepted practice. The focus of the assessment will be on determining whether impacts will change activity, social or economic patterns.
- 16.8.6 The significance of a socio-economic effect will be determined by assessing the magnitude of the impact and the sensitivity of the receptor.
- 16.8.7 The magnitude of an impact represents its severity. Key factors when assessing magnitude include the extent (number of groups and/or people or businesses affected) and the value of the resource. For example, an impact on a heavily trafficked PRoW which is part of a National Trail would have a higher magnitude than an impact on a little trafficked local PRoW. **Table 16.10** details the guidance criteria for assessing the impact magnitude.

**Table 16.10 - Magnitude of effects (direct and isolation effects)**

Magnitude of Effects	Criteria
High	An impact that would be very adverse/beneficial and very likely to affect a large number of businesses and/or people.
Medium	An impact that would be adverse/beneficial and that is likely to affect a moderate number of businesses and/or people.
Low	An impact that would be adverse/beneficial and that it is likely to affect a small number of businesses and/or people.

Magnitude of Effects	Criteria
Negligible	An impact that is anticipated to have a slight or no effect on the operation of businesses or the social resource.

16.8.8 The sensitivity of a receptor relates to the capacity for the receptor to overcome an effect. For example, a distribution facility of a firm with multiple premises in the local area and spare capacity would be viewed as less sensitive than an equivalent firm for which the affected distribution facility is their only property. **Table 16.11** details the guideline criteria for assessing receptor sensitivity.

**Table 16.11 - Receptor sensitivity (direct and isolation effects)**

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

16.8.9 As stated previously, the significance of a socio-economic effect is determined by combining both the magnitude of the impact and the sensitivity of the receptor. The approach to determining significance is summarised in **Table 16.12**.

**Table 16.12 - Determining significance (direct and isolation effects)**

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

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

### Significance assessment methodology: amenity effects

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

16.8.11 The approach to determining the magnitude of an amenity impact is summarised in the **Table 16.13**.

**Table 16.13 - Impact magnitude (amenity effects)**

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

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

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



## Limitations and assumptions

16.8.14 Due to the continued effects of the COVID-19 pandemic, some elements of the baseline evidence may not be as up to date as would normally be expected. The most up to date information has therefore been used and evidence will be kept under review throughout the EIA process to ensure the most appropriate data is utilised. Similarly, the continued and emerging effects of the exit of the United Kingdom from the European Union will not have been captured within this assessment. This situation will remain under review following the PEIR and through the ES phase.

## 16.9 Preliminary assessment of socio-economics effects

- 16.9.1 The predicted construction and operational effects of the Project on the socio-economic receptors identified in this assessment are considered in further detail in the sections below including an explanation of any receptors scoped out from further assessment.
- 16.9.2 Effects on the amenity of local residents and the local community due to visual impacts (**Chapter 6: Landscape and visual amenity**), agriculture (**Chapter 11: Agriculture and soils**), (**Chapter 12: Traffic and transport**), air quality (**Chapter 13: Air quality**), noise and vibration (**Chapter 14: Noise and vibration**), and health (**Chapter 15: Health**) are not included in this chapter as they are assessed in those chapters respectively with relevant findings cross referenced in this assessment. Interrelating effects will be considered in the cumulative effects assessment in the ES (**Chapter 18**).
- 16.9.3 The following paragraphs provide an assessment of the construction and operational phases, by Local Study Area, for tourism, recreational facilities and individual businesses.
- 16.9.4 As described in **Section 16.1, Chapter 14: Noise and vibration** has only been able to assess noise impacts from construction traffic to date and therefore there is no assessment available on other construction noise and vibration impacts and operational noise. The assessments in **Section 16.9** and in **Table 16.14** are therefore limited by the noise assessment work currently available.

## Preliminary assessment of effects: North-west of York Local Study Area

### *Tourism*

- 16.9.5 **Beninbrough Hall (National Trust)**: This receptor is outside of the study areas used for the noise, vibration and air quality assessments and will therefore experience no effects from the Project from these subjects. **Chapter 6: Landscape and visual amenity** finds that Beninbrough Hall would experience a minor adverse visual impact during the operational phase of the Project and **Chapter 10: Historic environment** finds that there will be no effect on the heritage value of the Hall or the Gardens. Beninbrough Hall is a sensitive receptor and with no significant effects from relevant aspects, it is considered there will be **negligible** effects in socio-economic terms.

### *Recreation*

- 16.9.6 **National Cycle Route 65**: National Cycle Route 65 will remain open during construction through all phases of the Project (**Chapter 12: Traffic and transport**) and therefore there will be **no direct effects** on users of this route. Considering the amenity of users of the route, **Chapter 6: Landscape and visual amenity** finds that the visual impact would create a medium magnitude of change which would lead to a moderate/major and significant effect during construction and Year 1 of operations.

**Chapter 14: Noise and vibration** also finds a **potentially significant effect** on users of the route from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Taking these matters into account, **Chapter 15: Health and Wellbeing** finds that construction stage effects would be neutral on users of National Cycle Route 65. For the socio-economic assessment, National Cycle Route 65 is classed as a sensitive receptor in amenity terms and two significant effects during the construction phase, one of which is major in nature, identifies that there would be a medium magnitude of impact on the receptor. This would be **significant** in socio-economic terms. Once into the operational phase of the development, no significant socio-economic effects would occur.

- 16.9.7 **Yorkshire Ouse Walk:** the Yorkshire Ouse Walk will remain open through all phases of the Project (**Chapter 12: Traffic and transport**) and therefore there will be **no direct effects** on users of this route. Considering the amenity of users of the route, **Chapter 6: Landscape and visual amenity** finds that the visual impact would create a low magnitude of change which would lead to a moderate and significant effect during construction. **Chapter 14: Noise and vibration** finds there would be no effect on users of the route from construction traffic noise and **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Taking these matters into account, **Chapter 15: Health and Wellbeing** finds that construction stage effects would be neutral on walkers on this trail. The Yorkshire Ouse Walk is classed as a sensitive receptor and one significant effect identifies that there would be a negligible magnitude of impact on the receptor which would be **not significant** in socio-economic terms.
- 16.9.8 **Forest of Galtrees Golf Club:** **Chapter 6: Landscape and visual amenity** finds that the visual impact would create a very low (construction) and low (operational) magnitude of change which would lead to a negligible or low effect which would not be significant. **Chapter 14: Noise and vibration** finds there would be no effect from construction traffic noise and **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. The Golf Club is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.
- 16.9.9 **York Footgolf:** **Chapter 6: Landscape and visual amenity** finds that the visual impact would create a very low (construction) and low (operational) magnitude of change which would lead to a negligible or low effect which would not be significant. **Chapter 14: Noise and vibration** also finds a **potentially significant effect** on users of the receptor from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. York Footgolf is classed as a sensitive receptor and one significant effect identifies that there would be a negligible magnitude of impact on the receptor which would be **not significant** in socio-economic terms.
- 16.9.10 **Fishing lakes at Poppleton and Duttons Farm and Rawcliffe Bar Country Park:** These receptors are all outside of the study areas for the noise, vibration and air quality assessments, and no visual impacts effects have been identified in **Chapter 6: Landscape and visual amenity**. Therefore, no effects on these receptors can be experienced and there will be **no significant** socio-economic effects.
- 16.9.11 **Public Rights of Way:** No PRoW in this Study Area have been identified as experiencing significant effects from noise or air quality or on the health and wellbeing of users. Three PRoW have been identified as experiencing significant visual effects.

- Footpath 10.115/2/3 on the north bank of the River Ouse would experience a low magnitude of change leading to a moderate adverse and significant visual effect during construction.
- Footpath 11/8/40 between Shipton and Hall Moor would experience a low magnitude of change leading to a moderate adverse effect during construction, and a medium magnitude of change leading to a major/moderate adverse effect during operations. Both effects would be significant.
- The ORPA to Newlands Farm from Corban Lane would experience a medium magnitude of change leading to a major/moderate adverse and significant effect during operations.

16.9.12 All three PRoW would experience one significant effect each (visual) which provides a magnitude of impact of negligible and not significant for socio-economics.

### *Businesses*

16.9.13 Woodstock Lodge wedding venue: **Chapter 6: Landscape and visual amenity** finds that the visual impact would create a medium magnitude of change at the operational stage which would lead to a major/moderate effect which would be significant. **Chapter 14: Noise and vibration** finds there would be no effect from construction traffic noise and **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Woodstock Lodge is classed as a sensitive receptor and following the socio-economic methodology, one significant effect identifies that there would be a negligible magnitude of impact on the receptor which would be not significant in socio-economic terms. However, the nature of this business and its proximity to the Site means that the perception of the Project may be more influential on their potential customers than the actual identified impacts are. In this particular set of circumstances, it is considered that the impact magnitude could be greater than the negligible effect identified through the methodology. As a precautionary measure, the impact magnitude is therefore assessed as being medium adverse, which would be considered **significant** in socio-economic terms during the operational phase.

## **Preliminary assessment of effects: Tadcaster Local Study Area**

### *Recreation*

16.9.14 **National Cycle Route 665**: National Cycle Route 665 currently runs from the north-west to Newton Kyme within the Local Study Area, and then starts again to the north-east of Tadcaster. Work is ongoing by Sustrans to join these two sections, which will formalise a link across the Site near Tadcaster. At present, it is expected that users of this route will currently 'join' the two sections informally using existing roads or PRoW between these two points. The most likely crossing point of the Site would be the A659 or the bridleways to the south of the A659 near Smaws Court. The A659 and these bridleways will remain open during construction and operation of the Project and therefore there will be no direct effects on the users of National Cycle Route 665. In amenity terms, **Chapter 6: Landscape and visual amenity** finds that the visual impact, on both the existing and potential link sections, would all be of a very low magnitude of change which would lead to a minor adverse and not significant effect (using residential receptors at Tadcaster and Toulston as representative receptors). **Chapter 14: Noise and vibration** does not identify any significant effects on users of the route from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. National Cycle Route 665 is classed as a

sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.

- 16.9.15 **Ebor Way:** The Ebor Way runs along the south bank of the River Wharfe to the west of Tadcaster, crossing the Site close to Smaws Ings. The Ebor Way will remain open during the Project and therefore there will be no direct effects on the users of the Ebor Way. In amenity terms, **Chapter 6: Landscape and visual amenity** (using PRow west of Tadcaster as representative) finds that the visual impact, on both the existing and potential link sections, would all be of a very low magnitude of change which would lead to a minor adverse and not significant effect. **Chapter 14: Noise and vibration** does not identify any significant effects on users of the route from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Ebor Way is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.
- 16.9.16 **Public Rights of Ways:** No PRow in this Local Study Area have been identified as experiencing significant effects from visual impacts, noise or air quality, and therefore there would be **no significant** socio-economic effects.

### *Businesses*

- 16.9.17 **Hazlewood Castle Hotel: Chapter 6: Landscape and visual amenity** (using scattered dwellings near Hazlewood Park as representative) finds that there would be no visual change and therefore no effect from the Project. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Hazlewood Castle Hotel is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.
- 16.9.18 **Bowcliffe Hall: Chapter 6: Landscape and visual amenity** (using Bramham as representative) finds that the visual impact would be of a very low magnitude of change which would lead to a moderate adverse and not significant effect. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Bowcliffe Hall is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.

## **Preliminary assessment of effects: Monk Fryston Local Study Area**

### *Tourism*

- 16.9.19 **Squires Café and Caravan Park:** The Squires Café and Caravan Park is located close to Newthorpe, where the B1222 crosses the Leeds to Selby rail line. As such, the existing 275kV Monk Fryston to Poppleton XC/XCP overhead line passes directly above the receptor and the proposed works would see access routes, a reconductoring working area and a possible scaffold support structure within the receptor grounds. The Project therefore has the potential to create a direct effect on the caravan park part of this business through land take and access restrictions on the hardstanding/all weather pitches. The receptor is considered to be of medium sensitivity as the café part of the business would not be directly affected and there may be scope for some grassed areas to remain open for caravan or camping pitches. A medium magnitude of effect is

therefore predicted, which would give a moderate, adverse and **significant** effect during construction.

- 16.9.20 In terms of the amenity effect on the café and some of the grassed caravan and camping pitches, **Chapter 6: Landscape and visual amenity** has scoped out reconductoring where there would be changes to overhead cables and cable fittings of existing pylons, following agreement from PINS in the Scoping Opinion (Reference PINSC4-4 - Appendix 6A). PINS stated that *'the Inspectorate accepts that like for like replacement of existing wires and pylon fittings would be unlikely to have significant landscape and visual effects'*. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. This receptor is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore no significant socio-economic amenity effects from the construction phase would occur. Once into the operational phase, the effects will be the same as for the existing baseline, and therefore no significant effects will occur.
- 16.9.21 **Steeton Hall Gateway: Chapter 6: Landscape and visual amenity** shows that this receptor is outside of the ZTV for the Monk Fryston Substation Study Area proposals and therefore, would not experience any visual impact from these works. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. In addition, **Chapter 10: Historic environment** finds that there would be no discernible heritage effect on Steeton Hall Gateway. This receptor is classed as a sensitive receptor, however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.

### *Recreation*

- 16.9.22 Sherburn Willows Nature Reserve, Fairburn Ings Nature Reserve, Ledsham Bank Nature Reserve: **Chapter 6: Landscape and visual amenity** shows that all of these sites are outside of the ZTV for the Monk Fryston Substation Study Area proposals and therefore would not experience any visual impact from these works. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. In addition, **Chapter 8: Biodiversity** finds that there would be no effects on the biodiversity value of the sites. All of these receptors are classed as sensitive receptors, however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.
- 16.9.23 Public Rights of Ways: No PRow in this Local Study Area have been identified as experiencing significant effects from visual impacts, noise or air quality, and therefore there would be **no significant** socio-economic effects.

### *Businesses*

- 16.9.24 Milford plants nursery: **Chapter 6: Landscape and visual amenity** (using South Milford as representative) finds that the visual impact would be of a very low magnitude of change which would lead to a minor adverse and not significant effect. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Milford nursery is classed as a sensitive receptor however there are

no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.

- 16.9.25 Monk Fryston Hall Hotel: **Chapter 6: Landscape and visual amenity** (using Monk Fryston as representative) finds that the visual impact would be of a very low magnitude of change which would lead to a minor adverse and not significant effect. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Monk Fryston Hall Hotel is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.
- 16.9.26 Byram Nurseries: **Chapter 6: Landscape and visual amenity** (using Burton Salmon as representative) finds that the visual impact would be of a very low magnitude of change which would lead to a minor adverse and not significant effect. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Byram Nursery is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.
- 16.9.27 Lumby Garden Centre and Coffee Shop and South Milford Hotel: **Chapter 6: Landscape and visual amenity** (using Ledsham and Lumley as representative) finds that the visual impact would be of a very low magnitude of change which would lead to a minor adverse and not significant effect. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. The two receptors are classed as sensitive receptors however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.
- 16.9.28 Milford Hotel: **Chapter 6: Landscape and visual amenity** shows that this receptor is outside of the ZTV for the Monk Fryston Substation Study Area proposals and therefore would not experience any visual impact from these works. **Chapter 14: Noise and vibration** does not identify any significant effects from construction traffic noise. **Chapter 13: Air quality** finds there would be negligible effects on air quality from construction works. Milford Hotel is classed as a sensitive receptor however there are no significant effects identified from the other relevant chapters, and therefore **no significant** socio-economic effects.

### **Preliminary assessment of effects: 275kV Overhead line reconductoring**

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

## 16.10 Preliminary assessment of cumulative (inter-project) effects

16.10.1 In accordance with Planning Inspectorate Advice Note 17 a long list of ‘other development’, including allocations, has been reviewed and screened to identify those other developments which could result in significant effects in cumulation with the Project. The process followed is described in **Section 4.9** and a long list of developments considered is provided in **Appendix 4.B** of the PEIR. **Table 4.6** lists all the short listed developments identified to date, which will be kept under review as the Project progresses. A detailed assessment of the likely significant cumulative effects will be provided in the ES. At this stage of the Project the other developments which have the potential for significant effects in cumulation with the Project in relation to socio-economics comprise:

- proposed agricultural development, Shipton (20/01004/FUL);
- extension to Jackdaw Quarry (NY/2021/0098/A27, North Yorkshire County Council);
- various applications at Newthorpe Quarry (NY/2017/0268/ENV, North Yorkshire County Council);
- quarry extraction and restoration proposals, Stutton (NY/2018/0009/FUL, North Yorkshire County Council);
- limestone extraction and restoration proposals, Lumby (scoping opinion request reference - NY/2020/0204/SCO, North Yorkshire County Council);
- proposed motorway services on the A1(M), Lumby (2019/0547/EIA, Selby District Council);
- proposed gas peaking plant and battery storage projects south of Monk Fryston Substation (2021/0633/FULM, 2021/0789/FULM, 2020/0594/FULM, Selby District Council);
- battery storage project adjacent to Osbaldwick Substation (19/01840/FULM, City of York Council); and
- commercial/industrial development, Osbaldwick (21/00092/FULM, City of York Council).

## 16.11 Preliminary significance conclusions

A summary of the results of the preliminary socio-economics assessment is provided in **Table 16.14**.

**Table 16.14 – Preliminary summary of significance of effects**

Receptor and Summary of Predicted Effects	Sensitivity/importance/ value of receptor <sup>1</sup>	Magnitude of Change <sup>2</sup>	Significance <sup>3</sup>	Summary Rationale
<b>North-west of York Local Study Area: Tourism</b>				
Beninbrough Hall	Sensitive	Noise, vibration, air quality: outside of their	Not Significant	Beninbrough Hall would experience no

Receptor and Summary of Predicted Effects	Sensitivity/importance/ value of receptor <sup>1</sup>	Magnitude of Change <sup>2</sup>	Significance <sup>3</sup>	Summary Rationale
		<p>respective study areas, no effects.</p> <p>Visual impact: Operational: Minor adverse</p>		<p>effects from noise, vibration or air quality and no significant effects from visual impact.</p>
<b>North-west of York Local Study Area: Recreation</b>				
National Cycle Route 65	High	<p><u>Direct effects:</u> No direct impacts on cycle access</p> <p><u>Amenity effects:</u> Visual impact: medium magnitude of change, leading to a major/moderate adverse effect during construction and Year 1 of operations. Construction traffic noise: medium magnitude of change leading to a potentially significant effect during construction</p> <p>Air Quality: negligible effects</p>	<p><u>Direct:</u> No significant effects</p> <p><u>Amenity:</u> Construction: Significant adverse effect</p>	<p><u>Direct effects:</u> NCN 65 will remain open during all phases of the Project.</p> <p><u>Amenity:</u> Two significant effects on the amenity of users of NCN 65 are identified (visual and noise) at the construction phase which provide a magnitude impact of medium and significant for socio-economics.</p>
Yorkshire Ouse Walk	Medium	<p><u>Direct effects:</u> No direct impacts on access</p> <p><u>Amenity effects:</u> Visual impact: low magnitude of change, leading to a moderate adverse and significant effect</p>	<p><u>Direct:</u> No significant effects</p> <p><u>Amenity:</u> Negligible and not significant effect</p>	<p><u>Direct effects:</u> The Yorkshire Ouse Walk will remain open during all phases of the Project.</p> <p><u>Amenity:</u> One moderate significant effect</p>



Receptor and Summary of Predicted Effects	Sensitivity/importance/ value of receptor <sup>1</sup>	Magnitude of Change <sup>2</sup>	Significance <sup>3</sup>	Summary Rationale
		<p>during construction.</p> <p>Construction traffic noise: no effects identified</p> <p>Air Quality: negligible effects</p>		<p>on the amenity of users of the Yorkshire Ouse Walk is identified (visual) which provides a magnitude impact of negligible and not significant for socio-economics.</p>
Forest of Galtrees Golf Club	Sensitive	<p>Visual impact: very low or low magnitude of change, leading to a minor/negligible adverse and not significant effect.</p> <p>Construction traffic noise: no effects identified</p> <p>Air Quality: negligible effects</p>	Not significant	<p>No significant effects are identified from any of the relevant assessments.</p>
York Footgolf (amenity)	Sensitive	<p>Visual impact: very low or low magnitude of change, leading to a minor/negligible adverse and not significant effect.</p> <p>Construction traffic noise: medium magnitude of change leading to a potentially significant effect during construction</p>	Negligible and not significant effect	<p>One medium and potentially significant adverse effect is identified (noise) which provides a magnitude impact of negligible and not significant for socio-economics.</p>

Receptor and Summary of Predicted Effects	Sensitivity/importance/ value of receptor <sup>1</sup>	Magnitude of Change <sup>2</sup>	Significance <sup>3</sup>	Summary Rationale
		Air Quality: negligible effects.		
Fishing lakes at Poppleton Lakes	Sensitive	Noise, vibration, air quality: outside of their respective study areas, no effects. Visual impacts: No effects	Not Significant	No effects would be experienced from noise, vibration, air quality or visual.
Fishing lakes at Duttons Farm	Sensitive	Noise, vibration, air quality: outside of their respective study areas, no effects. Visual impacts: No effects	Not Significant	No effects would be experienced from noise, vibration, air quality or visual.
Rawcliffe Bar Country Park	Sensitive	Noise, vibration, air quality: outside of their respective study areas, no effects. Visual impacts: No effects	Not Significant	No effects would be experienced from noise, vibration, air quality or visual.
Public Rights of Way (amenity)	Sensitive	No PRow have been identified as experiencing significant effects from noise or air quality. Three PRow in the Study Area have been identified as experiencing significant visual impacts: <b>Footpath 10.115/2/3</b> on the north bank of the River Ouse: low magnitude of change leading to a moderate adverse and	All three Public Rights of Way: not significant.	All three Public Rights of Way would experience one significant effect each (visual) which provides a magnitude impact of negligible and not significant for socio-economics.

Receptor and Summary of Predicted Effects	Sensitivity/importance/ value of receptor <sup>1</sup>	Magnitude of Change <sup>2</sup>	Significance <sup>3</sup>	Summary Rationale
		<p>significant visual effect during construction.</p> <p><b>Footpath 11/8/40</b> between Shipton and Hall Moor: low magnitude of change leading to a moderate adverse effect during construction, and a medium magnitude of change leading to a major/moderate adverse effect during operation. Both are significant.</p> <p><b>ORPA4</b> running to Newlands Farm from Corban Lane: a medium magnitude of change leading to a major/moderate adverse and significant effect during operation.</p>		

**North-west of York Local Study Area: Businesses**

Woodstock Lodge Wedding Venue	Sensitive	<p>Woodstock Lodge has not been identified as experiencing significant effects from noise or air quality.</p> <p>Visual impact: a medium magnitude of</p>	Significant	Due to the nature of the business a significant effect is identified.
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<b>Receptor and Summary of Predicted Effects</b>	<b>Sensitivity/importance/ value of receptor<sup>1</sup></b>	<b>Magnitude of Change<sup>2</sup></b>	<b>Significance<sup>3</sup></b>	<b>Summary Rationale</b>
		change leading to a major/moderate adverse and significant effect during operation.		
<b>Tadcaster Local Study Area: Recreation</b>				
National Cycle Route 665	High	NCR 665 has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during operations.	Not Significant	No significant effects are identified from any of the relevant assessments.
Ebor Way		Ebor Way has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during operations.	Not Significant	No significant effects are identified from any of the relevant assessments.
Public Rights of Way	Sensitive	Visual, noise, vibration, air quality: no effects.	Not significant	No significant effects are identified from any of the relevant assessments

<b>Receptor and Summary of Predicted Effects</b>	<b>Sensitivity/importance/ value of receptor<sup>1</sup></b>	<b>Magnitude of Change<sup>2</sup></b>	<b>Significance<sup>3</sup></b>	<b>Summary Rationale</b>
<b>Tadcaster Local Study Area: Businesses</b>				
Hazlewood Castle Hotel	Sensitive	Noise, vibration, air quality: outside of Study Areas, no effects. Visual impacts: No effects	Not Significant	No effects would be experienced from noise, vibration, air quality or visual.
Bowcliffe Hall	Sensitive	Bowcliffe Hall has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during operation.	Not Significant	No significant effects are identified from any of the relevant assessments.
<b>Monk Fryston Local Study Area: Tourism</b>				
Squires Café and Caravan Park	Medium sensitivity (direct effects)  Sensitive (amenity affects)	Direct effects: land take from within caravan park during construction phase.  Amenity: Visual: outside of Study Area, no effects Noise, air quality: no significant effects identified.	Significant	Direct effects: Significant due to land take form with caravan park and access road  No significant effects are identified from any of the relevant assessments.
Steeton Hall Gateway (amenity)	Sensitive	Visual: outside of Study Area, no effects	Not significant	No significant effects are identified from any of the

<b>Receptor and Summary of Predicted Effects</b>	<b>Sensitivity/importance/ value of receptor<sup>1</sup></b>	<b>Magnitude of Change<sup>2</sup></b>	<b>Significance<sup>3</sup></b>	<b>Summary Rationale</b>
		Noise, air quality, heritage: no significant effects identified.		relevant assessments.
<b>Monk Fryston Local Study Area: Recreation</b>				
Sherburn Willows Nature Reserve Fairburn Ings Nature Reserve Ledsham Bank Nature Reserve	Sensitive	None of the receptors have been identified as experiencing significant effects from noise or air quality. Visual impact: all three receptors would experience a very low magnitude of change leading to a minor adverse and not significant effect during operation.	Not Significant	No significant effects are identified from any of the relevant assessments.
Public Rights of Way (amenity)	Sensitive	Visual, noise, vibration, air quality: no effects.	Not significant	No significant effects are identified from any of the relevant assessments
<b>Monk Fryston Local Study Area: Businesses</b>				
Milford plants nursery	Sensitive	Milford plants nursery has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not	Not Significant	No significant effects are identified from any of the relevant assessments.

<b>Receptor and Summary of Predicted Effects</b>	<b>Sensitivity/importance/ value of receptor<sup>1</sup></b>	<b>Magnitude of Change<sup>2</sup></b>	<b>Significance<sup>3</sup></b>	<b>Summary Rationale</b>
		significant effect during operation.		
Monk Fryston Hall Hotel	Sensitive	Monk Fryston Hall Hotel has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during operation.	Not Significant	No significant effects are identified from any of the relevant assessments.
Byram Nurseries (amenity)	Sensitive	Byram Nurseries has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during operation.	Not Significant	No significant effects are identified from any of the relevant assessments.
Lumby Garden Centre and Coffee Shop South Milford Hotel	Sensitive	These two receptors have not been identified as experiencing significant effects from noise or air quality. Visual impact: both receptors would experience a very low	Not Significant	No significant effects are identified from any of the relevant assessments.

Receptor and Summary of Predicted Effects	Sensitivity/importance/value of receptor <sup>1</sup>	Magnitude of Change <sup>2</sup>	Significance <sup>3</sup>	Summary Rationale
		magnitude of change leading to a minor adverse and not significant effect during operation.		
Milford Hotel	Sensitive	Milford Hotel has not been identified as experiencing significant effects from noise or air quality. Visual impact: a very low magnitude of change leading to a minor adverse and not significant effect during operation.	Not Significant	No significant effects are identified from any of the relevant assessments.
<b>275kV Overhead line reconductoring</b>				
Maran Lakes fishing centre The Crooked Billet Inn Mosaic Business Services	Sensitive	Visual impacts and air quality: outside of Study Areas, no effects. Noise: no significant effects	Not significant	No significant effects are identified from any of the relevant assessments.

1. The sensitivity/importance/value of a receptor is defined using the criteria set out in **Section 16.8** and is defined as low, medium, high for those receptors experiencing direct effects, or sensitive or not sensitive for those experiencing amenity affects.
2. The magnitude of change on a receptor resulting from activities relating to the development is defined using the criteria set out in **Section 16.8** and is defined as negligible, low, medium, and high.
3. The significance of the environmental effects is based on the combination of the sensitivity/importance/value of a receptor and the magnitude of change and is expressed as major (significant), moderate (significant) or minor/negligible (not significant), subject to the evaluation methodology outlined in **Section 16.8**.

## 16.12 Further work to be undertaken

16.12.1 The information provided in this PEIR is preliminary, the final assessment of likely significant effects will be reported in the ES. This section describes the further work to be undertaken to support the socio-economics assessment presented in the ES.

### Assessment

16.12.2 The socio-economic assessment will be updated in the ES as more assessment information becomes available from the EIA and with information on the construction



spend and employee numbers. Any updates required from stakeholder consultation feedback or design refinement will also be incorporated.

### **Environmental measures**

16.12.3 To date, no additional measures have been identified. If, following stakeholder consultation feedback, further design refinement and further assessment, it is identified that additional measures are required, these will be detailed as part of the ES.

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