



Pear tree Hill Solar Farm

Environmental Statement

Volume 2

Chapter 13: Population

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13 Population

13.1 Introduction

- 13.1.1 This chapter presents an assessment of likely significant effects arising from the construction, operation (including maintenance) and decommissioning of the Proposed Development upon population. The full description of the Proposed Development is provided within **ES Volume 1, Chapter 3: Proposed Development Description [EN010157/APP/6.1]**.
- 13.1.2 The term ‘population’ in this chapter relates to impacts to the population primarily in relation to the socio-economic effects which may occur as a result of all phases of the Proposed Development.
- 13.1.3 This chapter is supported by the following figures presented in **ES Volume 3 [EN010157/APP/6.3]**:
- **Figure 13.1: Study Area for Population**
- 13.1.4 This chapter should be read in conjunction with the following assessment chapter(s):
- **ES Volume 2, Chapter 11: Landscape and Visual [EN010157/APP/6.2]**
 - **ES Volume 2, Chapter 12: Noise and Vibration [EN010157/APP/6.2]**
 - **ES Volume 2, Chapter 14: Transport and Access [EN010157/APP/6.2]**

13.2 Legislative framework, planning policy and guidance

- 13.2.1 There is no specific legislation relevant to assessing impacts to population. However, this assessment has been undertaken with regard to the following planning policy and guidance.
- 13.2.2 It should be noted that this chapter does not assess the compliance of the Proposed Development against relevant planning policy. Such an assessment is presented in the **Planning Statement [EN010157/APP/5.5]**.

National planning policy

- 13.2.3 Overarching National Policy Statement for Energy (NPS EN-1) (2023) (designated in January 2024) [Ref. 13-1] - Section 3.3 outlines the need to secure a sufficient energy supply that meets the demands of the population and the targets of businesses and consumers alike. Section 4.4 specifically relates to the consideration of health; however, many of the considerations are appropriate when considering population. Section 5.13 also outlines the principles and guidelines for assessing the socio-economic impacts of Nationally Significant Infrastructure Projects. NPS EN-1 requires applicants to present the socio-economic baseline, engage with relevant local authorities and consider socio-economic impacts.
- 13.2.4 NPS EN-1 presents all factors that need to be considered in the assessment of any likely socio-economic impacts from energy projects at both the local and regional levels. NPS EN-1 requires developers to demonstrate that local suppliers have been considered in any supply chain (paragraph 5.13.6).
- 13.2.5 NPS EN-1 also suggests that the construction, operation and decommissioning of energy infrastructure may have socio-economic impacts at the local and regional levels, including job creation and the provision of local services.
- 13.2.6 NPS EN-1 also states that assessments should consider all relevant socio-economic impacts which include (paragraph 5.13.4):
- a) *The creation of jobs and training opportunities, with applicants encouraged to provide information on the sustainability of jobs created and where they will help develop the skills for the UK's transition to Net Zero;*
 - b) *The contribution to the development of low-carbon industries at the local, regional and national levels;*
 - c) *The provision of additional local services and improvements to local infrastructure (including the provision of educational and visitor facilities);*
 - d) *Any indirect beneficial impacts for the region hosting the infrastructure, with a particular focus on the use of local support services and supply chains;*
 - e) *Effects on tourism and other users of the area impacted;*
 - f) *The impact of changing influx of workers during the different construction, operational and decommissioning phases of the energy infrastructure; and*

g) Cumulative effects in order to assess the short-term negative effects (e.g. potential shortage of construction workers to meet the needs of other industries and major projects within the region).

- 13.2.7 National Policy Statement for Renewable Energy Infrastructure (NPS EN-3) (2023) (designated in January 2024) **[Ref. 13-2]** - describes the need for an increasing amount of new renewable electricity generation capacity. Section 2.10 discusses the Government's commitment to solar photovoltaic energy generation generally and notes that solar energy will be an important low-cost decarbonisation strategy and important for ensuring energy security. Section 2.10.36 discusses how the site requirements for energy generation of this type are typically required to be large, in a rural setting and may have access difficulties.
- 13.2.8 NPS EN-3 sets out specific requirements that are of direct relevance to renewable energy scheme, which includes a requirement for applicants to draft a decommissioning strategy at the end of operational life of a generating station, in addition to reviewing the socio-economic benefits that may arise within this phase of development. NPS EN-3 highlights policy on the transmission of infrastructure for renewable energy installations, in addition to other interrelated themes considered in the socio-economic assessment which includes transport and traffic.
- 13.2.9 National Planning Policy Statement for Electricity Networks Infrastructure (NPS EN-5) (2023) (designated in January 2024) **[Ref. 13-3]** - Section 1.1.8 advocates that individual transmission projects should seek to find a balance between cost to consumers, timely delivery and the minimisation of community and environmental impacts of new network infrastructure.
- 13.2.10 NPS EN-5 provides the primary policy for decisions taken by the Secretary of State on applications it receives for electricity networks infrastructure, including policy on providing suitable and robust electricity networks.
- 13.2.11 The National Planning Policy Framework (NPPF) (2024) **[Ref. 13-4]** - Paragraph 11 outlines that planning decisions should apply a presumption in favour of sustainable development. Section 8, 'Promoting health and safe communities', contributes towards social sustainability by ensuring positive social interactions, ensuring safe and accessible communities and supporting healthy lifestyles. Section 6, 'Building a strong, competitive economy' contributes towards economic sustainability by supporting economic growth. These objectives underpin local and regional planning policy and are therefore relevant to this assessment.
- 13.2.12 The NPPF sets out the principles of sustainable development and the national economic, social and environmental objectives. It requires planning authorities to

collaborate effectively with applicants to secure developments that will have a beneficial impact on social, economic and environmental conditions and that would support economic growth and productivity.

- 13.2.13 In relation to the rural economy, paragraph 88(b) of the NPPF states that planning policies and decisions should enable *“the development and diversification of agricultural and other land-based rural businesses”*.

Local planning policy

- 13.2.14 The East Riding Local Plan 2012 – 2029 (adopted April 2016) **[Ref.13-5]** outlines policies to support the development of the local area. The Plan includes new housing and employment allocations as well as a plan for the delivery of infrastructure.
- 13.2.15 Policy EC1 supports the strengthening and diversification of the local economy, in which the renewable energy sector is identified as a key employment sector.
- 13.2.16 Policy C3 states that proposals should provide public open space for leisure and recreational purposes to contribute towards the overarching objective of creating strong and healthy communities. In particular, public rights of way and open green space are identified as important features of development design. New development should ensure when implementing green infrastructure features into design that they are of sufficient quality and provision, in accordance with the quality measures outlined in the Plan.

Guidance

- Design Manual for Roads and Bridges (DMRB) 'LA 112 Population and Human Health' **[Ref. 13-6]**.

13.3 Stakeholder engagement

- 13.3.1 In terms of the population assessment, no separate stakeholder engagement activities have been undertaken by the Applicant, over and above those from the Environmental Impact Assessment (EIA) scoping, non-statutory consultation, statutory consultation and targeted consultation process.
- 13.3.2 **ES Volume 4, Appendix 5.3: Scoping Opinion Response Matrix [EN010157/APP/6.4]** presents the responses received via the Scoping Opinion and the Applicant's response to each matter raised.
- 13.3.3 The **Consultation Report appendices [EN010157/APP/5.2]**, which is submitted in support of the DCO Application, sets out the feedback received during non-

statutory, statutory and targeted consultation and how the Applicant has had regard to the matters raised by consultees.

13.4 Approach to the assessment

- 13.4.1 DMRB LA 112 [Ref. 13-6] has been used as a basis for this assessment. It is recognised that DMRB LA 112 is primarily for use when assessing transport-related developments. However, DMRB LA 112 [Ref. 13-6] gives direction for assessing the impacts of a development on population and health and, in the absence of other applicable guidance on assessing the significance of effects to population, DMRB LA 112 [Ref. 13-6] provides a recognised method of assessing the significance of population effects.
- 13.4.2 According to DMRB LA 112 [Ref. 13-6], the following receptors should be considered within an assessment of the potential for population impacts:
- Private property and housing;
 - Community land and assets;
 - Development land and businesses;
 - Agricultural land holdings; and
 - Walkers, cyclists and horse riders.
- 13.4.3 It is also possible that there may be population effects relating to employment and occupancy rates in nearby accommodation providers. As DMRB LA 112 [Ref. 13-6] does not include a method for assessing potential effects to these receptors, the method of assessment has been used as the basis of assessing these two additional receptors. Details on how these two receptors have been incorporated into DMRB LA 112 [Ref. 13-6] methods are given below.

Scope of the assessment

- 13.4.4 The scope of this assessment has been established throughout the EIA process and design of the Proposed Development. Further information can be found in **ES Volume 1, Chapter 5: Approach to the EIA [EN010157/APP/6.1]**.
- 13.4.5 This section provides an update to the scope of the assessment from that presented in the EIA Scoping Report which is located in **ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4]** and re-iterates/updates the evidence base for scoping matters in or out following further iterative assessment.

Receptors/matters scoped into the assessment

13.4.6 **Table 13-1** presents the receptors/matters that are scoped into the assessment reported within this ES, together with appropriate justification.

Table 13-1: Receptors/matters scoped into the assessment

Receptor/matter	Phase	Justification
Walkers, cyclists and horse riders via impacts to public rights of way	Construction, operation (including maintenance) and decommissioning	<p>This receptor is scoped into the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4] and confirmed within ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4].</p> <p>There is potential for significant effects to walkers, cyclists and horse riders as a result of temporary closures or restrictions of public rights of way, which relates to inconvenience and barriers to accessing the existing public rights of way.</p>
Agricultural land holdings	Construction, operation (including maintenance) and decommissioning	<p>This receptor was proposed to be scoped out of the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4]. However, as set out in ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4], the Planning Inspectorate advocated its inclusion, and therefore this receptor is scoped into the assessment, with particular reference to the beneficial and adverse impacts to the economy following the loss of agricultural land and subsequently associated agricultural jobs, services and businesses.</p>
Businesses	Construction, operation (including maintenance) and decommissioning	<p>This receptor was proposed to be scoped out of the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4]. However, as set out in ES Volume 4, Appendix 5.2: Scoping Opinion</p>

Receptor/matter	Phase	Justification
		[EN010157/APP/6.4] , the Planning Inspectorate advocated its inclusion, and therefore this receptor is scoped into the assessment.
Employment	Construction, operation (including maintenance) and decommissioning	This receptor was proposed to be scoped out of the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4] . However, as set out in ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4] , the Planning Inspectorate advocated its inclusion, and therefore this receptor is scoped into the assessment.
Occupancy rates as a result of an influx of workforce staff to the area	Construction and decommissioning	There is potential for likely significant effects on accommodation capacity due to a temporary influx of workforce staff to the area as a result of the Proposed Development. The suitability of accommodation capacity has been assessed.
Community land and assets (Figham Common)	Construction	<p>Community land and assets was proposed to be scoped out of the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4]. The justification given was that there are no community land or assets within the 500m study area. This approach was confirmed by the Planning Inspectorate within ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4].</p> <p>However, following the submission of the EIA Scoping Report and the finalisation of the Proposed Development design and the grid connection cable route, an area of designated common land has been identified within the Order Limits. Figham Common falls (in part) within the Order Limits along the grid connection cable route.</p>

Receptor/matter	Phase	Justification
		<p>Therefore, there is potential for likely significant effects to Figham Common (during construction) and therefore Figham Common is scoped into the assessment for the construction phase only.</p> <p>Community land and assets (excluding Figham Common) remain scoped out of the assessment in accordance with ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4]. Further information is detailed in Table 13-2 below.</p>

Receptors/matters scoped out of the assessment

13.4.7 **Table 13-2** presents the receptors/matters that are scoped out of the assessment that are therefore not considered as part of this ES, together with appropriate justification.

Table 13-2: Receptors/matters scoped out of the assessment

Receptor/matter	Phase	Justification
Occupancy rates as a result of an influx of operational staff to the area	Operation (including maintenance)	During operation (including maintenance), it is anticipated the Proposed Development will generate approximately four full time equivalent jobs. As these are permanent positions, it is expected that these roles will be filled by people living within a commutable distance of the Proposed Development or by people that will move from their current area into a distance that allows them to commute to the Site for work. As such, it is considered that there is unlikely to be impacts to local occupancy rates.
Community land and assets (Figham Common)	Operation (including maintenance) and decommissioning	Figham Common falls (in part) within the Order Limits, where the grid connection cable route links the Proposed Development with the

Receptor/matter	Phase	Justification
		<p>National Grid Creyke Beck Substation.</p> <p>During operation (including maintenance), it is anticipated that the land required for the grid connection cable route will continue to be used for its current purpose. As such, it is considered that there is unlikely to be impacts to Figham Common during operation (including maintenance). Furthermore, the grid connection cable will be left in situ following decommissioning.</p>
Community land and assets (excluding Figham Common)	Construction, operation (including maintenance) and decommissioning	<p>Other than Figham Common, there are no community land or assets within the study area. Therefore, this receptor is scoped out of the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4] and confirmed within ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4].</p>
Development land	Construction, operation (including maintenance) and decommissioning	<p>This receptor was proposed to be scoped out of the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4]. However, as set out in ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4], the Planning Inspectorate advocated its inclusion.</p> <p>There are no current planning applications (as of 28 October 2024) within the Order Limits or within a 500m radius of the Order Limits that, once constructed, would lead to employment opportunities beyond the construction phase. Furthermore, there are no current planning applications (as of 28 October 2024) within the Order Limits or within a 500m radius of the Order Limits that</p>

Receptor/matter	Phase	Justification
		<p>that, once operational, would give rise to employment opportunities.</p> <p>Therefore, the Applicant considers that there would be no significant effects to development land and therefore this receptor is scoped out of the assessment.</p>
Private property and housing	Construction, operation (including maintenance) and decommissioning	<p>This receptor was proposed to be scoped out of the assessment, as detailed within ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4]. However, as set out in ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4], the Planning Inspectorate advocated its inclusion, as the Scoping Report does not state whether there are any existing private properties in proximity to or within the Order Limits. Furthermore, impacts could still occur on properties in proximity as a result of impacts to access.</p> <p>The Applicant can confirm that there are no private properties within the Order Limits. However, private properties (some of which are identified as residential dwellings) are located within a 500m radius from the Order Limits.</p> <p>No properties or houses within 500m of the Order Limits will need to be demolished or physically altered to facilitate the construction of the Proposed Development.</p> <p>None of the land that will be used to construct, operate and decommission the Proposed Development is allocated for residential development and no new planning applications have been submitted for housing</p>

Receptor/matter	Phase	Justification
		<p>development within the Order Limits (as of 28 October 2024).</p> <p>With specific reference to the construction phase, the Draft DCO [EN010157/APP/3.1] requires a Construction Traffic Management Plan to be approved by East Riding of Yorkshire Council before construction works can commence. The Construction Traffic Management Plan must be in substantial accordance with the Outline Construction Traffic Management Plan (Outline CTMP) [EN010157/APP/7.7] which is submitted in support of the DCO Application. The Outline CTMP [EN010157/APP/7.7] commits to the preservation of access for all existing private properties during construction.</p> <p>Therefore, the Applicant considers that there would be no significant effects to private properties and housing and therefore this receptor is scoped out of the assessment.</p>

Study area

- 13.4.8 The impacts of the Proposed Development are assessed at varying spatial levels in accordance with the nature of the effects that have been assessed. As set out in **ES Volume 4, Appendix 5.2: Scoping Opinion [EN010157/APP/6.4]**, the Planning Inspectorate advocated for the study area used in the population assessment to reflect the likely extent of potential socio-economic, recreation and land-use effects. Therefore, some of these study areas outlined below are larger in size than were presented in **ES Volume 4, Appendix 5.1: Scoping Report [EN010157/APP/6.4]** and the Preliminary Environmental Information Report.

Walkers, cyclists and horse riders via impacts to public rights of way

- 13.4.9 In accordance with DMRB LA 112 **[Ref. 13-6]**, the assessment of potential impacts to walkers, cyclists and horse riders as a result of the impacts on the public rights of way network is limited to the location where users are likely to

experience any disruption in terms of travel time and/or routeing, as well as negative effects including noise, dust and visual impacts. As per DMRB LA 112 [Ref. 13-6], the study area is therefore confined to land within the Order Limits and a radius extending 500m from the Order Limits.

Agricultural land holdings

13.4.10 In accordance with DMRB LA 112 [Ref. 13-6], the study area for agricultural land holdings is confined to land within the Order Limits and a radius extending 500m from the Order Limits. The assessment of potential impacts to agricultural land holdings is centred in the area where agricultural operations are likely to experience a loss in productivity or cease to operate completely and is often impacted by project infrastructure, access routes and severance of land.

Businesses

13.4.11 In accordance with DMRB LA 112 [Ref. 13-6], the assessment of potential impacts to businesses is focused on land within the Order Limits and a radius extending 500m from the Order Limits. The assessment of potential impacts to businesses is focused to the location where business owners are likely to experience a change in revenue or customer footfall and is often impacted by effects on noise and visual matters.

Employment

13.4.12 The assessment of employment creation and associated Gross Value Added focuses on the effects in East Riding of Yorkshire as the host local planning authority. It is acknowledged that some of the benefits resulting from the Proposed Development i.e. employment, may be experienced further afield; however, the majority of the receptors for employment change are expected to be within East Riding of Yorkshire.

13.4.13 The assessment also addresses the loss of agricultural operations and the subsequent impacts to employment in the local area. The assessment of impacts to agricultural employment and associated Gross Value Added focuses on the effects in East Riding of Yorkshire.

Occupancy rates as a result of an influx of workforce staff to the area

13.4.14 The assessment of effects on occupancy is based on a 10km radius from the Order Limits. Given the generally rural location of the Proposed Development and the limited number of accommodation facilities in the immediate vicinity, the study area has been chosen to encompass the distance to the nearest town of Beverley

and nearest major settlement of Hull. Therefore, a 10km radius encompasses the area where workforce staff are most likely to stay whilst working on the Site.

Community land and assets (Figham Common)

13.4.15 In accordance with DMRB LA 112 **[Ref. 13-6]**, the assessment of potential impacts to community land and assets is focused on land within the Order Limits and a radius extending 500m from the Order Limits. As stated in **Table 13-1** above, the only community land or asset within 500m of the Order Limits is Figham Common and therefore the assessment of potential impacts to Figham Common is focused on the location where there is potential for users of Figham Common to experience a change in accessibility from construction activities.

Establishing baseline conditions

Data sources to inform the EIA baseline characterisation

13.4.16 The following data sources have been used to understand the existing population baseline conditions:

- Travelodge.co.uk (2020) Travelodge Hotel and Room Numbers. **[Ref. 13-7]**;
- Travelodge.co.uk (2024). How can we help you?. **[Ref. 13-8]**;
- Office for National Statistics (2022). How the population changes in the East Riding of Yorkshire: Census 2021 **[Ref. 13-9]**;
- Office for National Statistics (2024). Labour Market profile- East Riding of Yorkshire. Nomis. Official census and labour market statistics **[Ref. 13-10]**;
- Office for National Statistics (2024). Employment, unemployment and economic inactivity in East Riding of Yorkshire **[Ref. 13-11]**;
- INVEST East Yorkshire (2024). Agri Food and Bio Renewables **[Ref. 13-12]**;
- Office for National Statistics (2014). GVA UKE12 East Riding or Yorkshire Agriculture Raw total £m **[Ref. 13-13]**;
- Office for National Statistics (2024). Regional gross value added (balanced) per head and income components- *Table 1* **[Ref. 13-14]**;
- Office for National Statistics (2024). Nomis. All people-Economically active- In employment East Riding of Yorkshire **[Ref. 13-15]**;
- Office for National Statistics (2024). Regional gross value added (balanced) by industry: local authorities by ITL1 region. TLE Yorkshire and The Humber edition **[Ref. 13-16]**;

- Booking.com (2024) [**Ref. 13-17**];
- citb.co.uk (2023). Workforce Mobility and Skills in the Construction Sector 2022. UK-wide Report-May 2023 [**Ref. 13-18**]; and
- VisitEngland (2016). England Accommodation stock audit [**Ref. 13-19**].

13.4.17 Booking.com was chosen as the source to use when identifying potential accommodation providers locally as it is a nationally recognised website for booking overnight accommodation. In the absence of official data sources, based on professional judgement and experience taken from other developments of a similar nature, this source has been chosen to reflect the likely number of accommodation providers present in the local area. It is possible that other accommodation providers do not have an 'online presence' on this website and therefore there may be more accommodation providers available in the local area than considered in this assessment.

Site visits/surveys

13.4.18 Beyond general site and area familiarisation, there has been no additional population specific site visits or primary surveys undertaken to inform the existing established baseline conditions.

13.4.19 The magnitude of impact (change) criteria in DMRB LA 112 [**Ref. 13-6**] relating to impacts to walkers, cyclists and horse riders refers to changes in journey lengths. As these criteria do not relate to usage, no public right of way usage surveys have been undertaken.

Approach to design flexibility

13.4.20 The design parameters, as outlined in **ES Volume 1, Chapter 3: Proposed Development Description [EN010157/APP/6.1]** and **Design Parameters Document [EN010157/APP/5.8]**, set out the reasonable 'worst-case' parameters for the Proposed Development.

13.4.21 **ES Volume 1, Chapter 5: Approach to the EIA [EN010157/APP/6.1]** sets out those elements of the Proposed Development for which optionality is present within the design.

Assessment assumptions

13.4.22 The construction of the Proposed Development is expected to lead to the largest impacts to employment along with associated changes to resulting Gross Value Added output. It is estimated that there will be an average of 250 full time equivalent jobs on-site per day during the construction phase. A peak number of

350 workforce staff are expected on site during peak construction periods. The peak construction period is assumed to be when Land Areas D and E and the grid connection cable route are being constructed concurrently, which is assumed to occur in late 2027 and to last approximately 4 months.

13.4.23 During operation (including maintenance), it is assumed that the Proposed Development will generate approximately four full time equivalent jobs. Therefore, impacts on the local labour market and associated Gross Value Added would be more limited in comparison to the construction and decommissioning phases.

13.4.24 The number of beds provided by large scale hotel providers within a 10km radius of the Order Limits has been based on data taken from the Travelodge website [Ref. 13-7]. This approach has been taken due to the absence of available occupancy rate data for these large scale hotel providers. There are an average of 76 rooms per Travelodge hotel within the UK, and a standard 'Twin Room' contains 2 beds [Ref. 13-8]. Therefore, in the average Travelodge hotel, there are approximately 152 beds.

13.4.25 Professional judgement and expertise have been used to assess impacts where quantitative or appropriate guidance is not available.

Assessment methodology and criteria

13.4.26 This assessment has considered the likelihood of significant effects on the following receptor groups:

- Businesses;
- Agricultural land holdings; and
- Walkers, cyclists and horse riders via impacts to public rights of way.

13.4.27 The assessment has also considered the likelihood of significant effects on:

- Employment; and
- Occupancy rates as a result of an influx of workforce staff to the area during construction and decommissioning.

13.4.28 To give continuity to the assessment, DMRB LA 112 [Ref.13-6] assessment criteria terminology has also been applied to the assessment of both employment and occupancy rates as a result of an influx of workforce staff to the area during construction and decommissioning.

13.4.29 Consideration has been given to the presence and number of receptors identified within the respective study areas through the creation of a baseline socio-

economic profile. Where receptors are absent from the study area, no further consideration has been given to the potential for significant effects.

13.4.30 For each receptor that is present, professional judgement has been used to consider the likely effects that the Proposed Development would have and to determine if the effect is likely to be beneficial, neutral or adverse in accordance with DMRB LA 112 criteria [Ref.13-6]. The effect is then quantified with regard to the nature of the impact, the probability of the impact and the duration, frequency and reversibility of the impact.

13.4.31 For any level of adverse impact identified through this process, consideration is given to the implementation of additional mitigation measures in order to remove, reduce or minimise the level of effect. For any positive impacts identified, consideration is given to the measures that could be implemented in order to enhance the level of effect.

13.4.32 The residual effects are then assessed taking into account any additional mitigation measures proposed.

Value (sensitivity) of the receptor

13.4.33 Criteria for determining receptor value (sensitivity), taken and adapted from DMRB LA 112 [Ref. 13-6], are presented in **Table 13-3** below.

Table 13-3: Receptor value (sensitivity)

Receptor value (sensitivity)	Description
Very High	<p>Community land and assets where there is a combination of the following:</p> <ol style="list-style-type: none"> 1) complete severance between communities and their land/assets, with little/no accessibility provision; 2) alternatives are only available outside the local planning authority area; 3) the level of use is very frequent (daily); and 4) the land and assets are used by the majority ($\geq 50\%$) of the community. <p>Businesses:</p> <ol style="list-style-type: none"> 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering $>5\text{ha}$. <p>Agricultural land holdings:</p> <ol style="list-style-type: none"> 1) areas of land in which the enterprise is wholly reliant on the spatial relationship of land to key agricultural infrastructure; and

Receptor value (sensitivity)	Description
	<p>2) access between land and key agricultural infrastructure is required on a frequent basis (daily).</p> <p>Walkers, cyclists and horse riders:</p> <p>1) national trails and routes likely to be used for both commuting and recreation that record frequent (daily) use. Such routes connect communities with employment land uses and other services within a direct and convenient walkers, cyclists and horse rider routes. Little/no potential for substitution.</p> <p>2) routes regularly used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs.</p> <p>3) rights of way for walkers, cyclists and horse rider crossing roads at grade with >16,000 vehicles per day.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates</p> <p>The socio-economic receptor has no capacity to absorb or respond to change without noticeable socio-economic loss or gain.</p>
High	<p>Community land and assets where there is a combination of the following:</p> <p>1) there is substantial severance between community and assets, with limited accessibility provision;</p> <p>2) alternative facilities are only available in the wider local planning authority area;</p> <p>3) the level of use is frequent (weekly); and</p> <p>4) the land and assets are used by the majority (>=50%) of the community.</p> <p>Businesses:</p> <p>1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering >1 - 5ha.</p> <p>Agricultural land holdings:</p> <p>1) areas of land in which the enterprise is dependant on the spatial relationship of land to key agricultural infrastructure; and</p> <p>2) access between land and key agricultural infrastructure is required on a frequent basis (weekly).</p> <p>Walkers, cyclists and horse riders:</p> <p>1) regional trails and routes (e.g. promoted circular walks) likely to be used for recreation and to a lesser extent commuting, that record frequent (daily) use. Limited potential for substitution; and/or</p>

Receptor value (sensitivity)	Description
	<p>2) rights of way for walkers, cyclists and horse riders crossing roads at grade with >8,000 - 16,000 vehicles per day.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates: The socio-economic receptor has limited capacity to absorb or respond to change without noticeable socio-economic loss or gain.</p>
Medium	<p>Community land and assets where there is a combination of the following:</p> <p>1) there is severance between communities and their land/assets but with existing accessibility provision; 2) limited alternative facilities are available at a local level within adjacent communities; 3) the level of use is reasonably frequent (monthly); and 4) the land and assets are used by the majority (>=50%) of the community.</p> <p>Businesses: 1) existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering <1ha.</p> <p>Agricultural land holdings: 1) areas of land in which the enterprise is partially dependent on the spatial relationship of land to key agricultural infrastructure; and 2) access between land and key agricultural infrastructure is required on a reasonably frequent basis (monthly).</p> <p>Walkers, cyclists and horse riders: 1) public rights of way and other routes close to communities which are used for recreational purposes (e.g. dog walking), but for which alternative routes can be taken. These routes are likely to link to a wider network of routes to provide options for longer, recreational journeys, and/or 2) rights of way for walkers, cyclists and horse riders WCH crossing roads at grade with >4000 – 8000 vehicles per day.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates: The socio-economic receptor has some capacity to absorb or respond to change and may result in some perceptible socio-economic loss or gain</p>
Low	<p>Community land and assets where there is a combination of the following:</p>

Receptor value (sensitivity)	Description
	<p>1) limited existing severance between community and assets, with existing full Disability Discrimination Act 1995 compliant accessibility provision;</p> <p>2) alternative facilities are available at a local level within the wider community;</p> <p>3) the level of use is infrequent (monthly or less frequent); and</p> <p>4) the land and assets are used by the minority ($\geq 50\%$) of the community.</p> <p>Businesses:</p> <p>1) proposed development on unallocated sites providing employment with planning permission/in the planning process</p> <p>Agricultural land holdings:</p> <p>1) areas of land which the enterprise is not dependent on the spatial relationship of land to key agricultural infrastructure; and</p> <p>2) access between land and key agricultural infrastructure is required on an infrequent basis (monthly or less frequent).</p> <p>Walkers, cyclists and horse riders:</p> <p>1) routes which have fallen into disuse through past severance or which are scarcely used because they do not currently offer a meaningful route for either utility or recreational purposes, and/or</p> <p>2) rights of way for walkers, cyclists and horse riders WCH crossing roads at grade with < 4000 vehicles per day.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates:</p> <p>The socio-economic receptor has the capacity to absorb or respond to change with hardly perceptible socio-economic loss or gain.</p>
Negligible	<p>Community land and assets where there is a combination of the following:</p> <p>1) no or limited severance or accessibility issues;</p> <p>2) alternative facilities are available within the same community;</p> <p>3) the level of use is very infrequent (a few occasions yearly); and</p> <p>4) the land and assets are used by the minority ($\geq 50\%$) of the community.</p> <p>Businesses:</p> <p>1) N/A.</p> <p>Agricultural land holdings:</p>

Receptor value (sensitivity)	Description
	<p>1) areas of land which are infrequently used on a non-commercial basis.</p> <p>Walkers, cyclists and horse riders:</p> <p>1) N/A.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates:</p> <p>The socio- economic receptor has the capacity to absorb or respond to change with no socio-economic loss or gain.</p>

Magnitude of impact (change)

13.4.34 Criteria for determining magnitude of impact (change), taken and adapted from DMRB LA 112 [Ref. 13-6], are presented in **Table 13-4** below.

Table 13-4: Magnitude of impact (change)

Magnitude of impact (change)	Typical description
Major	<p>Community land and assets, businesses and agricultural land holdings:</p> <p>1) loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements. e.g. direct acquisition and demolition of buildings and direct development of land to accommodate highway assets; and/or</p> <p>2) introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision.</p> <p>Walkers, cyclists and horse riders:</p> <p>>500m increase (adverse)/decrease (beneficial) in walker, cyclist and horse rider journey lengths.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates:</p> <p>Substantial change to the socio-economic receptor in terms of employment levels, output or productivity.</p>
Moderate	<p>Community land and assets, businesses and agricultural land holdings:</p> <p>1) partial loss of/damage to key characteristics, features or elements, e.g. partial removal or substantial amendment to access or acquisition of land compromising viability of property, businesses, community assets or agricultural holdings; and/or</p> <p>2) introduction (adverse) or removal (beneficial) of severe severance with limited/moderate accessibility provision.</p>

Magnitude of impact (change)	Typical description
	<p>Walkers, cyclists and horse riders: >250m - 500m increase (adverse) or decrease (beneficial) in walker, cyclists and horse rider journey lengths.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates: Notable change to the socio-economic receptor in terms of employment levels, output or productivity.</p>
Minor	<p>Community land and assets, businesses and agricultural land holdings: 1) a discernible change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g., amendment to access or acquisition of land resulting in changes to operating conditions that do not compromise overall viability of property, businesses, community assets or agricultural holdings; and/or 2) introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision.</p> <p>Walkers, cyclists and horse riders: >50m - 250m increase (adverse) or decrease (beneficial) in walker, cyclists and horse rider journey lengths.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates: Slight/hardly perceptible change to the socio-economic receptor in terms of employment levels, output or productivity.</p>
Negligible	<p>Community land and assets, businesses and agricultural land holdings: 1) very minor loss or detrimental alteration to one or more characteristics, features or elements. e.g. acquisition of non-operational land or buildings not directly affecting the viability of property, businesses, community assets or agricultural holdings; and/or 2) very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision.</p> <p>Walkers, cyclists and horse riders <50m increase (adverse) or decrease (beneficial) in walkers, cyclists and horse rider journey lengths.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates: No perceptible change to the socio-economic receptor in terms of employment levels, output or productivity.</p>

Magnitude of impact (change)	Typical description
No change	<p>Community land and assets, businesses, agricultural land holdings and walkers, cyclists and horse riders: No loss or alteration of characteristics, features, elements or accessibility; no observable impact in either direction.</p> <p>Employment, skills and labour market/Spending, GVA, Supply Chain and occupancy rates: No change to the socio-economic receptor in terms of employment levels, output or productivity.</p>

Significance of effect

13.4.35 Effects on population are determined by combining the value (sensitivity) of the affected receptor and the magnitude of the impact (change). **Table 13-5** below presents how the significance of effects has been determined, the criteria for which have been adopted from DMRB LA 112 [Ref. 13-6]. Effects can be either beneficial, neutral or adverse.

Table 13-5: Significance of effects

Receptor value (sensitivity)	Magnitude of impact (change)					
		No change	Negligible	Minor	Moderate	Major
	Very high	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral	Neutral or slight	Neutral or slight	Slight

13.4.36 As per DMRB LA 112 [Ref. 13-6], residual effects determined as 'very large', 'large' or 'moderate' are considered to be significant. Residual effects determined as 'slight' or 'neutral' are considered not significant. Where the significance matrix indicates a range for the effect significance (e.g. 'slight or moderate'), professional judgement can be applied to select one option (which would be justified by evidence, as appropriate) or an effect significance range can be applied. If a significance of effect is assigned as 'slight or moderate', this would

be considered significant unless further information could be provided to downgrade the significance effect to 'slight'.

13.5 Environmental baseline

Existing baseline

13.5.1 The land within the Order Limits comprises predominantly agricultural fields (mostly arable with some grassland) interspersed with hedgerows, ditches, small woodland blocks and farm access tracks. The hedgerows within the Site range from dense tall vegetation with sporadic shrubs and trees present. The fields are bordered by a mix of hedgerows, wet ditches and some of the many major named drains and dykes in the area. A more detailed description of the current land use can be found in **ES Volume 1, Chapter 2: Location of the Proposed Development [EN010157/APP/6.1]** and **ES Volume 1, Chapter 3: Proposed Development Description [EN010157/APP/6.1]**.

Population

13.5.2 2021 Census data estimated that the population of East Riding of Yorkshire was around 342,200 people. The total population of East Riding of Yorkshire increased by 2.4% between 2011 and 2021, which was lower than the overall increase for England (6.6%) **[Ref. 13-9]**.

13.5.3 Data taken from the 2021 Census presents an age profile of the population of East Riding compared against the age profile of England (see **Table 13-6** below). The population of East Riding of Yorkshire is generally ageing, the median age of the study area increased by four years from 45 to 49 years of age. Between 2011 and 2021, there was an increase of 25.1% in people aged 65 years **[Ref. 13-9]**.

Table 13-6: Age profile of the population of East Riding of Yorkshire and England

Age	East Riding of Yorkshire (%)	England (%)
Aged 4 years and under	4.3	5.4
Aged 5 to 9	5.1	5.9
Aged 10-15	6.4	7.2
Aged 16-19	3.8	4.6
Aged 20-24	4.2	6.0
Aged 25-34	10.2	13.6
Aged 35-49	16.8	19.4
Aged 50-64	22.7	19.4
Aged 65-74	14.2	9.8

Age	East Riding of Yorkshire (%)	England (%)
Aged 75-84	8.9	6.1
Aged 85 and over	3.3	2.4

Skills

- 13.5.4 Data published by the Office for National Statistics showed that in 2023, 41.7% of the working age population of East Riding of Yorkshire had achieved a Regulated Qualification Framework Level 4 or above qualification (degree level or higher). This is lower than the national average of 47.3% of the population **[Ref. 13-10]**.
- 13.5.5 A lower percentage (3.6%) of East Riding of Yorkshire's working age population have no qualifications when compared to the national average (6.5%) **[Ref. 13-10]**.

Employment

- 13.5.6 Between April 2023 and March 2024, the total number of people in East Riding of Yorkshire that were economically active is 160,800 **[Ref. 13-10]**.
- 13.5.7 Also between April 2023 and March 2024, the percentage of the population of East Riding of Yorkshire that was either in employment or unemployed but looking for work (also known as the 'economic activity rate') was 78.7%, which is very similar to the economic activity rate of Great Britain (78.6%) **[Ref. 13-10]**.
- 13.5.8 In the year ending December 2023, approximately 2.6% of the population of East Riding of Yorkshire was unemployed; this was a slight decrease from the previous year when the unemployment rate was 2.7%. Unemployment rates across Great Britain generally during the same period were slightly higher at 3.7% **[Ref. 13-11]**.

Local employment

- 13.5.9 Labour Market Profile data provides a measure of the number of job availability within an area against the availability of the workforce. The output is a ratio which is used to identify if there is a surplus or shortage of employment opportunities in the area. The job density ratio of East Riding of Yorkshire in 2022 was 0.75, which is lower than Great Britain's average of 0.87 **[Ref. 13-10]**.
- 13.5.10 In 2022, an estimated 33.9% of the population of East Riding of Yorkshire in employment worked on a part time basis. This was slightly higher than the 31.2% of part time workers recorded across Great Britain **[Ref. 13-10]**.

13.5.11 In 2022, the largest sectors for employment in the East Riding of Yorkshire include Manufacturing (16.5%), Wholesale and Retail Trade, Repair of Motor Vehicles and Motorcycles (15.7%), and Human Health and Social Work Activities (13.4%). East Riding of Yorkshire has a significantly higher representation of the Manufacturing sector than England (7.6%); however, the other sectors broadly align with the national averages **[Ref. 13-10]**.

13.5.12 In 2024, around 6,000 people are employed in the agricultural sector in the East Riding of Yorkshire; this includes farmers, partners, regular workers and casual workers **[Ref. 13-12]**.

13.5.13 The most recent data published by the Office for National Statistics regarding the Gross Value Added for the agricultural industry of East Riding of Yorkshire was published in 2012 **[Ref. 13-13]**. In 2012, the Gross Value Added for the agricultural industry contributed £216 million to the East Riding of Yorkshire's economy. Taking the most recent Gross Value Added data for the agricultural industry and combining it with the average number of agricultural workers in 2024 gives an average of £36,000 Gross Value Added per agricultural worker in 2012.

Table 13-7: Sectoral spread of jobs in East Riding of Yorkshire and England

Employee Jobs by Industry	East Riding of Yorkshire (%)	England (%)
Mining and Quarrying	0.2	0.2
Manufacturing	16.5	7.6
Electricity, Gas, Steam and Air Conditioning Supply	0.2	0.4
Water Supply; Sewage, Waste Management and Remediation Activities	1.4	0.7
Construction	4.7	4.9
Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	15.7	14.0
Transport and Storage	4.7	5.0
Accommodation and Food Service activities	8.7	8.0
Information and Communication	2.4	4.6
Financial and Insurance activities	1.0	3.3
Real Estate Activities	1.2	1.9
Professional, Scientific and Technical activities	6.3	9.1
Administrative and Support Service activities	4.7	9.0
Public Administrative and Defence; Compulsory Social Security	6.3	4.7
Education	8.7	8.6

Employee Jobs by Industry	East Riding of Yorkshire (%)	England (%)
Human Health and Social Work Activities	13.4	13.5
Arts, Entertainment and Recreation	2.4	2.4
Other Service Activities	1.4	2.0

Income

13.5.14 In 2024, the weekly median gross wage of employees living in East Riding of Yorkshire was £714.20 which is slightly less than the national weekly median income of employees living in England at £729.80.

13.5.15 Whilst the median gross wage of employees in East Riding of Yorkshire is similar to the national average, the sectoral spread of the local area comprises a higher proportion of lower skilled workers. Therefore in 2024, the weekly median gross wage by place of work is £643.50, which is lower than for England generally at £729.60 **[Ref. 13-10]**.

Gross value added

13.5.16 Gross Value Added is a measure of economic productivity that quantifies the contribution of an entity (company, industry or area) to an economy, producer or sector.

13.5.17 The regional Gross Value Added output of East Riding of Yorkshire in 2022 was £8,935 million **[Ref. 13-14]**. Dividing the £8,935 million by the total workforce in 2022 of 154,500 people **[Ref. 13-15]** equates to an average of £57,832 per worker.

13.5.18 The regional Gross Value Added by the construction industry in 2022 in East Riding of Yorkshire was £530 million for all construction related activities **[Ref. 13-16]**. Based on the Gross Value Added of the construction industry divided by the number of construction workers in the area, the Gross Value Added per construction worker equates to £88,333.

Occupancy

13.5.19 An analysis of the temporary accommodation available within a 10km radius of the Order Limits has been undertaken to assess the likely available capacity in terms of number of bedrooms against potential demand from the construction workforce. The assessment has used data from booking.com **[Ref 13-17]** to assess the number of potential temporary accommodation bed spaces.

13.5.20 There are four large scale hotel providers which are part of a national or international hotel chain within a 10km radius of the Order Limits. It has been estimated that there are approximately 608 beds in total provided by these four large scale budget hotel providers.

13.5.21 Based on a search on 'booking.com' [Ref. 13-17] in December 2024, there are also 234 smaller accommodation providers within a 10km radius of the Order Limits. It has not been possible to quantify the number of rooms/beds that these providers may have; however, based on professional judgement, it is considered reasonable to expect that these providers may have an average of at least two rooms each, with each room providing two single beds or one double bed, therefore accommodating 2 people per room. Taking this average across the number of accommodation providers within a 10km radius of the Order Limits gives a reasonable average number of 936 bed spaces available within these smaller accommodation options.

13.5.22 Therefore, there are approximately 1,544 bed spaces available within a 10km radius of the Order Limits.

13.5.23 All other accommodation providers within the study area are believed to be privately owned and not part of a larger hotel chain or brand.

Public rights of way

13.5.24 The recreational resources within the 500m study area comprise public footpaths, bridleways and National Cycle Networks. The public footpaths and bridleways located within the study area are listed below and shown on **ES Volume 3, Figure 2.1: Environmental Features Plan [EN010157/APP/6.3]**:

- Leven Bridleway No. 3 (LEVEB03) located 403m east of Land Area B and runs in a northeast/southwest alignment;
- Leven Bridleway No.7 (LEVEB07) located 275m east of Land Area B and runs in a northeast/southwest alignment;
- Riston Footpath No.5 (RISTF05) located 277m south of Land Area B and runs in a generally east west alignment;
- Tickton Bridleway No.5 (TICKB05) runs along the eastern border of the westernmost section of Land Area E;
- Tickton Footpath No.6 (TICKF06) runs to the west of Land Area E;
- Tickton Footpath No.9 (TICKF09) located 403m of Land Area E runs in a northwest/southeast alignment;
- Tickton Footpath No. 12 (TICKF12) located 438m of Land Area E runs in a generally north south alignment;

- Beverley Footpath No. 23 (BEVEF23) located 483m of Land Area E runs in a generally north south alignment;
- Wawne Footpath No.9 (WAWNF09) connects to Tickton Footpath No.6 at the southernmost area of Land Area E;
- Wawne Footpath No.1 (WAWNF01) traverses the most southern area of Land Area F in a northeast/southwest alignment;
- Leven Footpath No.5 (LEVEF05) runs for a short distance alongside Monk Dike through the centre of the northern part of Land Area B (and connects to Riston Footpath No.2);
- Riston Footpath No.2 (RISTF02) runs alongside Monk Dike through the centre of Land Area B and along the western boundary of Land Area C (and connects to Leven Footpath No.5);
- Swine Footpath No.7 (SWINF07) connects with Riston Footpath No.2, south of Land Area C;
- Riston Footpath No.1 (RISTF01) runs across the southern part of Land Area C;
- Swine Footpath No.7 (SWINF07) runs from the southern boundary of Land Area C;
- Woodmansey Footpath No.4 (WOODF04) runs in a north south alignment within the grid connection cable route;
- Woodmansey Footpath No.9 (WOODF09) runs in a south west alignment and crosses the width of the grid connection cable route;
- Woodmansey Footpath No.10 (WOODF10) connects to Woodmansey Footpath No.9 located east of the grid connection cable route;
- Woodmansey Footpath No. 12 (WOODF12) runs in a south east alignment across the grid connection cable route and connects Woodmansey Footpath No.9 to Woodmansey Footpath No.19 to the north;
- Woodmansey Bridleway No.15 (WOODB15), located to the west of the grid connection cable route and runs in a generally east west alignment;
- Woodmansey Footpath No.18 (WOODF18) runs in a north westerly direction from Hull Road to Minister Way partially crossing grid connection cable route;
- Woodmansey Footpath No.19 (WOODF19) located to approximately 270m west of the grid connection cable route and runs north west;
- Woodmansey Footpath No.22 (WOODF22) located approximately 323m east of the grid connection cable route;

- Woodmansey Bridleway No.36 (WOODB36) located to the west of the grid connection cable route and runs along Minster Way;
- Woodmansey Bridleway No.37 (WOODB37) located to the north of the grid connection cable route by Beverley Services;
- Woodmansey Bridleway No.38 (WOODB38) located to the west of the grid connection cable route and runs in a south west alignment along Minster Way;
- Woodmansey Bridleway No.39 (WOODB39) located adjacent to the grid connection cable route to the west;
- Skidby Bridleway No.7 (SKIDB07) commences adjacent to the grid connection cable route at the very south and leads north;
- Skidby Footpath No.10 (SKIDF10) connects to Skidby Footpath No.11 and runs in a south alignment, partially within the grid connection cable route;
- Skidby Footpath No. 11 (SKIDF11) connects to Skidby Footpath No.12 and runs across width of the grid connection cable route at the very south;
- Skidby Footpath No.12 (SKIDF12) runs in an east west alignment across the grid connection cable route before turning south; and
- Skidby Footpath No.17 (SKIDF17) runs in a north south alignment located partially within the Order Limits of the grid connection cable route.

13.5.25 Wilberforce Way is a 60 mile long distance path that runs between Hull and York. Wilberforce Way runs in a north alignment, before routeing west and crossing the grid connection cable route to join Hull Road (through Figham Common).

13.5.26 There are two National Cycle Networks located either in or within 500m of the Order Limits:

- National Cycle Network Route 1, an on road route, which runs in a generally north south alignment, partly through the Order Limits south of National Grid Creyke Beck Substation; and
- National Cycle Network Route 164, a traffic free route, which runs in an east-west alignment, adjacent to the northernmost area of Land Area B.

Businesses

13.5.27 There are no businesses located within the Order Limits. Businesses located within 500m of the Order Limits are as follows:

- Meaux Livery is located south of the Order Limits and is an equestrian centre that operates between 7am and 9pm, Monday to Sunday;
- SJS Motor Engineers is located to the south of the Order Limits and is a vehicle repair business that operates between 8am and 5pm, Monday to Saturday;
- Tokenspire Business Park is located to the east of the Order Limits. The business park comprises the following different businesses:
 - Pink Dancewear, a shop selling dance wear, which operates Thursdays from 1pm to 6pm and Saturdays from 9am to 4pm;
 - Roses of Beverley, a kitchen supply shop, which operates Monday to Saturday from 9am to 4pm;
 - CrossFit Barbaric, a fitness centre, which operates between 5.45am and 9pm, Monday to Thursday, 5.45am to 8pm on Fridays, 8am to 1pm Saturdays and 9am to 1pm on Sundays;
 - Alexander Ellis, a home furniture shop, which operates between 9am and 5pm Monday to Saturday and 10am to 4pm Sunday;
 - Homeshop 3000, a beauty product supplier, which operates between 8am and 4pm, Monday to Friday;
 - Westlake Tapco, a building materials supplier, which operates between 8.30am and 5pm, Monday to Friday;
 - Fabrics UK Ltd, a coffin supplier, which operates between 9am and 5pm, Monday to Saturday;
 - Crossroad Pantomimes, a warehouse, which operates between 9am and 5pm Monday to Friday; and
 - Sargent Electrical services, an electrical manufacturer, which operates between 8.30am and 4pm, Monday to Thursday, and 8.30am and 12pm on Fridays.
- Cottingham Caravan Storage, a caravan storage facility, is located to the south of the Order Limits and operates between 10am and 12pm, Monday to Saturday;
- Tudor Springs, a holiday park for mobile homes, is located to the south of the Order Limits;
- The Beverley Barn is located to the west of the Order Limits and is a wedding venue that operates between 9am and 12am Wednesday to Sunday, 10am to 6pm on Mondays and is closed on Tuesdays;
- RW Solutions & Daughters, a telecommunications engineering company, located towards the north of the Order Limits and operates between 8am and 5.30pm Monday to Friday;

- Acer Glade Cars, a motor vehicle dealer is located to the east of the Order Limits and operates between 10am and 5pm, Tuesday to Saturday and 10am and 4pm on Sundays;
- Bay Horse, a restaurant is located to the east of the Order Limits and operates between 12pm and 11pm, Monday to Sunday; ~~and~~
- Staal Smokehouse is a food manufacturer specialising in fish, which is located to the east of the Order Limits and operates 24 hours a day, every day; ~~and~~
- Riston Plants, a plant nursery and purpose-built shop located on Carr Lane (Long Riston) adjacent to Land Area B and operates 9am to 5pm, Monday to Saturday and 11am to 4pm on Sundays.

Agricultural operations

13.5.28 There are seven farm operations located within the Order Limits. These businesses are mostly family run, but some also employ additional staff.

13.5.29 Of the seven farming operations within the Order Limits, five are farmed by the landowners whilst the other two are run by tenant farmers.

Community land and assets (Figiam Common)

13.5.30 An area of common land, Figiam Common, falls (in part) within the Order Limits, where the grid connection cable route links the Proposed Development to the National Grid Creyke Beck Substation.

13.5.31 As Figiam Common is open land; anyone can access it to walk, to walk dogs, for bird watching or to have picnics or play games. Public access to Figiam Common is by foot only with access available from public footpath. Access to Figiam Common is well maintained. An overhead electricity line also crosses Figiam Common on wooden poles - at a distribution voltage of up to 33kV.

Future baseline in the absence of the Proposed Development

13.5.32 Should the Proposed Development not proceed, the land would most likely continue to be managed for agricultural purposes and yield a variety of crops with no impact to the current farming operations occurring within the Order Limits.

13.6 Mitigation embedded into the design

13.6.1 This assessment has been based on the principle that measures have been 'embedded' into the design of the Proposed Development to remove potential

significant effects as far as practicable, for example by the considered placement of infrastructure. The **Design Approach Document [EN010157/APP/5.7]** identifies the project design principles and design mitigation that has been embedded into the design of the Proposed Development. The embedded mitigation relevant to this assessment is detailed in **Table 13-8** below.

Table 13-8: Embedded mitigation relevant to population

Embedded mitigation measure relevant to population	Function	Securing mechanism
The two on-site substations will not be located within 250m of any existing residential properties or environmental designated sites.	To minimise visual impact to occupiers of residential properties.	Works Plans [EN010157/APP/2.2]
The Proposed Development design will incorporate a minimum offset distance of 50m from residential properties from solar PV modules and other infrastructure.	To minimise visual impact to occupiers of residential properties.	Works Plans [EN010157/APP/2.2]
No solar PV development will be erected in Fields E13 and E14.	To create a buffer between nearby residential properties, public rights of way and the Proposed Development.	Works Plans [EN010157/APP/2.2]
The Proposed Development design will incorporate woodland and scrub planting around large infrastructure.	To provide screening benefits for local residents and users of public rights of way.	Outline Landscape and Ecological Management Plan (Outline LEMP) [EN010157/APP/7.5]
The Proposed Development will not require the permanent closure of any public rights of way.	To limit disruption and ensure the public right of way network can continue to be used throughout the construction, operation (including maintenance) and decommissioning phases of the Proposed Development with minimal impacts to public rights of way users.	Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]
The Proposed Development design will	To minimise the level of visual change to long distance or	Outline LEMP [EN010157/APP/7.5]

Embedded mitigation measure relevant to population	Function	Securing mechanism
protect existing long-range or panoramic views from public rights of way wherever reasonably practicable, with only low-level planting in development offsets and hedgerows set further back from the routes.	panoramic views from public rights of way to ensure that they can continue to be used the same as pre-development of the land within the Order Limits.	
The Proposed Development design will incorporate a minimum offset distance of 10m from all public rights of way, including new planting where reasonably practicable.	To minimise the level of visual change for users of the public right of way network and ensure that public rights of way can continue to be used the same as pre-development of the land within the Order Limits.	Works Plans [EN010157/APP/2.2]

13.7 Assessment of likely effects (without additional mitigation)

Construction

Walkers, cyclists and horse riders via impacts to public rights of way

13.7.1 During the construction phase, there may be a variety of effects on the public right of way network. It may be necessary to temporarily close some lengths of public footpaths for a short duration to enable construction works. The **Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]**, **Streets, Rights of Way and Access Plans [EN010157/APP/2.3]** and **Draft DCO [EN010157/APP/3.1]** details public rights of way that may be affected by the Proposed Development during the construction phase. The public rights of way that may potentially be subject to temporary closure, together with the approximate length of section that is anticipated to be temporarily closed are as follows:

- BEVEF23 (public footpath) - approximately 416m
- SKIDB07 (public footpath) - approximately 7m
- SKIDF10 (public footpath) - approximately 110m
- SKIDF11 (public footpath) - approximately 411m

- SKIDF12 (public footpath) - approximately 350m
- SKIDF17 (public footpath) - approximately 400m
- TICKB05 (public footpath) - approximately 21m
- TICKF09 (public footpath) - approximately 423m
- TICKF12 (public footpath) - approximately 395m
- WOODF04 (public footpath) - approximately ~~408680~~m
- WOODF09 (public footpath) - approximately 162m
- WOODF12 (public footpath) - approximately 157m
- WOODF18 (public footpath) - approximately 191m
- RISTF01 (public footpath) – approximately 200m will be temporarily closed at any one time.

13.7.2 There are no suitable diversions for the above public rights of way and therefore, temporary closures or restrictions will be required for a short duration to enable construction works. Public rights of way will remain open with safety measures in place as much as is reasonably practicable whilst maintaining the safety of those using them.

Agricultural land holdings

13.7.3 There are seven farm operations located within the Order Limits. These businesses are mostly family run, but some also employ additional staff. Of the seven farming operations within the Order Limits, five are farmed by the landowners whilst the other two are run by tenant farmers.

13.7.4 Four landowners have agreed to lease land to the Applicant for the operational lifetime of the Proposed Development and will continue farming operations where possible on land not being used for infrastructure associated with the Proposed Development. This can be viewed as an opportunity for these landowners to diversify the business opportunity from their land.

13.7.5 One landowner has agreed for the Applicant to lease their entire farm, enabling them to move away from farming the land, therefore not constituting any job losses.

13.7.6 The two tenant farmers, as non-landowners, have not been in direct conversations with the Applicant regarding the use of their land but they will receive compensation in lieu of the loss of the ability to farm the land. It is therefore understood that the number of farming operations likely to be impacted by the Proposed Development is two, with the number of jobs lost on a permanent basis (as a worst-case) anticipated to be two.

- 13.7.7 It is anticipated that farming operations may continue throughout the construction phase; however, as the construction phase progresses, the extent of land available for farming will decrease. As a result, it is likely that the output of the farming operations occurring within the study area will reduce year on year across the construction phase.
- 13.7.8 During the construction phase, there may be a short term increase in the number of vehicles within and in close proximity to the Order Limits. This increase in traffic numbers may have a negative impact on agricultural businesses when trying to access their properties or whilst moving livestock. However, any such impacts would be short term and temporary in their nature.

Businesses

- 13.7.9 During construction, there may be some adverse impacts to customers accessing the businesses detailed in **paragraph 13.5.27** above as a result of the temporary increase in traffic numbers and heavy goods vehicles within the Order Limits and in close proximity to the Order Limits. However, any such impacts would be temporary for the duration of the construction phase.
- 13.7.10 Furthermore, there may be some adverse noise and visual effects upon local businesses as a result of nearby construction activity. However, as above, any such impacts would be temporary for the duration of the construction phase.

Employment

- 13.7.11 The greatest number of employment opportunities arising from the Proposed Development will occur during the construction phase. The construction industry comprises 4.7% **[Ref.13-10]** of East Riding of Yorkshire's employment sectoral spread and therefore it is assumed that the local construction sector can take advantage of and benefit from construction employment opportunities associated with the Proposed Development.
- 13.7.12 The Proposed Development will provide construction job opportunities over the anticipated 24 month construction phase. The Applicant estimates that a maximum of 350 construction jobs will be created during peak periods. There will be an average of 250 full time equivalent jobs on-site per day during the construction phase.
- 13.7.13 The Applicant aims to, where reasonably practicable, use local construction and manufacturing businesses during the construction phase, which would help to support the creation of new direct job opportunities for local people. Should it not be possible to source workforce staff locally, there may be a need to recruit staff from other regions.

- 13.7.14 Where reasonably practicable, materials for construction work will be sourced from local suppliers, which has the potential to increase the number of indirect jobs resulting from the Proposed Development. The manufacturing industry comprises the largest proportion (16.5%) of East Riding of Yorkshire's sectoral spread [Ref. 13-10]. There may be opportunities for local manufacturers to supply materials and/or services during the construction phase.
- 13.7.15 In this way, the Applicant will utilise suppliers and manufacturing services to create job opportunities in the local area and support local supply chains where possible.
- 13.7.16 Through utilising the local workforce directly as a result of the Proposed Development, it is expected that the workforce will subsequently reinvest money into the local economy and services, helping to sustain jobs across a wider range of sectors.
- 13.7.17 There is potential for the workforce staff that may be hired to undertake work during construction, to learn new skills through the work required on Site. Such a level of skill increase or educational increase would be expected to be minimal but beneficial to those staff involved.
- 13.7.18 In addition, a proportion of construction phase employment opportunities will require specialised solar installation professionals. However, this would likely be a small proportion of the amount of construction employment created.

Leakage

- 13.7.19 Leakage effects are the benefits received by those outside of the study area, defined as the local authority area of East Riding of Yorkshire. Whilst it is envisaged that most workforce staff will be sourced from the local area, the remainder of workforce staff may travel to Site from beyond East Riding of Yorkshire.
- 13.7.20 As such, some of the financial recompense they might receive from working on the Proposed Development would be spent in the areas in which they are based, thus leading to an increase in spend in such areas.

Gross value added

- 13.7.21 Based on the average Gross Value Added per construction worker within the study area of £88,333, it can be estimated that the Gross Value Added generation of the estimated 250 full time equivalent construction jobs will be £22,088,250.

Occupancy rates as a result of an influx of workforce staff to the area

13.7.22 During construction, staff may travel to the Site and choose to stay away from their home, thus requiring the use of temporary accommodation providers, which would be beneficial to the local economy. However, this may in turn lead to adverse impacts to the tourism economy due to the reduction on beds available within local hospitality businesses for tourists.

Community land and assets (Figham Common)

13.7.23 An area of designated common land, Figham Common, falls (in part) within the Order Limits, where the grid connection cable route links the Proposed Development to the National Grid Creyke Beck Substation.

13.7.24 It is anticipated that the cable works required within Figham Common will be via a combination of Horizontal Directional Drilling and open cut trenching. During construction, the cabling works will be undertaken within a 30m working width and any Horizontal Directional Drilling launch pits will sit within that 30m width. Whilst the final cable routing will dictate the exact length, there is anticipated to be approximately 600m of Horizontal Directional Drilling which will cause no impact to the surface of this area during or after installation. It is anticipated that approximately 1.1km of cabling works will be required to be undertaken via open cut trenching along all sections where Horizontal Directional Drilling is not required. There will be no permanent disturbance to the surface soil, or removal of trees or bushes.

13.7.25 During the installation of the grid connection cable route (Horizontal Directional Drilling or open cut trenching), Figham Common will be temporarily affected by construction activity. It may be necessary to limit access to an area of Figham Common for a short duration of time whilst the grid connection cable route is installed. This may include short term temporary restrictions on the use of Wilberforce Way to enable access for the construction of the grid connection cable route. There is also likely to be disruption associated with construction workers and construction equipment during this period. During the undertaking of the cable works, the 30m working width will be fenced off during that phase of construction with appropriate crossing points.

13.7.26 It is anticipated that, during construction, the areas of Figham Common that are not subject to construction activity will remain open and accessible to the general public.

Operation (including maintenance)

Walkers, cyclists and horse riders via impacts to public rights of way

13.7.27 All existing public rights of way will be retained during the operation (including maintenance) of the Proposed Development, as the Proposed Development design incorporates a minimum offset distance of 10m from all public rights of way, where reasonably practicable. There will be no requirement for temporary or permanent closures of any public rights of way during operation (including maintenance). Details of these measures can be found in the **Outline LEMP [EN010157/APP/7.5]** and **Works Plans [EN010157/APP/2.2]**.

13.7.28 The Proposed Development includes 12.6km of proposed permissive paths, which will be available during the operation (including maintenance) phase. These proposed permissive paths have been designed to retain and enhance recreational connectivity across the Site. Details of these new routes can be found in **ES Volume 3, Figure 3.4: Indicative Environmental Masterplan [EN010157/APP/6.3]** and in the **Outline LEMP [EN010157/APP/7.5]**. The proposed permissive paths are as follows:

- New permissive path creating a loop around Field B2, connecting to the existing Riston Footpath No. 2 at the north western and south western points of the field;
- New permissive path connecting Carr Lane to the existing Riston Footpath No. 2, along the north of Field B8;
- New permissive path circuit around a number of fields in Land Area D and providing a link to the existing Tickton Footpath No. 6. This circuit includes a loop around Field D18 and Field E6, both of which have been set aside for ecological enhancement; and
- New permissive path running along the eastern boundary of Field F6, through the area set aside for ecological enhancement in F9, F10 and F14, connecting with the existing Wawne Footpath No. 1 to the south of Field F16.

13.7.29 By increasing and enhancing the permissive paths network, local residents and tourists from outside the area are more likely to utilise these links as they are more accessible.

13.7.30 During the operation (including maintenance) phase, changes to visual amenity are likely to have the largest impact on public rights of way. Impacts to visual amenity from public rights of way are addressed further in **ES Volume 2, Chapter 11: Landscape and Visual [EN010157/APP/6.2]**.

Agricultural land holdings

13.7.31 During the operation (including maintenance) phase, the amount of land available for farming operations will be lower than during the construction phase and it is during the operation (including maintenance) phase that the two tenant farmers

are expected to lose their ability to operate on the land within the Order Limits, resulting in the permanent loss (as a worst-case) of employment covering two jobs.

13.7.32 The land that has not been developed in relation to the Proposed Development i.e. the land in between the solar PV modules, will remain available for agricultural use.

13.7.33 During the operation (including maintenance) phase, the volume of traffic is unlikely to be noticeably different from current levels and therefore no such likely effects are anticipated for farming operations.

13.7.34 There are not expected to be any long term impacts relating to severance, access or long term viability of farm holdings to these agricultural operations based on the proposed layout of infrastructure and access roads.

Businesses

13.7.35 The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the operational Proposed Development. Any alteration to the existing views would be medium to long term in duration.

13.7.36 It is not expected that there will be any impacts to businesses as a result of noise emissions during the operation (including maintenance) phase (refer to **ES Volume 2, Chapter 12: Noise and Vibration [EN010157/APP/6.2]**).

Employment

13.7.37 During operation (including maintenance), it is anticipated the Proposed Development will generate approximately four full time equivalent jobs, with the number of personnel on site likely to increase during seasonal activities.

13.7.38 The operational roles will likely be specialised positions specific to the needs of a solar energy generation facility and therefore would be expected to appeal to candidates both locally and from a wider geographic area.

13.7.39 It is possible that a small number of staff may be required to undertake work during operation and will learn new skills through the work required on site. Such a level of skill increase or educational increase would be expected to be minimal but beneficial to those staff involved.

Decommissioning

13.7.40 The likely level of potential effect during decommissioning is expected to be similar to or less than that experienced during construction and therefore the potential effects during construction (described above) are expected to represent the potential effects during decommissioning.

13.8 Additional mitigation

Outline public rights of way management plan

- 13.8.1 Measures to manage existing public rights of way to ensure that they remain safe and accessible for all public right of way users during all phases of the Proposed Development are detailed in the **Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]**, which is secured as a requirement in **Schedule 2** of the **Draft DCO [EN010157/APP/3.1]**.
- 13.8.2 Measures outlined in the **Outline Rights of Way and Access Management Plan [EN010157/APP/7.9]** include methods to minimise disruption, maintain safety and prevent access to any temporarily closed public right of way, ensure the works are undertaken in the most timely manner and give advanced notice of any upcoming works through appropriate signage.

13.9 Assessment of residual effects (with additional mitigation)

Construction

Walkers, cyclists and horse riders via impacts to public rights of way

~~13.9.1 Three public footpaths (RISTF01, RISTF02 and WAWN01) run through the Order Limits and that may be crossed by construction vehicle tracks. However, no temporary diversions, closures or restrictions will be required for these three two footpaths.~~

~~13.9.2~~ **13.9.1** 163 public footpaths and bridleways (BEVEF23, SKIDB07, SKIDF10, SKIDF11, SKIDF12, SKIDF17, TICKB05, TICKF09, TICKF12, WOODF04, WOODF09, WOODF12, WOODF18, ~~RISTF01, RISTF02 and WAWN01~~) run through the Order Limits cable grid connection route and that may be crossed by construction vehicle routes. There are no suitable routes for temporary diversions and therefore any temporary closures or restrictions will be required for a short duration (as outlined in Section 3.2 of the Outline Rights of Way and Access Management Plan [REP2-144]) to enable construction works but aim to remain open with control measures in place as much as is safely possible.

~~13.9.3~~ The value (sensitivity) of users of public rights of way is medium and the magnitude of impact (change) following additional mitigation is minor. Therefore, there is likely to be a direct, temporary, short-term slight adverse residual effect on users of public rights of way following the implementation of additional mitigation measures, which is considered to be not significant.

Agricultural land holdings

~~13.9.5~~13.9.3 The value (sensitivity) of agricultural landholders to a decrease in the amount of land available for farming is **high** and the magnitude of impact (change) following additional mitigation is **minor**. Therefore, there is likely to be a direct, temporary, short term **slight adverse** residual effect on agricultural operations following the implementation of additional mitigation measures, which is considered to be **not significant**.

~~13.9.6~~13.9.4 It has been determined that the likely level of residual effect is 'slight' because the landowners have reached an agreement with the Applicant for the lease of the land parcels for the duration of the Proposed Development. The two tenant farmers will receive compensation in lieu of the loss of the ability to farm the land; therefore, the likely level of residual effect to tenant farmers is also 'slight'. As such, both the landowners and tenant farmers have agreed to the changes to their land and agricultural operations and are in agreement that the Proposed Development is acceptable to them.

Businesses

~~13.9.7~~13.9.5 The residual effects to each of the businesses located within a 500m radius of the Order Limits are addressed in **Table 13-9** below.

Table 13-9: Residual effects to businesses during the construction phase

Business	Residual effects
Meaux Livery	<p>The business is located approximately 92m east of the Order Limits and the main focus of the business is keeping horses. When construction works are taking place at the nearest point of the Order Limits, some construction noise may be perceptible.</p> <p>There may be some short term disturbance to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</p>
SJS Motor Engineers	<p>There may be some adverse impacts to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be</p>

Business	Residual effects
	<p>temporary and short term for the duration of the construction works taking place in this location.</p> <p>It is not expected there will be any other impacts to this business.</p>
<p>Tokenspire Business Park:</p> <ul style="list-style-type: none"> • Pink Dancewear • Roses of Beverley • CrossFit Barbaric • Alexander Ellis • Homeshop 3000 • Westlake Tapco • Fabrics UK Ltd • Crossroad Pantomimes • Sargen Electrical services 	<p>There may be some adverse impacts to customers accessing this business park as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</p> <p>It is not expected there will be any other impacts to these businesses.</p>
<p>Cottingham Caravan Storage</p>	<p>There may be some adverse impacts to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</p> <p>It is not expected there will be any other impacts to this business.</p>
<p>Tudor Springs</p>	<p>The holiday park is located approximately 115m from the grid connection cable route. The impacts of installing the grid connection cable via what is likely to be open cut techniques may lead to potential adverse impacts to visual amenity and noise emissions during the time this work is undertaken. However, the works in this area are likely to only last for a short period of time and relate to the need to dig a small trench to then lay a cable. Therefore, based on experience of similar developments in the UK, any potential impacts to visual amenity and noise would be short term and temporary.</p>
<p>The Beverley Barn</p>	<p>The Beverley Barn wedding venue is located approximately 230m from the grid connection cable route.</p>

Business	Residual effects
	<p>The impacts of the installation of the grid connection cable via what is likely to be open cut techniques may lead to potential adverse impacts to visual amenity and noise emissions during the construction phase. However, based on experience of other similar developments in the UK, the works in this area are likely to only last for a short period of time and relate to the need to dig a small trench to then lay a cable. Therefore, any potential impacts to visual amenity and noise would be short term and temporary.</p>
RW Solutions & Daughters	<p>There may be some adverse impacts to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</p> <p>It is not expected there will be any other impacts to this business.</p>
Acer Glade Cars	<p>There may be some adverse impacts to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</p> <p>It is not expected there will be any other impacts to this business.</p>
Bay Horse	<p>There may be some adverse impacts to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</p> <p>This business is located adjacent to the Order Limits, on Black Tup Lane. Potential highway improvements and activities may be required during the construction phase of the Proposed Development, which may lead to adverse impacts to visual amenity and noise emissions during the construction phase.</p> <p>Any visual amenity and/or noise impacts may adversely impact the enjoyment of guests during the construction</p>

Business	Residual effects
	phase and as such may affect the number of customers during the construction phase. However, the works in this area are likely to only last for a short period of time and relate to the need to widen the road, any potential impacts to visual amenity and noise would be short term and temporary.
Staal Smokehouse	<p>There may be some adverse impacts to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</p> <p>It is not expected there will be any other impacts to this business.</p>
<u>Riston Plants</u>	<p><u>There may be some adverse impacts to customers accessing this business as a result of the temporary increase in traffic numbers and heavy goods vehicles in the area. However, based on experience of similar developments in the UK, any such impacts would be temporary and short term for the duration of the construction works taking place in this location.</u></p> <p><u>It is not expected there will be any other impacts to this business.</u></p>

13.9.8 **13.9.6** It is considered likely that Meaux Livery, Tudor Springs, The Beverley Barn and Bay Horse businesses will be affected by the construction of the Proposed Development through impacts relating to noise emissions or visual change. Mitigation measures relating to such potential effects are detailed within **ES Volume 2, Chapter 12: Noise and Vibration [EN010157/APP/6.2]** and **ES Volume 2, Chapter 11: Landscape and Visual [EN010157/APP/6.2]** respectively. The value (sensitivity) of these businesses is **medium** and the magnitude of impact (change) following additional mitigation is **minor**. Therefore, there is likely to be a direct, temporary, short term **slight adverse** residual effect on businesses following the implementation of additional mitigation measures, which is considered to be **not significant**.

13.9.9 **13.9.7** The value (sensitivity) of the other businesses listed in **Table 13-9** is **medium** and the magnitude of impact (change) following additional mitigation is **negligible**. Therefore, there is likely to be a direct, temporary, short term **negligible adverse** residual effect on businesses following the implementation of additional mitigation measures, which is considered to be **not significant**.

Employment

~~13.9.10~~13.9.8 The value (sensitivity) of employment is **medium**.

~~13.9.11~~13.9.9 The peak number of workforce staff increase during construction is anticipated to lead to a **minor** magnitude of impact (change), following additional mitigation. Therefore, there is likely to be a direct, temporary, short term **slight beneficial** residual effect on employment, which is considered to be **not significant**.

~~13.9.12~~13.9.10 The average number of workforce staff increase is anticipated to lead to a **negligible** magnitude of impact (change), following additional mitigation. Therefore, there is likely to be a direct, temporary, short term **slight beneficial** residual effect on employment following the implementation of additional mitigation measures, which is considered to be **not significant**.

Occupancy rates as a result of an influx of workforce staff to the area

~~13.9.13~~13.9.11 The peak number of employees anticipated to be on site at any one time during the construction phase is 350 workforce staff. A report published by CITB in 2023 stated that approximately 5% of construction workers are reported to stay in temporary accommodation whilst working at their site [Ref. 13-18]. Therefore, for this assessment, it is anticipated that a maximum of 18 workforce staff will require temporary accommodation during the construction phase.

~~13.9.14~~13.9.12 An analysis of average temporary accommodation occupancy rates has been undertaken to assess the likely impact of the influx of workforce staff requiring temporary accommodation. The analysis has been informed by desk-based research on national and regional occupancy rates, published on the Visit England website [Ref. 13-19]. In the absence of more localised occupancy rate data, the average occupancy rate by bedroom nationally and in Yorkshire & Humberside is presented in **Table 13-10** below. The Proposed Development is located within East Riding of Yorkshire, which is within the Yorkshire and Humberside region.

Table 13-10: Average national and regional accommodation occupancy rates

Month	National average occupancy rate (%)	Yorkshire and Humberside region occupancy rate (%)
January	65	66
February	73	75
March	75	76
April	77	80
May	78	77
June	83	80

Month	National average occupancy rate (%)	Yorkshire and Humberside region occupancy rate (%)
July	84	84
August	80	80
September	83	84
October	80	80
November	78	79
December	73	72

~~13.9.15~~13.9.13 Based on the research undertaken to inform the assessment (the results of which are presented in **Section 13.4** above). there are approximately 1,544 bed spaces available within a 10km radius of the Order Limits.

~~13.9.16~~13.9.14 Using the occupancy rates outlined in **Table 13-10** above, the maximum occupancy rate occurs in the month of July and September at 84% of beds taken. Therefore, the total number of bedspaces taken during these peak periods is anticipated to be 1,297 bedspaces before any are taken by the Proposed Development's workforce.

~~13.9.17~~13.9.15 Based on an assumption that approximately 18 workforce staff will use temporary accommodation when considered against the average number of bedspaces used in previous years, accommodation rates within the region will not hit capacity during any months of the year.

~~13.9.18~~13.9.16 It is also likely to lead to a benefit for the owners of the accommodation as there will be a small but consistent uplift in the number of people wanting to stay in the area across the year, especially in the winter months when the number of visitors is lower than during the spring/summer/autumn periods.

~~13.9.19~~13.9.17 As the number of staff that may use local accommodation is expected to be low, the level of availability of accommodation for tourists wishing to visit the area is not likely to be significantly impacted. In addition, the construction phase is of a short to medium term and is temporary; therefore, any such impacts to accommodation availability would be expected to be short term in their duration and temporary in their nature. Therefore, the amount of temporary accommodation available for tourists is unlikely to be lower than the availability without the potential for workforce staff usage.

~~13.9.20~~13.9.18 In addition, it is likely that some accommodation providers would benefit from the influx in workforce staff to the area, particularly during the winter period, when uptake of temporary accommodation for tourist uses are generally lower. Again, such benefits would be short term and temporary in nature.

~~13.9.21~~13.9.19 The value (sensitivity) of occupancy rates within the study area is considered to be **medium**, as accommodation providers have some capacity to absorb or respond to change and may result in some perceptible socio-economic gain. The magnitude of impact (change) following additional mitigation, is **minor**, as the increased level of occupancy that may result from an influx of workforce staff to the area will likely mean that accommodation providers see an increase in revenue compared to previous years i.e. without such an increase in people wanting to stay in the area. Workforce staff would likely want to stay overnight throughout all times of year and therefore may provide more income during months that would normally see less occupants wanting to stay. Therefore, there is likely to be a temporary **slight beneficial** residual effect on occupancy rates as a result of an influx of workforce staff to the area, which is considered to be **not significant**.

~~13.9.22~~13.9.20 An influx of workforce staff to the area may result in a loss of accommodation availability for tourists. Any such impact will be short to medium term and temporary during the construction phase. It is further anticipated that workforce staff will require accommodation throughout the week but not at weekends. The weekend period is when the majority of tourists can most likely be expected to require accommodation and therefore effects to tourism as a result of changes to occupancy rates are not likely to coincide, as most tourists will be using the accommodation during different periods of the week. Therefore, the amount of temporary accommodation available for tourists is unlikely to be significantly reduced. The value (sensitivity) of occupancy rates within the study area is considered to be **medium** and the magnitude of impact (change), following additional mitigation, is therefore considered to be **minor**, resulting in a temporary **slight adverse** residual effect, which is considered to be **not significant**.

Community land and assets (Figham Common)

~~13.9.23~~13.9.21 The value (sensitivity) of users of Figham Common to a decrease in the amount of land available for use by the public is **medium** and the magnitude of impact (change) following additional mitigation is **minor**. Therefore, there is likely to be a direct, temporary, short term **slight adverse** residual effect on users of Figham Common following the implementation of additional mitigation measures, which is considered to be **not significant**. These findings also apply to users of Wilberforce Way.

Operation (including maintenance)

Walkers, cyclists and horse riders via impacts to public rights of way

~~13.9.24~~13.9.22 All existing public rights of way will be retained during the operation (including maintenance) of the Proposed Development, as the Proposed

Development design incorporates a minimum offset distance of 10m from all public rights of way, where reasonably practicable. Details of PRoW management during the operation (including maintenance) phase will be included in the Rights of Way and Access Management Plan.

~~13.9.25~~13.9.23 The Applicant is proposing to provide approximately 12.6km of permissive paths which will be available during the operation (including maintenance) phase, details of which can be found in **ES Volume 3, Figure 3.4: Indicative Environmental Masterplan [EN010157/APP/6.3]** and set out in the **Outline LEMP [EN010157/APP/7.5]**, which is secured as a requirement in **Schedule 2** of the **Draft DCO [EN010157/APP/3.1]**. These proposed permissive paths have been designed to retain and enhance recreational connectivity across the Site. By increasing and enhancing the permissive paths network, local residents and tourists from outside the area are more likely to utilise these links as they are more accessible.

~~13.9.26~~13.9.24 The value (sensitivity) of users of public rights of way is **medium** and the magnitude of impact (change) following additional mitigation is **minor**. Therefore, there is likely to be a direct, permanent, long term **slight beneficial** residual effect on users of public rights of way following the implementation of additional mitigation measures, which is considered to be **not significant**.

Agricultural land holdings

~~13.9.27~~13.9.25 The value (sensitivity) of agricultural landholders to a decrease in the amount of land available for farming is **high** and the magnitude of impact (change) following additional mitigation is **minor**. Therefore, there is likely to be a direct, permanent (as a worst-case), medium term **slight adverse** residual effect on agricultural operations following the implementation of additional mitigation measures, which is considered to be **not significant**.

~~13.9.28~~13.9.26 It has been determined that the likely level of residual effect is 'slight' because the landowners have reached an agreement with the Applicant for the lease of the land parcels for the duration of the Proposed Development. The two tenant farmers are to be compensated separately; therefore, the likely level of residual effect to tenant farmers is also 'slight'.

Businesses

~~13.9.29~~13.9.27 The residual effects to each of the businesses located within a 500m radius of the Order Limits are addressed in **Table 13-11** below.

Table 13-11: Residual effects to businesses during the operation (including maintenance) phase

Business	Residual effects
Meaux Livery	The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of this business, it is not expected that such a change to the visual environment will lead to any significant effects to this business.
SJS Motor Engineers	The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of this business, it is not expected that such a change to the visual environment will lead to any significant effects to this business.
Businesses located on Tokenspire Business Park: <ul style="list-style-type: none"> • Pink Dancewear • Roses of Beverley • CrossFit Barbaric • Alexander Ellis • Homeshop 3000 • Westlake Tapco • Fabrics UK Ltd • Crossroad Pantomimes • Sargen Electrical services 	The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of the businesses located at this business park, it is not expected that such a change to the visual environment will lead to any significant effects to these businesses.
Cottingham Caravan Storage	The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of this business, it is not expected that such a change to the visual environment will lead to any significant effects to this business.
Tudor Springs	The holiday park is located approximately 115m from the cable route that connects the Proposed Development to the National Grid Creyke Beck

Business	Residual effects
	<p>Substation. During the operation (including maintenance) phase, this cable will be buried underground and will not be identifiable. Therefore, there will be no effects associated with this cable.</p> <p>The solar infrastructure will be located within the main site located approximately 4.6km from the receptor. Given the height of the infrastructure and the distance from the receptor and the screening provided by intervening vegetation, significant effects as a result of visual changes are unlikely.</p>
The Beverley Barn	<p>This business is located 230m west of the cable route that connects the Proposed Development to the National Grid Creyke Beck Substation. During the operation (including maintenance) phase, this cable will be buried underground and will not be identifiable. Therefore, there will be no effects associated with this cable.</p> <p>The solar infrastructure will be located within the main site located approximately 3.1km from the receptor. Given the height of the infrastructure and the distance from the receptor and the screening provided by intervening vegetation, significant effects as a result of visual changes are unlikely.</p>
RW Solutions & Daughters	<p>The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of this business, it is not expected that such a change to the visual environment will lead to any significant effects to this business.</p>
Acer Glade Cars	<p>The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of this business, it is not expected that such a change to the visual environment will lead to any significant effects to this business.</p>
Bay Horse	<p>This business is located adjacent to the Order Limits on Black Tup Lane where highway improvement works may be required. During the operation (including maintenance) phase, these improvements will have been completed and therefore there will be no effects</p>

Business	Residual effects
	associated with this. The solar infrastructure will be located within the main site located approximately 1.5km from the receptor. Given the height of the infrastructure and the distance from the receptor and the screening provided by intervening vegetation, significant effects as a result of visual changes are unlikely.
Staal Smokehouse	The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of this business, it is not expected that such a change to the visual environment will lead to any significant effects to this business.
<u>Riston Plants</u>	<u>The potential operational effects of the Proposed Development primarily relate to changes in the visual environment as a result of the installation of infrastructure including solar arrays. This alteration to the existing views would be medium to long term. Given the nature of this business, it is not expected that such a change to the visual environment will lead to any significant effects to this business.</u>

~~13.9.30~~13.9.28 The value (sensitivity) of businesses is **medium** and the magnitude of impact (change) following additional mitigation is **negligible**. Therefore, there is likely to be a direct, permanent, long term **slight adverse** residual effect on businesses following the implementation of additional mitigation measures, which is considered to be **not significant**.

Employment

~~13.9.34~~13.9.29 The value (sensitivity) of employment is **medium** and the magnitude of impact (change) following additional mitigation is **negligible**. Therefore, there is likely to be a direct, permanent, long term **slight beneficial** residual effect on employment following the implementation of additional mitigation measures, which is considered to be **not significant**.

Occupancy rates as a result of an influx of workforce staff to the area

~~13.9.32~~13.9.30 The value (sensitivity) of accommodation providers to an increase in the number of service users is **medium** and the magnitude of impact (change) following additional mitigation is **negligible**. Therefore, there is likely to be a direct, permanent, long term, **slight beneficial** residual effect on accommodation

providers following the implementation of additional mitigation measures, which is considered to be **not significant**.

Decommissioning

~~13.9.33~~13.9.31 The likely level of effect during decommissioning is expected to be similar to or less than that experienced during construction and therefore the significance of effect during construction is expected to represent the level of effect during decommissioning i.e. all effects considered within this assessment are deemed to be **not significant**.

~~13.9.34~~13.9.32 It should be noted that the scale of direct and indirect socio-economic effects during decommissioning is not possible to assess quantitatively due to the uncertainty over the nature and costs of this activity.

13.10 Opportunities for enhancement

~~13.10.1~~ The provision of approximately 12.6km of permissive paths will increase and enhance the existing permissive paths and public right of way network within the local area, which will provide benefit to local residents and tourists alike.

13.11 Monitoring requirements

13.11.1 There are no monitoring requirements in relation to population.

13.12 Difficulties and uncertainties

13.12.1 The following difficulties and uncertainties have been encountered in undertaking the population assessment:

- This assessment has used third party data and statistics, some of which are subject to regular update. However, the Applicant considers that the data and statistics used in this assessment present a robust reflection of the existing baseline conditions. Any changes that may have occurred between the time the data and statistics were collected and the submission of the DCO Application are not considered to have adversely affected the Applicant's ability to undertake the assessment, nor indeed its conclusions.
- There are no standard technical significance criteria relating to the assessment of socio-economic effects. The assessment has been made against a benchmark of current socio-economic baseline conditions prevailing at, within, or around the appropriate spatial study area for each effect.
- As with any dataset, baseline data will always change over time. The most recent published data sources have been used in this assessment; however, it should be noted that in some instances this data may be older than the true baseline. This is an unavoidable limitation that is not considered to adversely impact the validity of the assessment undertaken to identify the likely significant socio-economic effects.
- Surveys have not been undertaken to record the number of users of the public right of way network that may be affected by the Proposed Development. Therefore, professional experience and judgement has been used to consider the potential number of walkers, cyclists and horse riders that may be present. It is not considered that this lack of primary data has adversely affected the Applicant's ability to undertake the assessment, nor indeed its conclusions.

13.13 Summary

13.13.1 A summary of this assessment is presented in **Table 13-12**. The value (sensitivity) of each receptor is identified alongside any relevant embedded

mitigation and the potential effects that could arise on those receptors. Any proposed additional mitigation measures are stated, and the magnitude of impact (change) and residual effects then assessed. Finally, any monitoring requirements are stated where applicable.

Table 13-12: Assessment summary

Receptor/ matter	Phase	Value (sensitivity)	Embedded mitigation	Potential effects (without additional mitigation)	Additional mitigation	Magnitude of impact (change)	Residual effect (with additional mitigation)	Monitoring requirement
Key: + = positive, - = negative, D = direct, I = indirect, ST = short term, MT = medium term, LT = long-term, P = permanent, T = temporary								
Walkers, cyclists and horse riders via impacts to public rights of way	Construction and decommissioning	Medium	Existing public rights of way within the study area may have to be temporarily diverted or stopped up.	Temporary closures of public rights of way during the construction phase.	N/A	Minor	Slight adverse (-) (D) (T) (ST) Not significant	N/A
Agricultural land holdings	Construction and decommissioning	High	N/A	Potential loss of land used for agricultural purposes.	N/A	Minor	Slight adverse (-) (D) (LT) (T) Not significant	N/A

Receptor/ matter	Phase	Value (sensitivity)	Embedded mitigation	Potential effects (without additional mitigation)	Additional mitigation	Magnitude of impact (change)	Residual effect (with additional mitigation)	Monitoring requirement
Businesses (Meux Livery, Tudor Springs, The Beverley Barn and Bay Horse)	Construction and decommissioning	Medium	N/A	There will be temporary impacts to businesses associated with adverse visual and noise impacts.	N/A	Minor	Slight adverse (-) (D) (T) (ST) Not significant	N/A
Employment (peak number of staff)	Construction and decommissioning	Medium	N/A	An increase in temporary construction related opportunities	N/A	Minor	Slight beneficial (+) (D) (ST) (T) Not significant	N/A
Employment (average number of staff)	Construction and decommissioning	Medium	N/A	An increase in temporary construction related opportunities	N/A	Negligible	Slight beneficial (+) (D) (ST) (T)	N/A

Receptor/ matter	Phase	Value (sensitivity)	Embedded mitigation	Potential effects (without additional mitigation)	Additional mitigation	Magnitude of impact (change)	Residual effect (with additional mitigation)	Monitoring requirement
							Not significant	
Occupancy rates as a result of an influx of workforce staff to the area	Construction and decommissioning	Medium	N/A	There will be a temporary increase in the uptake of temporary accommodation beds in the local area.	N/A	Negligible	Slight adverse (-) (D) (ST) (T) Not significant	N/A
Community land and assets (Figham Common)	Construction	Medium	N/A	There will be a temporary decrease in the amount of Figham Common available for use by the public.	N/A	Minor	Slight adverse (-) (D)(ST) (T) Not significant	N/A
Walkers, cyclists and horse riders via impacts to public	Operation (including maintenance)	Medium	N/A	Potential for permanent loss/disruption to public rights of way	N/A	Minor	Slight adverse (-) (D) (LT) (P)	N/A

Receptor/ matter	Phase	Value (sensitivity)	Embedded mitigation	Potential effects (without additional mitigation)	Additional mitigation	Magnitude of impact (change)	Residual effect (with additional mitigation)	Monitoring requirement
rights of way							Not significant	
Agricultural land holdings	Operation (including maintenance)	High	N/A	Potential loss of land used for agricultural purposes.	N/A	Minor	Slight adverse (-) (D) (LT) (P) Not significant	N/A
Businesses	Operation (including maintenance)	Medium	N/A	Temporary impacts to businesses associated with adverse visual and noise impacts.	N/A	Negligible	Slight adverse (-) (I) (LT) (P) Not significant	N/A
Employment	Operation (including maintenance)	Medium	N/A	An increase in construction related opportunities	N/A	Negligible	Slight beneficial (+) (D) (LT) (P)	N/A

Receptor/ matter	Phase	Value (sensitivity)	Embedded mitigation	Potential effects (without additional mitigation)	Additional mitigation	Magnitude of impact (change)	Residual effect (with additional mitigation)	Monitoring requirement
							Not significant	
Occupancy rates as a result of an influx of workforce staff to the area	Operation (including maintenance)	Medium	N/A	There will be an increase in the uptake of temporary accommodation beds in the local area.	N/A	Negligible	Slight adverse (-) (I) (LT) (P) Not significant	N/A

13.14 References

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- **Ref. 13-12:** INVEST East Yorkshire (2024). Agri Food and Bio Renewables. Available online: <https://investeastyorkshire.co.uk/agri-food-bio-renewables/#:~:text=The%20East%20Riding%20is%20home%20to%20over%20%2C000,of%20the%20Yorkshire%20and%20Humber%20region%E2%80%99s%20agricultural%20GVA>
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