Connah's Quay Low Carbon Power

Environmental Statement Volume II
Chapter 19: Socio-Economics, Recreation and Tourism

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19.1 Introduction

Overview

19.1.1 This chapter of the Environmental Statement (ES) presents an assessment of the likely significant environmental effects of the Connah's Quay Combined Cycle Gas Turbine (CCGT) fitted with Carbon Capture Plant (CCP) (hereafter referred to as the Proposed Development) with respect to Socio-Economics, Recreation, and Tourism during the construction, operation (including maintenance), and decommissioning phases of the Proposed Development. A description of the Proposed Development, including details of maximum parameters, is set out in **Chapter 4: The Proposed Development** (**EN010166/APP/6.2.4**).

19.1.2 This assessment has been delivered in line with the methodology set out in the Environmental Impact Assessment (EIA) Scoping Report (**Appendix 1-A: Scoping Report** (**EN010166/APP/6.4**)) and Planning Inspectorate (PINS) Scoping Opinion (**Appendix 1-B: Scoping Opinion** (**EN010166/APP.6.4**)).

19.1.3 This chapter is supported by the following figures (**EN010166/APP/6.3**):

- **Figure 3-3: Areas Described in the ES**;
- **Figure 19-1: Mapped 500 m, 1 km, and 2 km radii from the Order limits**;
- **Figure 19-2: Mapped 60-minute drive time radius from the Order limits**; and
- **Figure 19-3: Mapped 30-minute drive time radius from the Order limits**.

19.1.4 **Figure 3-3: Areas Described in the ES** (**EN010166/APP/6.3**) identifies the different components of the Order limits which are referenced throughout this chapter.

19.1.5 Reference is also made within this chapter to **Figure 15-5: Public Rights of Way** (**EN010166/APP/6.3**) and **Figure 14-1: Study Area Boundaries** (**EN010166/APP/6.3**).

19.1.6 This chapter is supported by the following appendices in **EN010166/APP/6.4**:

- **Appendix 1-A: Scoping Report**;
- **Appendix 1-B: Scoping Opinion**;
- **Appendix 2-B: Scoping Opinion Responses**;
- **Appendix 7-A: Legislative, Policy and Guidance Framework for Technical Topics**;

- **Appendix 19-A: List of Community Facilities Baseline Assessment**;
- **Appendix 19-B: List of Business Premises Baseline Assessment**; and
- **Appendix 19-C: Impact Assessment Methodology - Socio-Economics, Recreation and Tourism**.

19.1.7 A **Welsh Language Impact Statement** (**EN010166/APP/7.21**) has been prepared to provide a background on the demographics pertaining to Welsh speakers within the area surrounding the Order limits. It outlines relevant planning policies and details the measures/engagement which were carried out to enable participation in Welsh during the pre-application phase and to support the examination phase and considers the implications of the Proposed Development's consultation and application on the Welsh Language.

Legislation, Policy and Guidance

19.1.8 Legislation, planning policy, and guidance relating to socio-economics, recreation and tourism and pertinent to the Proposed Development are listed in **Table 19-1**. Further detail regarding these can be found in **Appendix 7-A: Legislative, Policy and Guidance Framework for Technical Topics** (**EN010166/APP/6.4**).

Table 19-1: Legislation, Planning Policy, and Guidance relating to Socio-Economics, Recreation and Tourism

Type	Legislation, Policy and Guidance
Legislation	• Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations) (Ref 19-1); • Environment (Wales) Act 2016 (Ref 19-2); • The Planning (Wales) Act 2015 (Ref 19-3); • Well-being of Future Generations (Wales) Act 2015 (Ref 19-4); • Welsh Language (Wales) Measure 2011 (Ref 19-5); and • Climate Change Act 2008 (Ref 19-6).
National Planning Policy	• The Overarching National Policy Statement (NPS) for Energy (EN-1) (Ref 19-7); • The NPS for Natural Gas Electricity Generating Infrastructure (EN-2) (Ref 19-8); • The NPS for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) (Ref 19-9); • The NPS for Electricity Networks Infrastructure (EN-5) (Ref 19-10); • Planning Policy Wales (PPW) (Ref 19-11); • Building Better Places (Welsh Government 2020) (Ref 19-12); • Future Wales: The National Plan 2040 (Welsh Government 2020) (Ref 19-13);

Type	Legislation, Policy and Guidance
	• Stronger, Fairer, Greener Wales - Net Zero Skills Action Plan (Welsh Government 2023) (Ref 19-14); • The Carbon Budget Order 2021 (Article 2) (HMSO) (Ref 19-15); • Ten Point Plan for a Green Industrial Revolution (2020) (Ref 19-16) • Net Zero Wales Carbon Budget 2 (2021-25) (Welsh Government 2021) (Ref 19-17); • Welcome to Wales - Priorities for the visitor economy 2020-25 (Welsh Government 2017) (Ref 19-18); • Welsh Government Economic Resilience and Reconstruction Mission (Welsh Government 2021) (Ref 19-19); and • Future Wales – the National Plan 2040 (Welsh Government) (Ref 19-20).
Regional Planning Policy	• A Growth Vision for the Economy of North Wales (2016) (Ref 19-21); • North Wales Regional Economic Framework (2021) (Ref 19-22); and • North Wales Energy Strategy (2020) (Ref 19-23).
Local Planning Policy	• Flintshire County Council (FCC) Local Development Plan (LDP) (Theme: Delivering growth and prosperity) (2015-2030) (Ref 19-24); • The FCC: Council Plan (2023-28) (Ref 19-25); and • The Deeside Plan (2017) (Ref 19-26).
National Guidance	• Technical Advice Note (TAN) 13: Tourism (Planning Guidance Wales, 1997) (Ref 19-27); • TAN 16: Sport Recreation and Open Space (Planning Policy Wales, 2009) (Ref 19-28); • TAN 23: Economic Development (Welsh Government, 2015) (Ref 19-29); **Other Guidance**: • Additionality Guide (4th Edition) (Homes and Communities Agency (HCA), 2014) (Ref 19-30)[1]; • Research to Improve the Assessment of Additionality (Department for Business, Innovation and Skills (BIS), 2009) (Ref 19-31); and

[1] Although this document was officially withdrawn on 24th May 2022, without a replacement, it continues to serve as a cornerstone of best practice guidance for additionality benchmarks. The guide, while no longer officially endorsed, remains highly regarded within the industry due to its comprehensive framework and established benchmarks for assessing additionality. Its use ensures understanding of additional benefits beyond what would have happened without intervention, thereby maintaining standards of accountability and effectiveness in public and private sector initiatives alike.

Type	Legislation, Policy and Guidance
	• The Green Book – Appraisal and Evaluation in Central Government (HM Treasury, 2022 *updated 2024*) (Ref 19-32).

19.2 Consultation and Scope of Assessment

Consultation

Scoping Opinion

19.2.1 A request for an EIA Scoping Opinion was sought from the Secretary of State (SoS) through PINS in February 2024 as part of the EIA Scoping Process. The EIA Scoping Opinion was adopted on 20 March 2024 (**Appendix 1-B: Scoping Opinion** (**EN010166/APP/6.4**)).

19.2.2 **Appendix 2-B: Scoping Opinion Responses** (**EN010166/APP/6.4**) provides a summary of how comments raised by stakeholders to date in relation to socio-economics, recreation and tourism have been considered and actioned where appropriate.

19.2.3 **Table 19-2** below outlines how and where the EIA Scoping Opinion comments have been addressed within this chapter.

Statutory Consultation

19.2.4 Further consultation in response to formal pre-application engagement was undertaken through the Preliminary Environmental Information Report (PEIR), issued in October 2024. Responses to this statutory consultation are presented in the **Consultation Report** (**EN010152/APP/5.1**) and **Table 19-3** below outlines how and where these comments have been addressed within this chapter.

Targeted Consultation

Following Statutory Consultation changes were made to the heights of the proposed absorber and HRSG stacks and the Applicant undertook further targeted consultation. This consultation included a Supporting Information Report which detailed the environmental considerations associated with these changes. This Targeted Consultation was held between Thursday 8 May to Friday 6 June 2025. Responses to this targeted consultation are presented in the **Consultation Report** (**EN010152/APP/5.1**) and **Table 19-4** below outlines how and where these comments have been addressed within this chapter.

Additional Relevant Engagement

19.2.5 No technical engagement has been undertaken in relation to the socio-economics assessment outside of the EIA Scoping process and Statutory Consultation.

Table 19-2: Scoping Opinion Responses

Comment ID	Consultee	Comment	Response
3.11.1	PINS	'*The Scoping Report proposes to scope out an assessment of permanent disruption to traffic on the local and strategic road networks during the operation phase. Noting the comment made in relation to the scope of the traffic and transport aspect assessment in ID 3.3.1, the Inspectorate is content that disruption to traffic during operation is unlikely to result in a significant effect; however, the Applicant should consider any potential LSE from cumulative projects on the strategic road network. The Applicant is encouraged to discuss this and seek agreement from relevant consultation bodies*.'	As detailed in **Appendix 1-A: Scoping Report** (**EN010166/APP/6.4**) and **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**), an assessment of permanent disruption to traffic on the local and strategic road networks during the operation phase is scoped out of the assessment because there is not expected to be any likely significant effects. However, an assessment of cumulative effects with other developments is presented in **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**).
3.11.2	PINS	'*The Scoping Report identifies potential effects on visitor attractions and community facilities but does not specifically explain how these are proposed to be considered as part of the socio-economic assessment. The ES should set out a clear methodology and impacts on visitor attractions and community facilities should be assessed in the ES where significant effects are considered likely*.'	**Appendix 19-C: Impact Assessment Methodology - Socio-Economics, Recreation and Tourism** (**EN010166/APP/6.4**) has been prepared to provide a detailed methodology which considers the approach to assessing each receptor individually, explaining how any impact on visitor attractions and community facilities is assessed in terms of sensitivity and magnitude criteria. This approach has been followed in the ES presented in Section 19.6.
3.11.3	PINS	'*The Scoping Report identifies potential temporary and permanent effects on Public Rights of Way* [PRoW] *during the construction and decommissioning phases. The Scoping Report does not explain how impacts on PRoW are to be considered as part of the socio-economic*	**Appendix 19-C: Impact Assessment Methodology - Socio-Economics, Recreation and Tourism** (**EN010166/APP/6.4**) has been prepared to provide detailed methodology which considers each receptor individually, explaining how any impact on PRoW is assessed in terms of

Comment ID	Consultee	Comment	Response
		assessment methodology. Impacts on PRoW should be assessed in the ES where significant effects are likely and mitigation detailed.'	sensitivity and magnitude criteria. This approach has been followed in Section 19.6.
3.11.4	PINS	'*No reference is made to crime and safety in the Scoping Report. The ES should set out whether the characteristics of the Proposed Development are likely to have any significant effects on crime and safety and provide justification if it is proposed to scope this matter out. The ES should explain how any required security measures are secured*.'	As described in Section 19.3, professional judgement and experience of similar developments has resulted in the scoping out of impacts on crime and safety, as no significant effects are anticipated due to the nature of the Proposed Development and its location on existing operational site. This is further explained in Paragraph 19.2.8.
N/A	Flint Town Council	'*Opportunities to strengthen links of the project in particular the carbon capture and storage aspects of the Proposed Development and the links to STEM subjects with local secondary schools in the area (including Connah's Quay High School, Richard Gwyn and Flint High School in particular) as part of Uniper's outreach programme*.'	Section 19.6 of this chapter summarises the skills, education and training proposals under the Proposed Development.

Table 19-3: Statutory Consultee Responses

Consultee	Comment	Response
FCC	'*The submitted environmental statement will need to have regard for Planning Policy Wales (PPW) (edition 12, 2024) and any relevant legislation and guidance such as relevant Technical Advice Notes that is in force/adopted in Wales. Also the application should have regard to the respective and relevant policies within the Flintshire Local Development Plan (LDP) adopted by the Council on 24 January 2023*.'	The ES has been prepared having regard to the relevant National Policy Statements (EN-1, EN-2, EN-4 and EN-5) as well as PPW, the statutory development plan in Wales (Future Wales: The National Plan 2040) and FCC LDP. Legislation, planning policy, and guidance relating to this assessment and which are pertinent to the Proposed Development are listed in **Table 19-1** and are inclusive of the noted policy documents, legislation and guidance. Further detail regarding these can be found in **Appendix 7-A: Legislative, Policy and Guidance Framework for Technical Topics** (**EN010166/APP/6.4**).

Table 19-4: Feedback from Targeted Consultation

Consultee	Summary of Comment	Response
Flint Town Council	The Council expects: • Transparent, accountable mitigation strategies for all identified environmental risks—including noise and vibration (e.g., from pile driving) in relation to nearby Listed Buildings; • Clear summaries of these assessments for public understanding; – Full details of compensation mechanisms available to adversely affected residents and businesses, including: – How compensation will be calculated; – Who will administer the scheme; and – How the public will be made aware of it. Additionally, the Council requests: • Clarification on how often the project's environmental performance will be reviewed, and How local residents will be kept informed of those findings.	Details of all mitigation and monitoring proposed is included within the **Commitments Register** (**EN010166/APP/6.10**).
Flint Town Council	The Council wishes to express its strong reservations regarding the scale, impact, and transparency of the proposed development. Key concerns relate to emissions, health and environmental implications, and the adequacy of public and stakeholder engagement to date. The Council strongly objects to the potential visual impact of the development on local residents and landscapes. Particular concern centres on the introduction of 150-metre-tall chimneys, which will dominate the skyline and may significantly detract from the visual character of the surrounding area. The Council requests clarification on:	This chapter assesses the potential effects of the Proposed Development on local tourism. This includes assessment of accommodation capacity of the hotel, bed and breakfast and inns sector, which concludes all phases of development result in no significant effects, due to sufficient accommodation capacity (plus additional capacity in the private rental sector) to accommodate peak construction plus outage staff during construction and decommissioning, or the planned maintenance staff during the operational phase. The assessment also considers likely significant effects on visitor attractions in terms of amenity impact, which considers the

Consultee	Summary of Comment	Response
	• Why chimneys of this height are necessary and whether alternative, less visually intrusive options were considered. • Inclusion of a viewpoint from the Oakenholt Hall Conservation Area in the final Environmental Impact Assessment (EIA), specifically in the updated Appendix D of the Landscape and Visual Amenity Report. While the project team indicated that three 3D visuals would be included in the EIA, the Council remains unconvinced that the full scale of the visual impact has been adequately presented. The Council requests comprehensive, independently produced modelling from key residential and tourism-related viewpoints. Further clarity is also required on the likely effect of the development on local tourism and the adjacent coastal and rural environments, which are considered areas of special interest.	residual effect assessment conclusions of **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**), **Chapter 9: Noise and Vibration** (**EN010166/APP/6.2.9**), **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**) and **Chapter 15: Landscape and Visual** (**EN010166/APP/6.2.15**). This concludes no significant effects as no receptors (including visitor attractions) are found to experience multiple significant effects concurrently. **Appendix 19-C: Impact Assessment Methodology - Socio-Economics, Recreation and Tourism** (**EN010166/APP/6.4**) provides a detailed methodology sets out how the impact on visitor attractions is assessed in terms of sensitivity and magnitude criteria in Table 8. Overall, the assessment has considered the potential effects of the Proposed Development on local tourism. The conclusions, that effects are not significant, are based on the application of an established methodology and supported by evidence, including relevant topic assessments.

Scope of the Assessment

19.2.6 The scope of this socio-economics, recreation and tourism assessment is outlined in **Table 19-5.**

Table 19-5: Scope of the Assessment[2]

Scope	Construction Phase	Operational Phase	Decommissioning Phase
Local economy (direct, indirect, and induced impacts)	✔	✔	✔
Skills and training	✔	✔	✔
Temporary worker accommodation	✔	✔	✔
PRoW and;	✔	✔	✔
Severance	✔	**x**	✔
Agriculture and soils	✔	✔	✔
Local amenities (residential properties, business premises, community facilities, and visitor attractions)	✔	✔	✔
Development land	✔	✔	✔
Crime and safety	**x**	**x**	**x**

19.2.7 Severance effects in relation to the strategic road network, local roads, and links (operational phase) has not been considered within the scope of the assessment in this chapter as operational traffic effects were scoped out in the Scoping Report (**Appendix 1-A: Scoping Report** (**EN010166/APP/6.4**)) and although an assessment is presented in **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**), no likely significant effects are anticipated.

19.2.8 Professional judgement and experience of similar developments has scoped out impacts on crime and safety, as no likely significant effects are anticipated due to the nature of the project and its location on an existing operational site. This includes consideration of the likely established security measures and a controlled environment, reducing the likelihood of increased crime. This is underpinned by the delivery of a **Framework Construction Environment Management Plan** (**CEMP**) (**EN010166/APP/6.5**), which details specific mitigation measures and construction methodologies, including comprehensive health and safety protocols.

[2] ✓ Scoped in; **x** Scoped out

19.2.9 Assessment of temporary worker accommodation during the operational phase considers the planned maintenance outages, which are likely to occur approximately once every four years (per unit).

19.3 Assessment Methodology

19.3.1 This section sets out the methodology for the assessment of the socio-economics, recreation and tourism impacts of the Proposed Development.

Sources of Information

19.3.2 The following sources of information have been used to inform the baseline and assessment presented within this chapter.

19.3.3 Relevant policy has been considered at the local, regional and national levels to identify the key socio-economic, recreation and tourism issues of relevance to the Proposed Development.

19.3.4 Baseline data illustrating the existing socio-economic conditions within and surrounding the Order limits, including employment and the economy, has been collected through a desk-based research exercise using publicly available sources, documents, and web-based applications. These sources are listed below:

- 2021 Census (Office for National Statistics (ONS))[3] (Ref 19-33);
- 2023 Business Register and Employment Survey (BRES) (Ref 19-34);
- 2019 Welsh Indicator of Multiple Deprivation (Ref 19-35);
- StatsWales (Welsh Government) (Ref 19-36);
- FCC Public Rights of Way Map (Ref 19-37);
- Predictive Agricultural Land Classification Map (Welsh Government) (Ref 19-38);
- FCC Local Development Plan and Land Allocation Map (Ref 19-39);
- Satellite Imagery (Google Earth) (Ref 19-40);
- Visit Wales (Ref 19-41);
- Population Projections (Welsh Government / ONS) (Ref 19-42);
- CoStar (Ref 19-43);
- 2024 Claimant Count (ONS) (Ref 19-44); and
- Regional gross value added (balanced) by industry: all ITL region (Office for National Statistics) (Ref 19-45).

[3] The ONS cautioned that the national lockdown as a result of the covid-19 pandemic will have impacted the data recorded in the 2021 Census. While the pandemic did influence certain aspects of the data, such as employment, mobility, and living arrangements, the Census offers invaluable insights into demographic trends, social conditions, and economic factors.

Additionality Assumptions

19.3.5 Additionality is the extent to which something happens because of an intervention that would not have occurred in the absence of the intervention and is applied to calculate the net additional impact. The economic impact of the Proposed Development is considered relative to a 60-minute drive time (car or road-based public transport) to or from the Proposed Development in any direction. In accordance with best-practice, this is considered a reasonable timeframe to use as a baseline within which workers would commute to the Proposed Development. This is further discussed in **Table 19-8** in Section 19.2.

19.3.6 Additionality has been calculated by considering the overall job gains to the area, then factoring in the level of leakage, number of displaced jobs and multiplier effects, such as supply chains and worker spending related jobs. These assumptions have been informed by the HCA Additionality Guide (Ref 19-27).

19.3.7 **Table 19-6** outlines the values that have been allocated within the construction, operational and decommissioning phases' additionality formula, enabling the tailored calculation of the net additional employment and economic impacts.

Table 19-6: Construction, Operational and Decommissioning Phases Economic Additionality Assumptions Scale

Additionality Factor	Value	Justification
Leakage (% of jobs that benefit those residents outside of the study area area).	55%	This is the proportion of jobs taken by people who live outside of the study area, defined as a 60-minute drive area. Based on professional judgment and other similar infrastructure projects, given the specialised nature of the construction, operation and maintenance roles, this has been estimated to be 55%.
Displacement (% of jobs that account for a reduction in related jobs in the study area).	25%	For the purpose of this assessment, a low level of displacement (25%) has been assumed, in line with the HCA Additionality Guide (Ref 19-27). This level of displacement reflects that there are expected to be some displacement effects, although these are only to a limited extent. This displacement level is assessed as appropriate for a construction project, as used in other comparable infrastructure projects.
Multiplier (further economic activity associated with the additional local income, supplier purchase and	1.5	The multiplier is a composite figure which takes into account both the indirect jobs created across the study area based on supply chain activity but also the induced employment created through increased

Additionality Factor	Value	Justification
longer-term development effects).		spending across the study area. The HCA Additionality Guide (Ref 19-27) provides a 'ready reckoner' of composite multipliers. The study area is likely to have 'average' supply linkages and induced effects based on the scale of its economy. Therefore, a 'medium' multiplier of 1.5 is determined from the HCA Additionality Guide to be the most appropriate measure.

Impact Assessment Methodology

19.3.8 **Chapter 2: Assessment Methodology** (**EN010166/APP/6.2.2**) provides a summary of the general impact assessment methodology applied in this ES. The following sections provide detail on the general methodology used to assess the potential impacts on socio-economic, recreation and tourism receptors. **Appendix 19-C: Impact Assessment Methodology - Socio-Economics, Recreation and Tourism** (**EN010166/APP/6.4**) includes the methodology for each impact assessed, providing detail relevant to each receptor to guide and inform the assessment.

19.3.9 There is currently no statutory guidance on the methodology for undertaking assessments of socio-economic, recreation and tourism effects. There is no accepted definition of what constitutes a likely significant (or not significant) socio-economic effect. It is recognised that 'significance' reflects the relationship between the sensitivity (or value) of the affected resource or receptor and the scale of impact (magnitude). As such, the significance of socio-economic effects has been assessed using the expert judgement of authors with professional experience in socio-economics, and relies on the following considerations:

- the sensitivity of a given receptor: the assessment takes account of the qualitative (rather than quantitative) 'sensitivity' of each receptor, particularly their ability to respond to change based on the given impacts of the Proposed Development; and
- the magnitude of the impact: this entails consideration of the size of the impact, for example, on people, businesses, users of PRoW, private properties, employees and development land in the context of the area in which impacts would be experienced.

19.3.10 The sensitivity of socio-economic receptors and magnitude of socio-economic impacts are assessed as high, medium, low or very low. These factors have then been combined to determine the consequent likely significance of the effect.

19.3.11 To determine the significance of effects of the Proposed Development, effects have been defined as beneficial; adverse; negligible; or no effect.

19.3.12 Duration of effect is also considered, with more weight given to permanent changes than to temporary ones. For the purposes of this assessment,

short-term effects are one year or less, medium-term effects are one to five years and long-term effects are for durations over five years.

19.3.13 Where an effect is assessed as being beneficial or adverse, the effect has been classified as major, moderate, minor or negligible. The assessment of significance is informed by considering the sensitivity of the receptor and the magnitude of impact as set out in **Table 19-7**. For the purposes of this assessment, only likely moderate and major effects which are beneficial or adverse are considered to be 'significant'. Effects identified as negligible or minor are 'not significant'.

Table 19-7: Classification of Effects Matrix

Magnitude of Impact	Sensitivity of Receptor			
	High	**Medium**	**Low**	**Very Low**
High	Major	Moderate	Moderate	Minor
Medium	Moderate	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very low	Minor	Negligible	Negligible	Negligible

19.3.14 Assignment of significance is carried out with consideration of embedded mitigation measures relevant to socio-economics, recreation and tourism. Embedded mitigation measures (including project design measures and best practice) are presented within Section 19.5. Details on additional mitigation measures and associated definitions can be found in Section 19.7.

Rochdale Envelope

19.3.15 The setting of design parameters using the Rochdale Envelope approach is described in **Chapter 2: Assessment Methodology** (**EN010166/APP/6.2.2**). The maximum parameters for the principal components of the Proposed Development are set out in the **Design Principles Document** (**EN010166/APP/7.8**) and are illustrated on the **Works Plans** (**EN010166/APP/2.4**) and the **Parameter Plans** (**EN010166/APP/2.5**). These parameters, together with assumptions regarding the future plans for the existing Connah's Quay Power Station set out in **Chapter 2: Assessment Methodology** (**EN010166/APP/6.2.2**) have been used to inform the representative worst-case scenario that has been assessed in this chapter, in order to provide a robust assessment of the impacts and likely significance of environmental effects of the Proposed Development at its current stage of design.

19.3.16 The Rochdale Envelope 'worst-case' approach to the assessment has been applied in the following two ways to ensure a robust assessment of likely significant effects:

- a minimum 'worst-case' scenario has been assessed for employment, skills and training impacts (i.e. number of jobs created level of training provision) as it is envisioned that these impacts would have a likely beneficial effect on the local economy; and

- a maximum 'worst-case' scenario has been assessed for all other impacts as these would have likely adverse effects.

Assessment Assumptions and Limitations

19.3.17 The assessment presented in this chapter is based on the available baseline and design information. Following the statutory consultation and subsequent evolution of the design and baseline data, a full and comprehensive assessment is presented in this chapter.

19.3.18 The assessment of the significance of effects has been carried out against a benchmark of current socio-economic baseline conditions prevailing around the Proposed Development, as far as possible within the limitations of such a dataset. The most recently available data sources have been used in this ES, although it should be noted that baseline data can be subject to a time lag between collection and publication. As with any dataset, these conditions may be subject to change over time which may influence the findings of the assessment.

19.3.19 Information on current land use from the site occupiers within the Order limits is required to determine existing employment generated within the existing site. In the absence of this information, good practice guidance and professional judgment has been applied.

19.3.20 Effects on local assets and land use during the construction, operation and decommissioning phases are based on technical assessments, taking into consideration the results from the relevant environmental studies that can act in combination to cause effects to occur. These studies comprise the assessments presented in **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**), **Chapter 9: Noise and Vibration** (**EN010166/APP/6.2.9**), **Chapter 15: Landscape and Visual Amenity** (**EN010166/APP/6.2.15**), and **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**). If multiple assessments identify likely significant effects on the same receptor or group of receptors, their potential to occur simultaneously is considered. If more than one adverse effect occurs at the same time, the potential for an in-combination likely significant effect on the receptor's amenity or enjoyment could occur.

19.3.21 To present a worst-case assessment, the simultaneous construction phase (detailed in **Chapter 5: Construction Programme and Management** (**EN010166/APP/6.2.5**)) is adopted for the socio-economic assessment. This timeframe of the main works phase is expected to take up to 3.5 years (with a further 1.5 years for commissioning), and, subject to development consent being granted, consent construction is anticipated to start as early as Quarter (Q)4 2026 but may start up to Q4 2031. This approach may mean the maximum number of jobs during peak construction has been overestimated to some extent. However, the overall amount of construction activity during the minimum construction period and therefore the associated employment and spending benefits of the Proposed Development overall would remain unchanged. The selection of this timeframe ensures assessment aligns with peak employment impact, limits overestimating job numbers, and aligns with experience of other comparable developments, reflecting the worst-case scenario.

19.4 Baseline Conditions and Study Area

19.4.1 This section describes the baseline environmental characteristics for the Construction and Operation Area and surrounding areas with specific reference to socio-economics and land use.

Study Area

19.4.2 The impacts of the Proposed Development with respect to socio-economics and land use are considered at varying spatial levels according to the likely extent of the effect under consideration. This approach is consistent with the HCA, now known as Homes England, guidance entitled 'Additionality Guide, A Standard Approach to Assessing the Additional Impact of Projects, 4th Edition' (Ref 19-27). **Table 19-8** presents the different receptors of the socio-economics, recreation, and tourism assessment for this ES, the geographical scale at which each component is assessed, and the rationale behind these geographical scales.

Table 19-8: Study Area for each receptor

Receptor	Geographical Study Area	Rationale for Study Area
Local economy (direct, indirect, and induced impacts)	60-minute drive area	Research by Chartered Institute of Personnel and Development (CIPD) found that 90% of national employees commuted for 60 minutes or less each way. This was reported by CIPD in the 2018 Employee outlook 'Employee views on working life'. The 60-minute drive area represents the principal labour market catchment area for the Proposed Development.
Skills and training	FCC Local Authority Area	Professional judgement and experience from other energy infrastructure developments in the UK.
Temporary worker accommodation	30 and 60-minute drive area (drive time estimated using GIS data, based on the Order limits)	Professional judgement and experience from other energy infrastructure developments in the UK.
PRoW and severance	Within, and up to 500 m radius from the Order limits including beyond this where routes extend outside this radius	Professional judgement and experience from other energy infrastructure developments in the UK.
Agriculture and soils	The Order limits	Professional judgement and experience from other energy infrastructure developments in the UK.
Local amenities - residential properties	500 m radius from the Order limits	Professional judgement and location of sensitive receptors for impacts arising from the Proposed Development as informed by other assessments.
Local amenities - business premises	500 m radius from the Order limits	Professional judgement and location of sensitive receptors for impacts arising from the Proposed Development as informed by other assessments.
Local amenities - community facilities	2 km radius from the Order limits	Professional judgement and location of sensitive receptors for impacts arising from the Proposed Development as informed by other assessments.

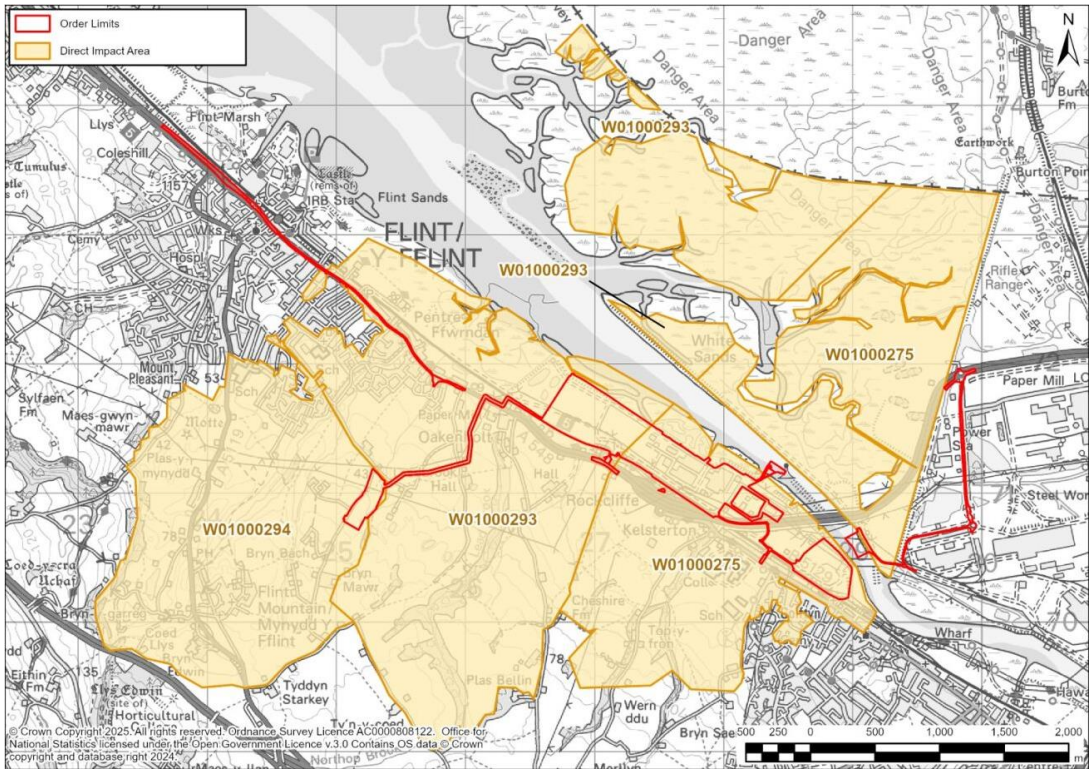
Receptor	Geographical Study Area	Rationale for Study Area
		Community facilities are likely to be accessed by residents from a wider catchment, especially in rural areas, owing to a tendency for provision to be sparse. A wider radius has been considered for this receptor in order to fully appreciate the effect of severance on access to these facilities.
Local amenities - visitor attractions	2 km radius from the Order limits	Professional judgement and location of sensitive receptors for impacts arising from the Proposed Development as informed by other assessments. Visitor attractions are likely to be accessed by residents from a wider catchment; thus, a wider radius has been considered for this receptor in order to fully appreciate the effect of severance on access to these facilities.
Development land	500 m radius from the Order limits	Professional judgement and experience from other energy infrastructure developments in the UK.

Existing Baseline

19.4.3 Potential effects arising from the Proposed Development are assessed relative to the following three geographies:

- the Direct Impact Area, defined using a best-fit approach, consisting of three Lower Layer Super Output Areas (LSOAs) in Flintshire: W01000293, W01000294 and W01000275[4] (**Plate 19-1**)[5];
- the Wider Impact Area, comprised of the FCC local authority area; and
- the national comparator, Wales.

Plate 19-1: Direct Impact Area



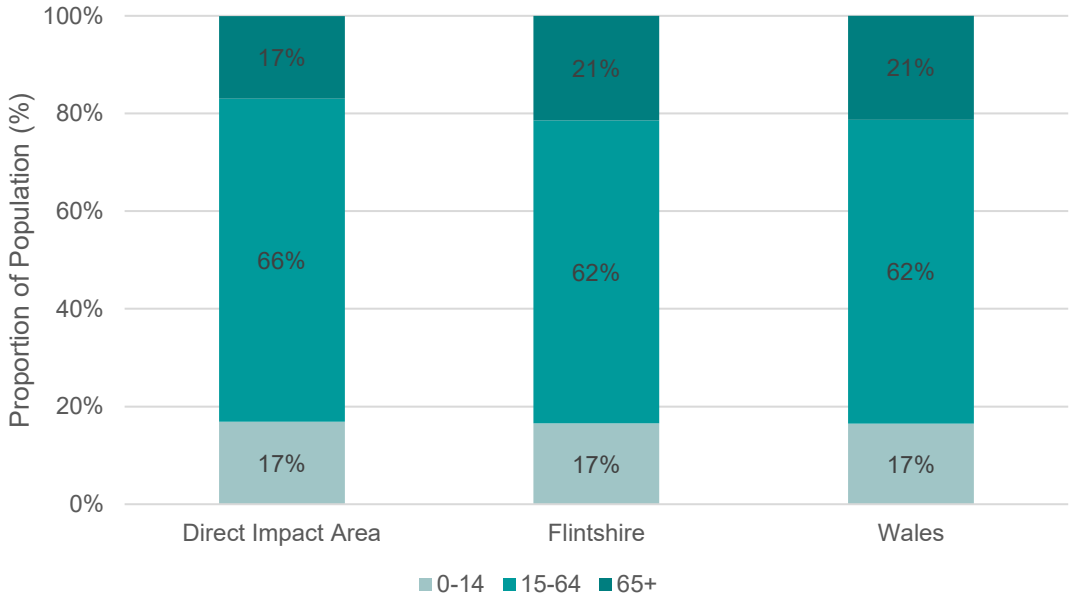
Local Economy

Population Demographics

19.4.4 The Census 2021 (Ref 19-33) provides data on populations and the age demographics within the study area. The population of the Direct Impact Area is 5,779, approximately 3.7% of Flintshire's 154,962 population and approximately 0.19% of Wales's 3,107,494 population. The Direct Impact Area exhibits the smallest proportion of individuals aged 65+ (17%), as well as the largest proportion of individuals aged 15 to 64 (66%), showcasing the large working-age population in the area. **Plate 19-2** visualises this data.

[4] Output Areas (OAs) are the lowest level of geographical area for census statistics and were first created following the 2001 Census. Lower layer Super Output Areas (LSOAs) are made up of groups of OAs, usually four or five. They comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons.
[5] Note: this direct impact area pertains to the Main Development Area for the purpose of demographic baseline. This excludes the Accommodation Work Areas.

Plate 19-2: Population Cohorts



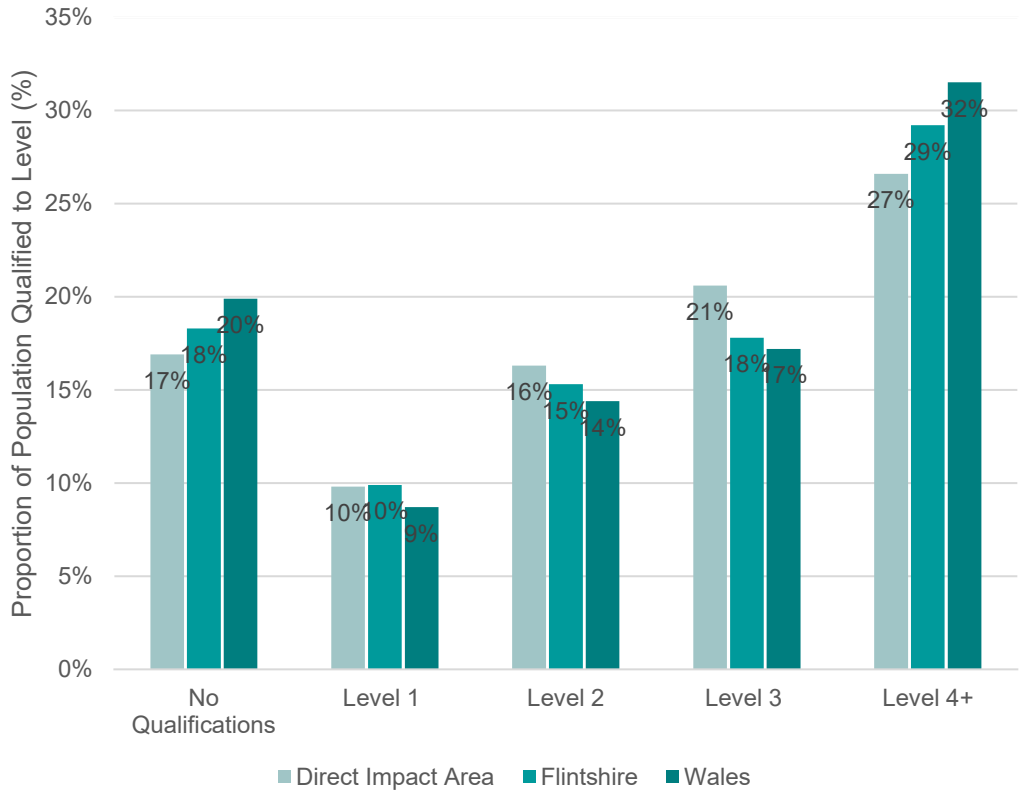
Source: Office for National Statistics, (2022); Census 2021.

Qualifications

19.4.5 **Plate 19-3** displays data from the 2021 Census on the levels of qualifications throughout the Direct Impact Area and the comparator geographies. The Direct Impact Area workforce is predominantly intermediate, featuring the highest proportion of individuals qualified to level 1[6] (10%), level 2 (16%) and level 3 (21%). It also has the lowest proportion of individuals qualified to level 4+ (27%), but on the other hand the lowest proportion of individuals with no qualifications (17%). This underscores a workforce that has a notable proportion of mid-level qualifications with fewer at the extremes. Flintshire shares a similar profile with the Direct Impact Area, with a relatively intermediate workforce. It ties for the highest percentage of individuals qualified at level 1 (10%), whilst surpassing the Direct Impact Area in the proportion of individuals qualified to level 4+ (29%). In contrast, Wales demonstrates a more polarized workforce, recording the highest percentages of individuals lacking qualifications (20%) and holding level 4+ qualifications (32%) among the three geographies. However, in the remaining qualification categories, it presents the lowest proportions, highlighting a stark divide within its workforce.

[6] https://www.gov.uk/what-different-qualification-levels-mean/list-of-qualification-levels

Plate 19-3: Qualifications



Source: Office for National Statistics, (2022); Census 2021

Economic Activity

19.4.6 In the Direct Impact Area, 65.6% of the population are economically active (i.e. in employment or waiting to start a job), surpassing both Flintshire (58.9%) and Wales (54.4%). Notably, the Direct Impact Area has the highest proportions of both full-time employees (44.2%) and part-time employees (13%) among the geographies, yet it also exhibits the lowest proportion of self-employed individuals (6.2%). Overall, the Direct Impact Area performs well in terms of economic activity, with the highest proportion of economically active individuals.

19.4.7 Unemployment rates varied slightly across the three regions; the Direct Impact Area and Flintshire reported the lowest unemployment rate at 2.3%, while Wales recorded a slightly higher rate of 2.5%. **Table 19-9** presents a comprehensive overview of the Census 2021 economic activity data for the study area.

Table 19-9: Economic Activity

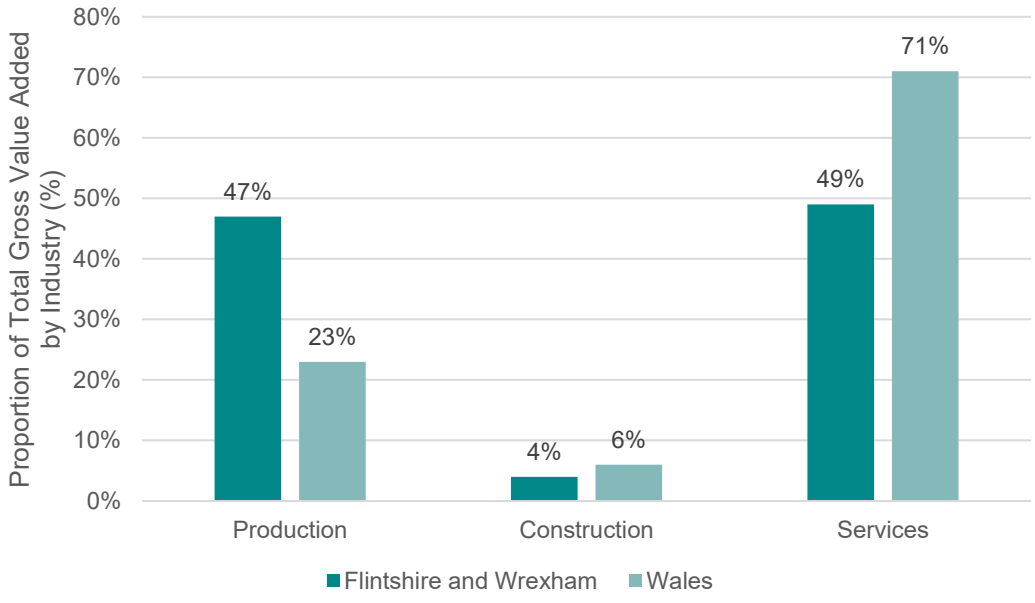
Economic Activity Indicator	Direct Impact Area	Flintshire	Wales
Economically Active (Excluding Full-time Students) (%)	65.6	58.9	54.4
Employee: Part-time (%)	13	11.9	11.8
Employee: Full-time (%)	44.2	37.3	31.9
Self-employed (%)	6.2	7.3	8.2
Unemployed (%)	2.3	2.3	2.5
Economically Active Full-time Student (%)	2	1.8	2.2
Economically Inactive (%)	32.3	39.4	43.5

Source: Office for National Statistics, (2022); Census 2021.

Gross Value Added

19.4.8 Data from the Office for National Statistics is only available for Flintshire and Wrexham combined for Gross Value Added (GVA). Wales demonstrates a significant reliance on services (Sectors G, H, I, J, K, L, M, N, O, P, Q, R, S, and T) (see **Table 19-10**), comprising 71% of its total GVA, compared to Flintshire and Wrexham's combined 49%. Conversely, production (encompassing Sectors A, B, C, D, and E) represents a higher share of total GVA in Flintshire and Wrexham compared to Wales, with percentages of 47% and 23% respectively. Construction (Sector F) contributes the smallest proportion to total GVA in both regions, accounting for 6% in Wales and 4% in Flintshire and Wrexham. **Plate 19-4** visualises this GVA data.

Plate 19-4: Gross Value Added



Source: StatsWales, ONS, (2021); gross value added in Wales by industry

Employment by Industry

19.4.9 Sector P (education) dominates employment in the Direct Impact Area, comprising a substantial 60.0% of its workforce. This is followed by Sector C (health) comprising 8.3% of total employment. In contrast, Sector P (education) employs only 8.8% of Wales's workforce and 6.3% of Flintshire's. Sector C (manufacturing) is a much larger industry in Flintshire and Wales, taking up 26.8% and 10.7% of employment respectively, in comparison to only 3.3% in the Direct Impact Area. More data on industry employment can be found in **Table 19-10**.

Table 19-10: Employment by Industry

Industry	Direct Impact Area	Flintshire	Wales
Agriculture, forestry & fishing (A) (%)	0.0	0.5	1.1
Mining, quarrying & utilities (B,D and E) (%)	6.7	1.4	1.5
Manufacturing (C) (%)	3.3	26.8	10.7
Construction (F) (%)	6.7	5.6	5.1
Motor trades (Part G) (%)	0.3	1.4	1.5
Wholesale (Part G) (%)	0.7	3.2	2.3
Retail (Part G) (%)	2.7	7.0	8.8
Transport & storage (incl. postal) (H) (%)	0.3	4.2	3.2
Accommodation & food services (I) (%)	0.7	7.0	8.7
Information & communication (J) (%)	0.3	1.4	2.3
Financial & insurance (K) (%)	0.0	0.7	2.5
Property (L) (%)	0.0	0.7	1.4
Professional, scientific & technical (M) (%)	2.3	7.0	5.0
Business administration & support services (N) (%)	3.3	8.5	7.3
Public administration & defense (O) (%)	0.0	5.6	8.6
Education (P) (%)	60.0	6.3	8.8
Health (Q) (%)	8.3	8.5	17.1
Arts, entertainment, recreation & other services (R,S,T and U) %	2.7	2.8	4.2

Source: Office for National Statistics, (2023); Business Register and Employment Survey

Occupations

19.4.10 In the Direct Impact Area, 14.7% of the population work in professional occupations (SOC code 2) and 13.2% in process, plant and machine operation occupations (SOC code 8). Comparatively, only 10.5% of Flintshire and 7.9% of Wales worked in process, plant and machine operation occupations; however, 16.5% of Flintshire and 18.2% of Wales worked in professional occupations. A full summary of the differences in occupations in the geographies can be found in **Table 19-11**.

Table 19-11: Occupations

SOC Group	Occupations	Direct Impact Area	Flintshire	Wales
SOC 1-3	1: Managers, directors and senior officials (%)	9.9	10.9	10.5
	2: Professional occupations (%)	14.7	16.5	18.2
	3: Associate professional and technical occupations (%)	12.1	11.7	11.8
SOC 4-6	4: Administrative and secretarial occupations (%)	9.3	9.4	9.4
	5: Skilled trades occupations	12.0	12.2	12.2
	6: Caring, leisure and other service occupations (%)	10.2	9.9	11.2
SOC 7-9	7: Sales and customer service occupations (%)	7.7	7.9	8.4
	8: Process, plant and machine operatives (%)	13.2	10.5	7.9
	9: Elementary occupations (%)	11.1	10.9	10.5

Source: Office for National Statistics (2022); Census 2021.

Deprivation

19.4.11 Flintshire overall has three LSOAs in the most deprived 10% of areas, and eleven in the most deprived 20% across Wales. The Welsh Index of Multiple Deprivation scores range from 0 to 100, with 0 being the least deprived and 100 the most. The average score in Flintshire is 15.7; the LSOAs in the Direct Impact Area score 6, 10.1 and 23.5. Therefore, the Direct Impact Area as a whole falls in line with the average, with a slightly lower score of 13.2.

Local Receptors

19.4.12 Assessment of receptors considers those in the vicinity of the Order limits, which includes the additional Abnormal Indivisible Load (AIL) routes to be used for delivering abnormal loads to the site (referred to as the Accommodation Work Areas). This includes road routes and marine ports (Connah's Quay North and a small area of the Port of Mostyn). It should be

noted that these areas are included for the transportation of materials / equipment to site (e.g. via vessel, or roads)[7].

[7] This includes receptors relating to open space, visitor attractions, community facilities, residential areas, business premises, and PRoWs.

Open Space

19.4.13 There are multiple publicly accessible open spaces within 500 m of the Order limits, displayed in **Table 19-12**.

Table 19-12: Open Space

Open Space	Approximate Size (hectares (ha))	Approximate Distance from Site (m)
Order limits (Excluding the Accommodation Work Areas)		
Unnamed park next to Ffordd Dewi Road in Oakenholt	2.07 ha	450 m
Unnamed park on Chester Road, next to Leadbrook Drive entrance	0.13 ha	220 m
Unnamed park on Chester Road, next to Bennetts Row junction	0.11 ha	480 m
Kelsterton Cemetery	3.11 ha	300 m
Deeside College Field	2.7 ha	50 m
Deeside College space/field	0.79 ha	230 m
Connah's Quay High School	0.18 ha	450 m
Blueskiving Park	0.19 ha	200 m
Golftyn Park	1.44 ha	60 m
St Mark's Church	0.27 ha	370 m
Area off Wales Coast Path	0.19 ha	370 m
Connah's Quay Cemetery	2.32 ha[8]	500 m
Playground off Church Street	0.03 ha	150 m
Playground off Leighton Court	0.015 ha	480 m
Accommodation Work Areas		
Pentre Recreation Ground	-	50 m
Pen Goch Hill	-	500 m
Clwyd Avenue Play Area	-	20 m
Greenfield Dock	-	470 m

[8] Part of the Connah's Quay Cemetery overlaps the 500 m boundary; approximately 0.92 Ha lies within the boundary.

Public Rights of Way and Severance

19.4.14 A number of PRoWs have been identified within 500 m of the Proposed Development (including Accommodation Work Areas) using FCC's Public Rights of Way map (Ref 19-37). The PRoWs identified crossing the Order limits are:

- 404/67/10 – a 416 m footpath beginning from Leadbrook drive and ending by connecting to PRoW 404/66/10, passing through the Proposed CO_2 Connection Corridor;
- 404/66/10 – a 326 m footpath intersecting the field parcel containing the Proposed CO_2 Connection Corridor, forming a link between Allt-Goch Lane and the farm access road forming the northern boundary of the field parcel; and
- 404/66/20 – a 502 m footpath formed after 404/66/10 and 404/67/10 connect, crossing the Order limits of the Proposed CO_2 Connection Corridor, ending at Allt-Goch Lane.

19.4.15 PRoW which are within 500 m of the Order limits but do not cross it are as follows:

- 404/68/10, 404/58/20, 404/58/10, 404/51/10, 404/51/20, 404/69/10, 302/1/30, 302/43/10, 302/28/10, 302/42/10, 302/28/30, 302/27/10, 404/72/20 404/56/10, 404/56/20, 302/28/20, 404/48/10, 404/80/10, 404/80/40, 404/47/10, 404/80/20, 404/43/10, 404/87/10, 404/86/10, 404/87/20, 404/87/30, 404/88/10, 404/89/10, 404/77/10, 404/36/10, 404/75/10, 407/39/10, 404/76/20, 407/2/10, 407/1/20, 407/38/20, 407/38/10, 407/6/80, 407/6/100, 407/6/40, 407/6/70, 407/34/30, 407/6/30, 407/6/50, 407/6/60, 407/42/10, 407/36/10, 407/37/20, 404/37/10, 407/37/30, 407/43/10, 407/70/10, 416/76/20, 416/76/10, 416/77A/10, 407/69/10, 407/70/10, 416/68/10, 416/68/20, 416/68A/10, 416/68B/10, 416/67B/10, 416/73/10, 416/72/10, 416/67/10, 416/67/30, 416/66/30, 416/67/20, 416/67A/10, 416/984, 416/69/10, 416/64/10, 416/63/10, 416/63/20, 416/62/10, 407/69/20, 407/69/30, 416/63/40, 416/63/30, 416/106A/10, 416/104A/10, 416/105A/10, 416/103/10, 416/103/20, 416/103A/20, 416/103B/10, 416/103A/10, 416/103/30, 416/107/30, 416/108/10, 416/107/10, 416/107A/10, 416/108/20, 416/102/10, and 302/32/10.

19.4.16 Further information on each of these routes is provided in **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**) and illustrated in **Figure 15-5: Public Rights of Way** (**EN010166/APP/6.3**).

19.4.17 **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**) also provides an overview of the highway network in the area.

Agriculture and Soil

19.4.18 There is a need to minimise the use of best and most versatile (BMV) agricultural land, which is classification grades 1, 2, and 3a, however development is not prohibited from being located on BMV agricultural land. Under the Agricultural Land Classification (ALC) system, Subgrade 3a land would form BMV whereas Subgrade 3b would not.

19.4.19 This section is informed by assessment within **Chapter 14: Geology and Ground Conditions** (**EN010166/APP/6.2.14**). **Figure 14-1: Study Area Boundaries** (**EN010166/APP/6.3**) defines the areas within the Order limits considered for assessment of agriculture and soils. This includes:

- the Main Development Area ; and
- the Proposed Connection Corridor.

19.4.20 An ALC survey was undertaken in November 2024 of the agricultural fields within the Main Development Area in accordance with the Agricultural Land Classification of England and Wales – Revised Guidelines and Criteria for Grading the Quality of Agricultural Land (Ref 19-38). Further information can be found in **Appendix 14-D: ALC Report** (**EN010166/APP/6.4**).

19.4.21 In Wales, predictive ALC is available via the Welsh Government's DataMap Wales (Ref 19-39). The map has been used to determine the classification of land within the Repurposed CO_2 Corridor and Proposed CO_2 Corridor. The division of ALC grades for agricultural land, urban land and non-agricultural land (typically trees and hedgerows) is provided in **Table 19-13**.

Table 19-13 Agricultural Land Classification (ALC) within Order limits

ALC Grade	Main Development Area (ha)	Proposed CO_2 Corridor area (ha)
2	0	1.5
3a	0	11.5
3b	28	0.7
5	0	0.4
Urban	0	0
Non-agricultural	2	1.0

19.4.22 The Subgrade 3a land dominates the Repurposed and Proposed CO_2 Connection Corridors. Survey data for soils of the Proposed Connection Corridor are available (Ref 19-46) and confirm the soils to be Subgrade 3a. Temporary disturbance of soils within the Proposed CO_2 Connection Corridors would be restored to the original ALC Grade.

Residential Properties

19.4.23 Within 500 m of the study area, there are individual and clusters of residential properties. The largest is in Connah's Quay centred around Church Street, approximately 100 m from the Order limits. The Village of Oakenholt is also within 500 m of the Order limits (approximately 180 m

away), with residential clusters around Leadbrook Drive and Chester Road. There are a few sparsely distributed residential and agricultural properties throughout the 500 m radius on Kelsterton Road, Papermill Lane and around the Proposed CO_2 Connection Corridor. However, the majority of the residential properties are concentrated around Connah's Quay and Oakenholt.

19.4.24 The Accommodation Work Areas pass nearby villages of Flint, Bagillt, Greenfield, and Mostyn. All of which have built-up residential settlements.

Business Premises

19.4.25 Businesses are considered to be all legal entities with definable establishments and employing persons within the impact area (legal entities are considered to include sole traders; partnerships; limited companies; public limited companies; social enterprises; public services). For the purposes of assessing the impacts on home-based businesses, all such businesses are considered to be ancillary to the main use as a residence unless evidence of actual employment in situ is identified. **Appendix 19-B: List of Business Premises Baseline Assessment** (**EN010166/APP/6.4**) showcases the businesses within 500 m of the Order limits.

19.4.26 The majority of business premises are concentrated around Connah's Quay and Oakenholt when assessing those in 500 m radius of the Order limits. The Accommodation Work Areas pass nearby villages of Flint, Bagillt, Greenfield, and Mostyn. All of which have clusters of business premises in towns and industrial estates.

Community Facilities

19.4.27 Community facilities are differentiated from businesses in that they provide services to individuals as well as employment, whereas businesses have been determined where the predominant potential impact is solely on employment (Ref 19-47). The Community Facilities also includes the educational facilities within 2 km from the Order limits. **Appendix 19-A: List of Community Facilities Baseline Assessment** (**EN010166/APP/6.4**) provides the full summary of facilities.

19.4.28 The majority of community facilities are concentrated around Connah's Quay and Oakenholt when assessing those in the vicinity of the Order limits. The Accommodation Work Areas pass nearby villages of Flint, Bagillt, Greenfield, and Mostyn. All of which have clusters of community facilities in town centre locations.

Visitor Attractions

19.4.29 The Deeside Naturalists' Society (DNS) Field Studies Centre is located within the Order limits which members currently access through the Main Development Area.

19.4.30 Within 2 km of the Order limits, there are two substantial visitor attractions: Flintshire Bridge and the Kathleen and May Heritage Centre. Flintshire Bridge, the largest asymmetrical cable stayed bridge in the UK, lies approximately 0.2 km from the Order limits. The Kathleen and May Heritage Centre is a popular museum, approximately 0.5 km away. Within the 2 km

area, there are also a variety of businesses and community facilities offering accommodation, food and beverages that serve the visitor economy.

19.4.31 In terms of the Accommodation Work Areas, there are various visitor attractions within the 2 km area. In Bagillt, this includes the Bagillt Estuary nature reserve, with facilities in Greenfield including the Greenfield Valley Heritage Park and historical landmark Basingwerk Abbey. In Mostyn, attractions include the Duke of Lancaster Ship, and Dry Bridge Lodge which are both historical landmarks in the area.

Temporary Accommodation

19.4.32 Analysis of the hotel, bed and breakfast and inns accommodation sector has been undertaken to assess the likely capacity against the demand from the potential peak construction workforce (1,600 personnel). This assessment considers the potential for adverse impacts due to demand for accommodation exceeding supply during the construction phase. Data on the number of rooms available within a 30 and 60-minute drive area in the hotel, bed and breakfast and inns accommodation sector has been sourced from CoStar, a property resource website (Ref 19-43). As of 2024, there are approximately 1,716 rooms in local hotel, bed and breakfast and inns accommodation within a 30-minute drive of the access points to the Main Development Area, as well as 28,287 rooms within a 60-minute drive of the Order limits as detailed in **Table 19-8** and demonstrated in **Figure 19-2: Mapped 60-minute drive time radius from the Order limits** and **Figure 19-3: Mapped 30-minute drive time radius from the Order limits** (**EN010166/APP/6.3**). This number has been adjusted in **Table 19-14** and **Table 19-15** below to reflect typical availability based on seasonal occupancy rates using 2024 data, as reported by Ref 19-41.

Table 19-14: Accommodation Capacity within a 30-Minute Drive of Access Points to the Main Development Area

Month	Typical Room Occupancy (%)	Inventory Rooms	Rooms Available After Existing Demand
January	47	1,716	909
February	56	1,716	755
March	59	1,716	704
April	63	1,716	635
May	69	1,716	532
June	71	1,716	498
July	76	1,716	412
August	80	1,716	343
September	75	1,716	429
October	66	1,716	583
November	56	1,716	755
December	60	1,716	686

Source: CoStar (2024), VisitWales (2024)

Table 19-15: Accommodation Capacity within a 60-Minute Drive of Access Points to the Main Development Area

Month	Typical Room Occupancy (%)	Inventory Rooms	Rooms Available After Existing Demand
January	47	28,287	14,992
February	56	28,287	12,446
March	59	28,287	11,598
April	63	28,287	10,466
May	69	28,287	8,769
June	71	28,287	8,203
July	76	28,287	6,789
August	80	28,287	5,657
September	75	28,287	7,072
October	66	28,287	9,618
November	56	28,287	12,446
December	60	28,287	11,315

Source: CoStar (2024), VisitWales (2024)

19.4.33 An analysis of the private rental sector has also been conducted using data from the Flintshire local authority area, as specific data for the defined 60-minute drive time study area is unavailable. According to the 2021 Census (Ref 19-33), Flintshire local authority area had 8,839 private rented properties. Vacancy rate data is only available across all tenures, with the ONS estimating that 5.2% of dwellings in Flintshire were unoccupied in 2021 (Ref 19-33). However, it is noted that not all vacant properties would necessarily be available for occupancy. The Census also provides insights into the capacity of the private rental sector based on the average number of rooms per property. In Flintshire, 6% of households had one bedroom, 22% had two bedrooms, 51% had three bedrooms, and 21% had four or more bedrooms (Ref 19-33).

Development Land

19.4.34 A shortlist of developments in the vicinity of the Order limits has been established which may result in cumulative effects for the Proposed Development. These developments reflect those that are the most substantially committed in the local area where there may be an interface with the Proposed Development. The full shortlist can be found in **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**), within Table 24-4. **Figure 24-1: Zones of Influence** (**EN010166/APP/6.3**) shows the location of the other proposed schemes in relation to the Proposed Development.

Sensitivity of Receptors

19.4.35 **Table 19-16** identifies the sensitivity of effects on socio-economic receptors identified within the baseline and assigns a sensitivity value based on the criteria highlighted in **Table 19-7** and using professional judgement and best-practice.

Table 19-16: Sensitive Receptors within the Existing Baseline

Impact	Sensitivity of Receptor
Local economy (direct, indirect, and induced impacts)	Varies due to type of employment activity - Low to Medium
Skills and training	Low to Medium
Temporary worker accommodation	Medium
PRoW and Severance	Low
Agriculture and soils	Varies based on classification
Local amenities - residential properties	Medium to high
Local amenities - business premises	Varies based on type of amenity - Low to Medium
Local amenities - community facilities	Varies based on type of amenity - Low to Medium
Local amenities - visitor attractions	Varies based on type of amenity - Low to Medium

Impact	Sensitivity of Receptor
Development land	Medium

Future Baseline

19.4.36 The assessment has considered 2040 as the future baseline year, in that it represents the latest potential opening year of the Proposed Development and maintains a reasonable degree of accuracy and reliability. The future baseline is anticipated to be largely the same as the existing baseline for socio-economics and land use. However, it would be reasonable to expect that the population will increase. According to ONS population projections (Ref 19-48), the population of Flintshire is forecasted to increase from 154,962 in 2021 to 161,258 in 2040, representing a 4.1% increase. Similarly, North Wales's population is expected to increase by 4.2% in the 2021-2040 period, rising from 686,893 to 715,913. The overall population of Wales is forecast to grow at a higher rate of 5.9%, from 3,107,494 in 2021 to 3,290,312 in 2040.

19.4.37 In terms of the local economy, it would be reasonable to expect that employment and GVA would increase, associated with the expected increase in population. It is expected that PRoWs will continue to be used. In terms of development land, other proposed schemes are expected to progress and has been considered to ensure a comprehensive assessment of collective impacts on the local environment and infrastructure businesses and community facilities may open and close however it is not expected that there will be any perceptible changes to the local economic baseline assessment and the Proposed Development should be assessed against current baseline conditions and policies. These changes are not considered to constitute significant changes to the baseline.

19.5 Development Design and Embedded Mitigation

19.5.1 The Proposed Development has been designed, as far as possible, to avoid or minimise adverse impacts and effects on socio-economics, recreation and tourism through the process of design development.

19.5.2 Primary mitigation measures are embedded within the Proposed Development, as set out in the respective chapters, to reduce other construction and operational effects (such as noise, air quality, transport, and landscape and visual) which in turn would mitigate the effects on the local community and existing facilities from a socio-economics, recreation and tourism perspective.

19.5.3 The following embedded mitigation measures have been incorporated into the Proposed Development design, with detailed proposals and locations to be submitted with the DCO Application:

19.5.4 The following standard construction practices are relevant to this assessment:

- a **Framework CEMP** (**EN010166/APP/6.5**) describes the specific mitigation measures to be followed to control and reduce impacts on the environment during the construction phase. The undertaker would

appoint one or more contractors for the construction of the Proposed Development, one of which would be appointed as Principal Contractor with overall responsibility for construction works and the final, detailed CEMP based on the **Framework CEMP** (**EN010166/APP/6.5**). The measures details include controls associated with:

  - earthworks and soil management;
  - noise and vibration;
  - dust generation; and
  - waste generation.

- all construction works would adhere to the Construction (Design and Management) Regulations 2015 (CDM Regulations 2015) (Ref 19-49); and
- the **Framework Construction Traffic Management Plan** (**CTMP**) (**EN010166/APP/6.6**) providing an overview of proposed construction (including AIL) traffic routes and associated management measures, (including parking and access requirements, and proposals for management of any affected PRoW).

19.5.5 The following standard decommissioning practices are relevant to this assessment:

- the Connah's Quay Low Carbon Power (CQLCP) Abated Generating Station is expected to operate for 30 years, with the majority of equipment designed for long-term use. Any future decision to extend its lifespan, would be subject to Uniper undertaking a financial investment decision based on a number of factors, such as safety and the regulatory requirements at that time.
- At the end of its operational life, the Proposed Development would be shut down and all above ground structures removed.' The permanent footprint associated with the CQLCP Abated Generating Station would then be suitably remediated as required to facilitate re-use; and
- a Decommissioning Plan (including Decommissioning Environmental Management Plan (DEMP)) would be produced with Natural Resources Wales (NRW) as part of the Environmental Permitting and site surrender process. The DEMP would consider in detail all potential environmental risks associated with the decommissioning works and contain guidance on how risks can be removed, mitigated or managed.

19.6 Assessment of Likely Impacts and Effects

19.6.1 Taking into account the embedded mitigation measures as detailed in Section 19.5 above, the potential impacts and effects of the Proposed Development have been assessed using the methodology as detailed in Section 19.3 of this chapter and **Chapter 2: Assessment Methodology** (**EN010166/APP/6.2.2**).

Construction Phase

Local Economy (direct, indirect, and induced impacts)

19.6.2 The estimated simultaneous phase construction period for the main works phase (civil, mechanical, electrical and integration works), is expected to last up to 3.5 years. This timeframe of the main works phase has been adopted for socio-economic assessment of local employment generation as it reflects the worst-case scenario (i.e. Rochdale Envelope) (see paragraph 19.3.21). Therefore, the likely effects would be of a medium-term temporary nature. Although these jobs are temporary, they represent a positive economic effect for a substantial period that can be estimated from the function of the scale of the type of construction.

19.6.3 It is estimated that the Proposed Development would require an average of 608 gross direct full-time employment (FTE) construction jobs on-site per day during this simultaneous phase construction period, with a peak workforce of 1,600. This is based on activities required and would fluctuate during the period therefore being both higher and lower than average at times.

19.6.4 In estimating construction employment generation, it is important to consider not just the gross effects of the Proposed Development, but also net effects considering leakage, displacement, and multiplier effects.

Leakage

19.6.5 Leakage effects are the benefits to those outside the study area, defined as a 60-minute drive area.

19.6.6 It is estimated that 45% of construction staff could be sourced from within a 60-minute drive area (study area), in accordance with assumptions and justification set out in **Table 19-6**. This would be subject to labour availability and take-up at the time of construction; however, it is considered to be a reasonable assumption on which to base this assessment. As such, 55% of construction staff would be likely to reside outside of this study area. This indicates that although a reasonably high proportion of employment opportunities would be retained in the effect area, a noticeable number of jobs would be taken up by people living outside of the study area. Whilst it is not a specific consideration of the assessment, it is noted that a larger proportion of the jobs taken up by people living outside the area would likely be in more specialised carbon capture professions owing to the scarcity of such resources within localised areas compared with less skilled professions.

19.6.7 An adjustment of 55% has therefore been applied to the estimated 608 gross direct construction jobs on-site on average during the construction period to estimate the jobs created within the study area. On this basis it is estimated that the Proposed Development would create 274 jobs for residents within the 60-minute drive area (study area) during construction.

Displacement

19.6.8 Displacement measures the extent to which the benefits of a development are offset by reductions in output or employment elsewhere. Any additional

demand for labour cannot simply be treated as a net benefit since it has the potential to displace workers from other positions and the net benefit is reduced to the extent that this occurs.

19.6.9 Construction workers typically move between construction projects when delays occur or to help the workforce meet construction deadlines. Due to the flexibility of the labour market, construction labour force displacement has been assumed to be low.

19.6.10 The HCA Additionality Guide (Ref 19-27) provides standards (or 'ready reckoners') for displacement. Within the context of a construction project in the study area, a low displacement factor for 25% is considered appropriate according to the HCA Additionality Guide (**Table 19-6**). This factor is a best practice approach in the absence of specific local information that might provide a defensible justification for a different level of displacement being used. Applying this level of displacement to the total 608 gross direct jobs results in a total net direct employment figure of 456 FTE jobs per annum in the 60-minute drive area (study area) during the construction period.

Multiplier Effect

19.6.11 In addition to the direct employment generated by the construction of the Proposed Development, there would be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth would arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, it is assumed that part of the income of the construction workers and suppliers would be spent in the Deeside area, generating further employment (in terms of induced or income multipliers).

19.6.12 The effect of the multiplier depends on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The HCA Additionality Guide (Ref 19-27) provides 'ready reckoner' composite multipliers (the combined effect of indirect and induced multipliers) to account for this as a best practice approach. For the study area, a medium multiplier effect of 1.5 has been considered appropriate in line with assumptions and justification set out in **Table 19-6**, which equates to 228 FTE indirect and induced jobs per annum in the 60-minute drive area (study area) (an additional 50% derived from the 456 FTE jobs) (**Table 19-6**).

Net Construction Employment

19.6.13 **Table 19-17** presents the temporary annual employment generated by the Proposed Development accounting for leakage, displacement and multiplier effects. The Proposed Development would support, on average, 683 total net jobs per day during the construction period. Of these, 308 jobs would be expected to be taken-up by residents within the 60-minute drive area (study area).

Table 19-17: Net Additional Construction Employment per annum from the Proposed Development

	Study Area (60-minute drive area)	Outside Study Area	Total
Gross Direct Employment	274	334	608
Displacement	-69	-84	153
Net Direct Employment	205	250	455
Indirect & Induced Employment	103	125	228
Total Net Employment[9]	**308**	**375**	**683**

Note: calculations may not sum up correctly due to rounding.

19.6.14 The sensitivity of the local economy to employment changes has been assessed as low, due to the low claimant count in the area (claimants are those who are unemployed and claiming job seekers allowance or other unemployment related benefits). In Flintshire, 3.4% of economically active residents aged 16+ in February 2024 were claimants, a lower proportion than the 4.2% in Wales in the same period (Ref 19-44). The direct, indirect and induced employment, expenditure and upskilling created from the construction of the Proposed Development has been judged in the context of the labour pool of construction workers in the study area (approximately 3,500 workers) (Ref 19-34). Taking this into account, the magnitude of the impact of construction employment generation in the 60-minute drive area (study area) has been assessed as medium, which results in a **minor beneficial** effect on the local economy (through employment generation). This is considered **not significant**.

Gross Value Added (GVA)

19.6.15 Applying the average gross direct value added per construction worker in the study area to the total number of construction workers generated from the Proposed Development gives the total GVA arising from the construction labour force during the period. Note that this has been calculated based on the compound average GVA per worker in the construction sector in Flintshire and Wrexham as the appropriate benchmark as data is published at this level rather than the more granular, LSOA-derived, study area.

19.6.16 In Flintshire and Wrexham, the average GVA per worker in the construction sector was approximately £73,053 in 2021, calculated by dividing the GVA in the Flintshire and Wrexham construction industry (£347 million in 2021) by the number of construction workers stated in the Business Register and Employment Survey (4,750 in 2021) (Ref 19-34). By applying this figure to the net direct construction workers (excluding multiplier)[10] generated by the Proposed Development, it is estimated that the construction workforce would directly contribute approximately £33.24 (£m) to the national economy, of

[9] Sum of Net Direct Employment and Indirect & Induced Employment
[10] Indirect and induced employment are not considered as these jobs are in non-construction industries with much lower GVAs e.g. retail. The total GVA of construction would therefore be larger than that included in the assessment.

which approximately £14.98 (£m) would likely be within the 60-minute drive area (study area), as shown in **Table 19-18**.

Table 19-18: Gross Direct Value Added per annum from the Proposed Development during the Construction Phase

	Study Area (60-minute drive area)	Outside Study Area	Total
GVA during the construction phase (£m)	14.98	18.26	33.24

Source: AECOM Calculations 2024

19.6.17 The impact of direct GVA generation from the construction phase on the local economy has been assessed as beneficial in the medium-term and of low impact magnitude. The low magnitude impact on the local economy, as a low sensitivity receptor, results in a **negligible** effect. This is considered **not significant**.

Temporary Worker accommodation

Peak Construction

19.6.18 Analysis of the hotel, bed and breakfast and inn accommodation sector has been undertaken to assess the likely capacity against the demand from the potential peak construction workforce. A simultaneous phase construction programme has been assumed for this ES (see paragraph 19.3.21) to present a worst-case scenario, where the peak workforce is 1,600.

19.6.19 The analysis indicates, considering existing seasonal demand and typical occupancy levels, that capacity is sufficient and that the workforce can be accommodated within existing provision in a 60-minute drive time study area of the Proposed Development. This is shown in **Table 19-19**. During peak seasonal occupancy (August), there would be 4,057 rooms (14% of the total 28,287 rooms) available after accounting for existing demand and the peak construction workforce of 1,600. This is a worst-case scenario, given that approximately 45% of the workforce would likely be living within a 60-minute drive time of the Order limits and therefore be home-based (i.e. would live sufficiently close-by to return home in the evenings rather than needing overnight accommodation).

19.6.20 Further analysis to identify accommodation within a 30-minute drive time radius indicates that at peak seasonal occupancy in August, there would need to be an extra 1,257 rooms to accommodate the full peak construction workforce (1,600) after the consideration of existing demand. This is shown in **Table 19-20**. This is very much a worst-case scenario, as previously stated approximately 45% of the workforce would likely be living within the study area and would be home-based. Accounting for the assumed 45% of workers who are home-based, there would be 880 peak workers requiring temporary accommodation. This would still result in an additional 537 rooms being necessary to accommodate the full peak workforce during peak occupancy within a 30-minute drive time.

19.6.21 In summary, this analysis demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of the Proposed Development's

construction workers could be accommodated in the hotel, bed and breakfast and inns accommodation sector within a 60-minute drive time of the Order limits.

19.6.22 There are also alternative accommodations that could also cater for a portion of any demand generated and therefore mitigate further any impact on accommodation provision. Specifically, an analysis of the private rental sector has also been conducted using data from the Flintshire local authority area. This approach represents a conservative estimate, as the defined study area of 60-minute drive time (for which data is not available) represents a broader geography. Based on 2021 data, Flintshire local authority area had 8,839 private rented properties. Vacancy rate data is across all tenures estimated that (5.2%) of dwellings in Flintshire were unoccupied in this period, noting that not all vacant properties would necessarily be available for occupancy. Taking a cautious approach and assuming 2.5%, 221 private rented properties would be available for construction workers. Multiplying the number of available properties by the average number of bedrooms per property in Flintshire as also recorded in 2021 (see 19.4.33), this equates to 632 vacant rooms. Given the peak construction workforce noted above (1,600), and under the worst-case scenario that each member of this workforce requires a room in a property, the private rental sector could accommodate a further 39.6% of the workforce.

19.6.23 Overall, given that there is sufficient capacity in the hotel, bed and breakfast and inns accommodation sector within a 60-minute drive time, and additional capacity in the private rental sector, local accommodation facilities are assessed to have low sensitivity. Due to the scale of the peak workforce, the impact magnitude of occupation of available rooms is assessed to be medium, which results in a **minor adverse** effect on temporary accommodation capacity within the 60-minute drive area. This is considered **not significant**.

Table 19-19: Accommodation Capacity within 60-minute drive time radius (peak construction)

Month	Room Occupancy (%)	Rooms Typically Available after Existing Demand	Construction Workers (Peak)	Remaining Rooms Available	Remaining Rooms Available (%)
January	47	14,992	1,600	13,392	47
February	56	12,446	1,600	10,846	38
March	59	11,598	1,600	9,998	35
April	63	10,466	1,600	8,866	31
May	69	8,769	1,600	7,169	25
June	71	8,203	1,600	6,603	23
July	76	6,789	1,600	5,189	18
August	80	5,657	1,600	4,057	14
September	75	7,072	1,600	5,472	19
October	66	9,618	1,600	8,018	28
November	56	12,446	1,600	10,846	38
December	50	11,315	1,600	9,715	34

Table 19-20: Accommodation Capacity within 30-minute drive time radius (peak construction)

Month	Room Occupancy	Rooms Typically Available after Existing Demand	Construction Workers (Peak)	Remaining Rooms Available	Remaining Rooms Available (%)
January	47	909	1,600	-691	-40
February	56	755	1,600	-845	-49
March	59	704	1,600	-896	-52
April	63	635	1,600	-965	-56
May	69	532	1,600	-1,068	-62
June	71	498	1,600	-1,102	-64
July	76	412	1,600	-1,188	-69
August	80	343	1,600	-1,257	-73
September	75	429	1,600	-1,171	-68
October	66	583	1,600	-1,017	-59
November	56	755	1,600	-845	-49
December	60	686	1,600	-914	-53

Peak Construction plus Operational and Outage Workers at Existing Connah's Quay Power Station

19.6.24 Further assessment considers the peak construction workforce for the Proposed Development, plus the operational and outage workforce required on the existing site during planned maintenance outages. It is envisaged that there could be approximately 300 additional temporary contractors / outage workers at the existing Connah's Quay Power Station at the same time as the peak construction workforce for the Proposed Development, resulting in a total of 1,900 personnel.

19.6.25 Following the methodology above, the analysis indicates that within a 30-minute drive time radius at peak seasonal occupancy in August, there would need to be an extra 1,557 rooms to accommodate the full peak construction workforce plus outage staff (1,900) after the consideration of existing demand (**Table 19-22**). This is very much a worst-case scenario, as previously stated approximately 45% of the workforce would likely be living within the study area and would be home-based. Accounting for the assumed 45% of workers who are home-based, there would be 1,045 personnel requiring temporary accommodation.

19.6.26 However, analysis indicates that capacity is sufficient and that the total construction and maintenance workforce can be accommodated within existing provision in a 60-minute drive time study area of the Proposed Development. During peak seasonal occupancy (August), there would be 3,757 rooms (13% of the total 28,287 rooms) available after accounting for existing demand and the 1,900 personnel (**Table 19-21**). This is also a worst-case scenario, considering the assumption that approximately 45% of the workforce would likely be living within a 60-minute drive time of the Order limits and therefore be home-based (i.e. would live sufficiently close-by to return home in the evenings rather than needing overnight accommodation).

19.6.27 As described in Paragraph 19.6.22, analysis of the private rental sector has also been conducted using data from the Flintshire local authority area which indicates there are 632 vacant rooms. Given the total peak construction workforce for the Proposed Development, plus the outage workers required on the existing site noted above (1,900), and under the worst-case scenario that each member of this workforce requires a room in a property, the private rental sector could accommodate a further 33.3% of this workforce.

19.6.28 Overall, given that there is sufficient capacity in the hotel, bed and breakfast and inns accommodation sector within a 60-minute drive time, and additional capacity in the private rental sector, local accommodation facilities are assessed to have low sensitivity. Due to the scale of the workforce (peak construction plus outage staff at the existing Connah's Quay Power Station), the impact magnitude of occupation of available rooms is assessed to be medium, which results in a **minor adverse** effect on temporary accommodation capacity within the 60-minute drive area. This is considered **not significant**.

Table 19-21: Accommodation Capacity within 60-minute drive time radius (peak construction plus outage staff for the Existing Connah's Quay Power Station)

Month	Room Occupancy (%)	Rooms Typically Available after Existing Demand	Construction Workers (Peak) plus Outage Staff for the Existing Connah's Quay Power Station	Remaining Rooms Available	Remaining Rooms Available (%)
January	47	14,992	1,900	13,092	46
February	56	12,446	1,900	10,546	37
March	59	11,598	1,900	9,698	34
April	63	10,466	1,900	8,566	30
May	69	8,769	1,900	6,869	24
June	71	8,203	1,900	6,303	22
July	76	6,789	1,900	4,889	17
August	80	5,657	1,900	3,757	13
September	75	7,072	1,900	5,172	18
October	66	9,618	1,900	7,718	27
November	56	12,446	1,900	10,546	37
December	60	11,315	1,900	9,415	33

Table 19-22: Accommodation Capacity within 30-minute drive time radius (peak construction plus outage staff for the Existing Connah's Quay Power Station)

Month	Room Occupancy	Rooms Typically Available after Existing Demand	Construction Workers (Peak) plus Outage Staff for the Existing Connah's Quay Power Station	Remaining Rooms Available	Remaining Rooms Available (%)
January	47	909	1,900	-991	-58
February	56	755	1,900	-1,145	-67
March	59	704	1,900	-1,196	-70
April	63	635	1,900	-1,265	-74
May	69	532	1,900	-1,368	-80
June	71	498	1,900	-1,402	-82
July	76	412	1,900	-1,488	-87
August	80	343	1,900	-1,557	-91
September	75	429	1,900	-1,471	-86
October	66	583	1,900	-1,317	-77
November	56	755	1,900	-1,145	-67
December	60	686	1,900	-1,214	-71

Skills and training

19.6.29 The Applicant is intending to pursue an arrangement with training provider TTE Technical UK (TTE), or any other suitable training provider, for apprentices to work on the Proposed Development. The current expectation for this is one apprenticeship per year during construction, equating to a maximum of nine. The Applicant is in the early stages of working with Coleg Cambria, Bangor University, and Wrexham University to align courses at nearby education facilities with skills required for the Proposed Development and other regional projects. Though no formal commitments have been reached as of this stage, suitable arrangements' are intended to be in place for construction and operation of the Proposed Development to benefit both local socio-economic needs and those of the Proposed Development. The assessment of significant effects presented in this chapter is not dependent on these potential initiatives coming forward and so the assessment has not taken such measures into account in determining the impact and classification of effect.

19.6.30 On this basis, the magnitude of impact on skills and training in the construction phase is assessed to be low. As described in paragraph 19.4.8, the skills/qualifications of the population in the Direct Impact Area is intermediate, therefore opportunities associated with skills and training are assessed to be of medium sensitivity. Overall, this results in a **minor beneficial** effect, which is considered to be **not significant**.

PRoW and Severance

19.6.31 Changes to journey times, local travel patterns, and certainty of routes for users would arise from the temporary closures and diversions of PRoWs. The majority of PRoWs within the Order limits would be retained during the construction phase and there would be no diversion; effects have only been assessed for PRoWs that would experience either temporary closures or diversions. As noted in Section 19.4, there is an extensive network of PRoW in the study area, including three PRoW that cross the Order limits and 94 PRoW within 500 m of the Order limits.

19.6.32 As stated in **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**), two PRoW (404/67/10 and 404/66/10 (including 404/66/20)) form part of the network around Little Leadbrook Farm linking Leadbrook Drive to Allt Goch Lane. Temporary disruption to users of both PRoWs would occur during construction, as it runs directly through the Proposed CO_2 Connection Corridor. It is anticipated that a temporary diversion of this PRoW route would be required that would follow a route within the same field, with the original routing reinstated following the nine month construction period. No permanent change to this PRoW is proposed.

19.6.33 Further information on effects associated with severance on PRoW 404/67/10 and 404/66/10 is provided in **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**). **Figure 15-5: Public Rights of Way** (**EN010166/APP/6.3**) showcases the PRoW network around the Order limits. Given that there is a large network of PRoWs and roads within the study area that could be used as substitutes in the case of PRoW closure, the PRoW network is assessed to have low sensitivity. While the scale of impact may not be extensive, factors such as potential disruptions to access, usage

patterns, or environmental considerations are still considered, therefore the impact magnitude of the temporary diversion is assessed to be medium. The medium magnitude impact on the low sensitivity PRoW network results in a **minor adverse** effect, which is **not significant**.

19.6.34 As stated in **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**), the majority of the strategic road network, local road network and links would experience a **minor adverse** severance effect during the construction phase of the Proposed Development. The road network is classified as medium sensitivity owing to the availability of alternative routes. The socio-economic impact of the severance effects is considered to be of low magnitude given the slight influence on travel patterns for road users. The low magnitude impact on the medium sensitivity receptor is considered result in a **minor adverse** effect on the road network, which is **not significant**.

Agriculture and soils

19.6.35 The Proposed Development has been designed to take account of the quality of agricultural land, such as positioning the permanent infrastructure.

19.6.36 As described in Section 14.6 of **Chapter 14: Geology and Ground Conditions** (**EN010166/APP/6.2.14**), the withdrawal of land from agricultural use would begin with construction activities at the Main Development Area and Proposed CO_2 Connection Corridor. The effects on the Proposed CO_2 Connection Corridor would be during the construction phase only and therefore would be temporary. In contrast, at the Main Development Area the effects would be both permanent and temporary effects associated with the use of the area as construction laydown and part of the area being within the operational footprint of the CQLCP Abated Generating Station.

19.6.37 Impacts relating to the handling, movement and temporary storage of soils, will be controlled through Soil Management Plan(s) (SMP(s)) to be included within the final CEMP(s). The **Framework CEMP** (**EN010166/APP/6.5**) provides outline details of what the SMP(s) would cover, including relevant guidance which should be followed.

19.6.38 Temporary effects at the Main Development Area would be use of agricultural land for construction laydown areas. Following completion of an ALC survey of the Main Development Area (**Appendix 14-E: Agricultural Land Classification Survey Report** (**EN010166/APP/6.4**)), the three agricultural fields, as shown on **Figure 3-3: Areas Described in the ES** (**EN010166/APP/6.3**), were confirmed to be ALC subgrade 3B, with no BMV present. On this basis, the sensitivity of users of agricultural land within the Main Development Area is assessed to be low, and the temporary nature of the works represents a low magnitude effect. This results in a **negligible** effect to users of the land, which is considered to be **not significant**.

19.6.39 The construction on the Proposed CO_2 Connection Corridor would involve the temporary removal of ALC Subgrade 3a soils from agricultural use, which is considered BMV. On this basis the sensitivity of users of agricultural land within the Proposed CO_2 Connection Corridor is assessed as medium. However, the loss would be for approximately nine months and the depth of the pipelines below the surface would allow continuation of agricultural operations after restoration. On this basis, this impact magnitude is

considered to be low. The temporary withdrawal from agriculture would represent low magnitude impact on the medium sensitivity receptor, resulting in a **minor adverse effect** to users of the land which is considered **not significant**.

19.6.40 There would be no impact (**no effect**) on the agricultural land within the Repurposed CO_2 Connection Corridor.

Local amenities

Residential properties, Business premises, Community facilities and Visitor attractions

19.6.41 There are no residential properties, business premises, visitor attractions or community facilities within the Order limits which would need to be demolished or which would be displaced in whole or in part by the Proposed Development.'

19.6.42 There is potential for noise, air quality, visual, and traffic effects arising from the construction of the Proposed Development to impact on the amenity of residents, businesses, users of community facilities and visitor attractions.' The sensitivity of all of these receptors is assessed to be medium, due to their importance and moderate potential to respond to noise, air quality, or visual effects which may affect the quality, performance, or visitor experience.

19.6.43 Taking into account the residual effect assessment conclusions of **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**), **Chapter 9: Noise and Vibration** (**EN010166/APP/6.2.9**), **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**) and **Chapter 15: Landscape and Visual** (**EN010166/APP/6.2.15**) relating to the construction activities, there are no receptors that would experience more than one significant adverse effect at the same time. Therefore, the magnitude of impact on the amenity of receptors during construction is considered to be very low. This represents a **negligible** effect on the amenity of receptors, which is **not significant**.

Development land

19.6.44 An assessment of the potential land take or loss of development land has been conducted. There are multiple planning applications or permissions within the vicinity of the Main Development Area, as outlined in Section 19.4, and set out in Table 24-4 in **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**). These proposed developments range from 0.1 km to 14.1 km in distance from the Main Development Area. An assessment of potential cumulative effects is provided in **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**), including impacts on the loss of development land due to shared land and infrastructure requirements.

19.6.45 The sensitivity of the development land is medium, taking into account its relative importance and the potential for substitution with alternative land. The magnitude of the is low, given the balance of infrastructure requirements. Therefore, the effect of the Proposed Development Site has the potential to be **minor adverse** (**not significant**).

Operation Phase

19.6.46 Impacts on socio-economics, recreation and tourism features during operation of the Proposed Development are outlined in this section. The assessments consider the embedded mitigation measures described in Section 19.5.

19.6.47 The earliest year of operation for the Proposed Development is anticipated to be 2030, under a simultaneous construction approach beginning in 2026. If construction was to be undertaken in a phased approach, the earliest year of operation is anticipated to be 2035. If a phased construction approach was undertaken at the latest possible time, assumed to be 2031, operation would be anticipated to occur in late 2040.

Local Economy (direct, indirect, and induced impacts)

19.6.48 The Proposed Development would generate long-term jobs once it is complete and operational. In estimating operational employment generation, it is important to consider not just the gross effects of the Proposed Development, but also net effects considering leakage, displacement, and multiplier effects, applying the assumptions as set out in **Table 19-6**. Employment loss associated with the closure of the existing Connah's Quay Power Station is not considered in this assessment as whilst it would not be able to operate alongside the CQLCP Abated Generating Station, it is not a loss associated with the Proposed Development and so is considered part of the future baseline.

19.6.49 It is estimated that to operate the Proposed Development there would be a gross number of 66 permanent FTE jobs. There could be an additional four FTE jobs for scaffolding/lagging, as well as various contractor jobs for small scale maintenance activities, however these are excluded from the assessment to present a worst-case scenario; only the 66 permanent workers are considered. In addition, during periods of outages there could be approximately 300 additional temporary contractors / maintenance workers in employment at the CQLCP Abated Generation Station. As these periods would only occur for a two month period every four years they have also been excluded from the assessment.

Table 19-23: Total Net Employment during Operation of the Proposed Development

	Study Area (60-minute drive area)	Outside Study Area	Total
Gross Direct Employment	30	36	66
Displacement	-8	-9	-17
Net Direct Employment	23	27	50
Indirect & Induced Employment	15	18	33
Total Net Employment[11]	**37**	**45**	**82**

Source: AECOM calculations (2024). Note calculations may not sum up correctly due to rounding.

19.6.50 The sensitivity of the local economy to employment changes has been assessed as low, due to the low claimant count in the area (claimants are those who are unemployed and claiming job seekers allowance or other unemployment related benefits). The direct, indirect and induced employment, expenditure and upskilling created from the operation of the Proposed Development has been judged in the context of the labour pool of workers in the study area. Within Flintshire, there are approximately 127,578 people, of which approximately 77,353 are economically active (Ref 19-33). Taking this into account, the impact magnitude of operational employment generation in the study area has been assessed as low, which results in a **negligible** effect. This is considered **not significant**.

Temporary Worker Accommodation

19.6.51 During planned maintenance outages, which are likely to occur approximately once every four years (per unit), it is envisaged that there could be approximately 300 additional temporary contractors / maintenance workers on Site, for approximately two months.

19.6.52 The analysis indicates, considering existing seasonal demand and typical occupancy levels, that capacity is sufficient and that the additional temporary contractors / maintenance workers workforce can be accommodated within existing provision in a 60-minute drive time study area of the Proposed Development. This is shown in **Table 19-24**. During peak seasonal occupancy (August), there would be 5,357 rooms (19% of the total 28,287 rooms) available after accounting for existing demand and the peak additional temporary contractors / maintenance workers of 300. This is a worst-case scenario, considering the assumption of the construction workforce that approximately 45% of the workforce would likely be living within a 60-minute drive time of the Order limits and therefore be home-based (i.e. would live sufficiently close-by to return home in the evenings rather than needing overnight accommodation).

19.6.53 Similarly, the additional temporary contractors / maintenance workers workforce can be accommodated within existing provision in a 30-minute drive time study area of the Proposed Development. This is shown in **Table**

[11] Sum of Net Direct Employment and Indirect & Induced Employment

19-25. During peak seasonal occupancy (August), there would be 43 rooms (3% of the total 28,287 rooms) available after accounting for existing demand and the peak additional temporary contractors / maintenance workers of 300. This is very much a worst-case scenario, as previously stated approximately 45% of the workforce would likely be living within the study area and would be home-based.

19.6.54 There are also alternative accommodations that could also cater for a portion of any demand generated and therefore mitigate further any impact on accommodation provision. Specifically, an analysis of the private rental sector has also been conducted using data from the Flintshire local authority area. As described in Paragraph 19.6.22, there are calculated to be 632 vacant rooms. Given the peak temporary contractors / maintenance workforce noted above (300), and under the worst-case scenario that each member of this workforce requires a room in a property, the private rental sector could accommodate the entirety of this workforce.

19.6.55 Overall, given that there is sufficient capacity in the hotel, bed and breakfast and inns accommodation sector within a 30 and 60-minute drive time, and additional capacity in the private rental sector, local accommodation facilities are assessed to have low sensitivity. Due to the scale of the peak temporary contractors / maintenance workforce, the impact magnitude of occupation of available rooms is assessed to be low, which results in a **negligible** effect on temporary accommodation capacity. This is considered **not significant**.

Table 19-24: Accommodation Capacity within 60-minute drive time radius (operational phase)

Month	Room Occupancy (%)	Rooms Typically Available after Existing Demand	Maintenance Workers (Peak)	Remaining Rooms Available	Remaining Rooms Available (%)
January	47%	14,992	300	14,692	52%
February	56	12,446	300	12,146	43
March	59	11,598	300	11,298	40
April	63	10,466	300	10,166	36
May	69	8,769	300	8,469	30
June	71	8,203	300	7,903	28
July	76	6,789	300	6,489	23
August	80	5,657	300	5,357	19
September	75	7,072	300	6,772	24
October	66	9,618	300	9,318	33
November	56	12,446	300	12,146	43
December	60	11,315	300	11,015	39

Table 19-25: Accommodation Capacity within 30-minute drive time radius (operational phase)

Month	Room Occupancy	Rooms Typically Available after Existing Demand	Maintenance Workers (Peak)	Remaining Rooms Available	Remaining Rooms Available (%)
January	47	909	300	609	36
February	56	755	300	455	27
March	59	704	300	404	24
April	63	635	300	335	20
May	69	532	300	232	14
June	71	498	300	198	12
July	76	412	300	112	7
August	80	343	300	43	3
September	75	429	300	129	8
October	66	583	300	283	17
November	56	755	300	455	27
December	60	686	300	386	23

Skills and training

19.6.56 As stated in 19.6.29, the Applicant is intending to pursue an arrangement with training provider TTE Technical UK (TTE), or any other suitable training provider, for apprentices to work on the Proposed Development. The current expectation for this is one apprenticeship per year during construction, equating to a maximum of 9. The Applicant is in the early stages of working with Coleg Cambria, Bangor University, and Wrexham University to align courses at nearby education facilities with skills required for the Proposed Development and other regional projects. Though no formal commitments have been reached as of this stage, suitable arrangements are intended to be in place for construction and operation of the Proposed Development to benefit both local socio-economic needs and those of the Proposed Development. The assessment of significant effects presented in this chapter is not dependent on these potential initiatives coming forward and so the assessment has not taken such measures into account in determining the impact and classification of effect. It is considered that the assessment of significance is not dependent on these potential initiatives and so the assessment has not taken such measures into account in determining the impact and classification of effect.

19.6.57 On this basis, the magnitude of impact on skills and training is assessed to be low. As described in paragraph 19.4.8, the skills/qualifications of the population of the Direct Impact Area is intermediate, therefore opportunities associated with skills and training are assessed to be of medium sensitivity. Overall, this results in a long-term **minor beneficial** effect on skills and training during the operational phase, which is considered to be **not significant**.

PRoW

19.6.58 Both PRoW 404/67/10 and 404/66/10 that would be temporarily closed and diverted during the construction phase would be re-opened following the completion of the Proposed CO_2 Connection Corridor. It is assumed that any diversions during construction would be closed after the reopening of the corresponding PRoW. Given this, there is **no effect**.

Agriculture and soils

19.6.59 As described in Section 14.6 of **Chapter 14: Geology and Ground Conditions** (**EN010166/APP/6.2.14**), impacts on agriculture and soil would occur during operation of the Proposed Development at the Main Development Area as a result of the permanent loss of agricultural land. Soil function of class 3b would be lost under the footprint of the Main Development Area (including areas of hard standing), which is approximately 28 ha of the agricultural land under a worst-case scenario. On this basis, the land is of low sensitivity due its classification, and of medium magnitude owing to the permanent land take and area of land required. This results in the withdrawal of land from agriculture being a **minor adverse** effect to land users, which is considered **not significant**.

19.6.60 Agricultural use of land within the Proposed CO_2 Connection Corridors will be possible throughout operation of the Proposed Development, resulting in **no effect**.

Local amenities

Residential properties, Business premises, Community facilities and Visitor attractions

19.6.61 There is potential for noise, air quality, visual and traffic effects arising from the operation of the Proposed Development to impact on the amenity of residents, businesses, users of community facilities and visitor attractions. The sensitivity of these receptors is assessed to be medium, due to their importance and moderate potential to respond to noise, air quality, or visual effects which may affect the quality, performance, or visitor experience.

19.6.62 Taking into account the residual effect assessment conclusions of **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**), **Chapter 9: Noise and Vibration** (**EN010166/APP/6.2.9**), **Chapter 10: Traffic and Transport** (**EN010166/APP/6.2.10**) and **Chapter 15: Landscape and Visual** (**EN010166/APP/6.2.15**) relating to the operational activities, there are no receptors that would experience more than one significant adverse effect at the same time. Therefore, the magnitude of impact on the amenity of receptors during operation is considered to be very low. This represents a **negligible** effect on the amenity of receptors, which is **not significant**.

Development land

19.6.63 An assessment of the potential land take or loss of development land has been conducted. There are multiple planning applications or permissions within the vicinity of the Proposed Development Site, as outlined in Section 19.4, and set out in Table 24–4 in **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**). These proposed developments range from 0.1 km to 14.1 km in distance from the Construction and Operational Area. An assessment of potential cumulative effects is provided in **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**), including impacts on development land due to shared land and infrastructure needs.

19.6.64 The sensitivity of the development land is medium, taking into account its relative importance and the potential for substitution with alternative land. The magnitude of the is low, given the balance of infrastructure requirements. Therefore, the effect of the Proposed Development Site has the potential to be **minor adverse** (**not significant**).

Decommissioning Phase

19.6.65 Impacts on socio-economics, recreation and tourism features during decommissioning of the Proposed Development are outlined in this section. It is assumed that the phase would be largely comparable to the construction phase, with impacts similar to that assessed throughout paragraphs 19.6.2 to 19.6.63. The assessments consider the embedded mitigation measures described in Section 19.5.

Local Economy (direct, indirect, and induced impacts)

19.6.66 The estimated duration of the decommissioning period is expected to be less than or similar to that of the main works phase of the construction period, being up to 3.5 years, and could be undertaken in phases. Therefore, the likely effects would be of a medium-term temporary nature (for the duration of decommissioning operations only). Although these jobs are temporary,

they represent a positive economic effect that can be estimated as the function of the scale and type of activities required to decommission the Proposed Development. It is assumed that the same number of jobs needed for construction would be necessary for decommissioning, averaging 608 gross FTE jobs on-site per day, with a peak workforce of 1,600, fluctuating throughout the period.

19.6.67 As such, the assessment presented through paragraphs 19.6.2 to 19.6.14 (including **Table 19-17)** should be read to inform the employment generation impacts for the decommissioning phase. This accounts for leakage, displacement and multiplier effects, as identified in the assessment for the construction period.

19.6.68 The sensitivity of the local workforce to employment changes in the decommissioning phase has been assessed as low, due to the low claimant count in the area (claimants are those who are unemployed and claiming job seekers allowance or other unemployment related benefits). In Flintshire, 3.4% of economically active residents aged 16+ in February 2024 were claimants, a lower proportion than the 4.2% in Wales in the same period (Ref 19-44). The direct, indirect and induced employment, expenditure and upskilling created from the construction of the Proposed Development must be judged in the context of the labour pool of construction workers in the study area (approximately 3,500 workers) (Ref 19-34). Taking this into account, the impact of decommissioning employment generation in the study area has been assessed as having a magnitude of medium, which results in a **minor beneficial** effect. This is considered **not significant**.

Employment loss following decommissioning (permanent long-term)

19.6.69 When the Proposed Development is decommissioned, the worst-case scenario is that the land is not redeveloped and the 66 jobs required during operation would be lost. Due to the low claimant count in the area (claimants are those who are unemployed and claiming job seekers allowance or other unemployment related benefits), the sensitivity of the local workforce to this employment loss has been assessed as low. The potential loss of 66 operational jobs after decommissioning has been assessed within the context of the local labour market. Within Flintshire, there are approximately 127,578 people and approximately 77,353 are economically active (Ref 19-33). The impact magnitude of the potential loss of jobs within an economically active population of 77,353 has been assessed as low, which results in a **negligible** effect. This is considered **not significant**.

Skills and training

19.6.70 No skills or training is anticipated during decommissioning. Opportunities associated with skills and training are therefore assessed to have **no effect**.

Temporary Worker Accommodation

19.6.71 Analysis of the hotel, bed and breakfast and inn accommodation sector, and the additional capacity in the private rental sector has been undertaken to assess the likely capacity against the demand from the potential peak decommissioning workforce. It has been assumed that the decommissioning workforce and programme would be the same as during construction, therefore consisting of a peak workforce of 1,600.

19.6.72 As such, the assessment presented through paragraphs 19.6.18 to 19.6.23 (including **Table 19-19**[12] and **Table 19-20**[13]) should be read to inform the local accommodation services assessment for the decommissioning phase. Effects would be **minor adverse**, and so **not significant**.

PRoW and Severance

19.6.73 Effects during decommissioning on relevant routes is assumed to reflect the scenario during the construction phase.

19.6.74 As the Proposed CO_2 Connection Corridor would be left in situ and limited, if any works would be required, it is assumed that PRoW 404/67/10 and 404/66/10 would not be closed or diverted. As such there would be no impact and **no effect**.

19.6.75 In terms of severance impacts on the strategic road network, local road network and links which could arise during the decommissioning phase of the Proposed Development, effects are likely to be similar or less than impacts during the construction phase. The assessment presented for the construction phase (paragraphs 19.6.31 to 19.6.34) would therefore be considered representative (or an overestimate) of the decommissioning phase. In summary, this represents a **minor adverse** effect which is classified as **not significant**.

Agriculture and soils

19.6.76 It is assumed that there would be no impact on agricultural land within the Proposed CO_2 Corridor because this would be left in situ and limited, if any, works undertaken. There would be **no effect**.

19.6.77 With regard to the Main Development Area, it is not foreseen that decommissioning of the Main Development Area would result in a return to agriculture and the impacts should be considered permanent. However, it is assumed that the construction laydown areas would be required for the decommissioning works and therefore the temporary loss of agricultural land would be as described in the construction assessment and would be **negligible**, and so **not significant**.

Local amenities

Residential properties, Business premises, Community facilities and Visitor attractions

19.6.78 Effects during decommissioning on local amenity is assumed to reflect the scenario during the construction phase.

19.6.79 As such, considering the discussion presented in **Chapter 8: Air Quality** (**EN010166/APP/6.2.8**), **Chapter 9: Noise and Vibration** (**EN010166/APP/6.2.9**), **Chapter 10: Traffic and Transport**

[12] **Table 19-19** showcases the accommodation capacity for the construction workforce. As the decommissioning workforce is assumed to be the same as construction, **Table 19-19** also shows accommodation capacity for the decommissioning workforce.
[13] **Table 19-19** showcases the accommodation capacity for the construction workforce. As the decommissioning workforce is assumed to be the same as construction, **Table 19-19** also shows accommodation capacity for the decommissioning workforce.

(**EN010166/APP/6.2.10**) and **Chapter 15: Landscape and Visual** (**EN010166/APP/6.2.15**), there are no receptors that would experience more than one significant adverse effect at the same time. Therefore, the magnitude of impact on the amenity of receptors judged to be of medium sensitivity during decommissioning is considered to be very low. This represents a **negligible** effect, which is **not significant**.

Development land

19.6.80 At the end of its operating life, development land impacts which could arise during the decommissioning phase of the Proposed Development are likely to be similar or less than impacts during the construction phase. On this basis, as set out in 19.6.44, the sensitivity of the receptor is medium, and the magnitude of the impact is low. Therefore, the effect of the Proposed Development has the potential to be **minor adverse** (**not significant**).

19.7 Additional Mitigation and Enhancement Measures

19.7.1 The Proposed Development would have no likely significant effects on socio-economics, recreation and tourism. No additional mitigation or enhancement is required.

19.8 Summary of Residual Effects

19.8.1 **Table 19-26**, **Table 19-27** and **Table 19-28** summarise the residual effects of the Proposed Development in relation to socio-economics, recreation and tourism. In summary there are no likely significant residual effects on the socio-economics, recreation and tourism receptors during the construction, operation (including maintenance) or decommissioning of the Proposed Development.

19.8.2 An assessment of socio-economic cumulative effects with other proposed developments that could interact with the effects of this Proposed Development is detailed in **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**). **Chapter 24: Cumulative and Combined Effects** (**EN010166/APP/6.2.24**) also assesses the in-combination effects of multiple effects on a single receptor.

Table 19-26: Summary of Residual Effects (Construction)

Receptor	Sensitivity (value)	Magnitude of Impact	Classification of Effect (prior to Additional Mitigation)	Additional Mitigation/Enhancement Measure	Magnitude of Impact after Additional Mitigation	Residual Effect
Local Economy (net construction employment)	Low	Medium	Minor beneficial (not significant)	N/A	Minor beneficial (not significant)	Minor beneficial (not significant)
Local Economy (GVA)	Low	Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)
Temporary worker accommodation (peak construction)	Low	Medium	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)
Temporary worker accommodation (peak construction plus maintenance workers on the existing site)	Low	Medium	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)
Skills and training	Medium	Low	Minor beneficial (not significant)	N/A	Minor beneficial (not significant)	Minor beneficial (not significant)
Severance (PRoW)	Low	Medium	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)

Receptor	Sensitivity (value)	Magnitude of Impact	Classification of Effect (prior to Additional Mitigation)	Additional Mitigation/Enhancement Measure	Magnitude of Impact after Additional Mitigation	Residual Effect
Severance (Local highway)	Medium	Low	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)
Users of Agricultural Land and Soils (Main Development Area)	Low	Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)
Users of Agricultural Land and Soils (Proposed CO_2 Connection Corridor)	Medium	Low	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)
Local Amenities	Medium	Very Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)
Development Land	Medium	Low	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)

Table 19-27: Summary of Residual Effects (Operation)

Receptor	Sensitivity (value)	Magnitude of Impact	Classification of Effect (prior to Additional Mitigation)	Additional Mitigation/Enhancement Measure	Magnitude of Impact after Additional Mitigation	Residual Effect
Local Economy (net construction employment)	Low	Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)
Temporary worker accommodation	Low	Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)
Skills and training	Medium	Low	Minor beneficial (not significant)	N/A	Minor beneficial (not significant)	Minor beneficial (not significant)
Severance (PRoW)	N/A	N/A	No effect	N/A	No effect	No effect
Users of Agricultural Land and Soils (Main Development Area)	Low	Medium	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)
Users of Agricultural Land and Soils (Proposed CO_2 Connection Corridor)	N/A	N/A	No effect	N/A	No effect	No effect
Local Amenities	Medium	Very Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)

Receptor	Sensitivity (value)	Magnitude of Impact	Classification of Effect (prior to Additional Mitigation)	Additional Mitigation/Enhancement Measure	Magnitude of Impact after Additional Mitigation	Residual Effect
Development Land	Medium	Low	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)

Table 19-28: Summary of Residual Effects (Decommissioning)

Receptor	Sensitivity (value)	Description of Impact	Classification of Effect (prior to Additional Mitigation)	Additional Mitigation/Enhancement Measure	Magnitude of Impact after Additional Mitigation	Residual Effect
Local Economy (net construction employment)	Low	Medium	Minor beneficial (not significant)	N/A	Minor beneficial (not significant)	Minor beneficial (not significant)
Local Economy (employment loss following decommissioning)	Low	Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)
Temporary worker accommodation	Low	Medium	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)
Skills and training	N/A	N/A	No effect	N/A	No effect	No effect
Severance (Local highway)	Medium	Low	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)
Severance (PRoW)	N/A	N/A	No effect	N/A	No effect	No effect
Users of Agricultural Land and Soils (Main Development Area)	Low	Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)

Receptor	Sensitivity (value)	Description of Impact	Classification of Effect (prior to Additional Mitigation)	Additional Mitigation/Enhancement Measure	Magnitude of Impact after Additional Mitigation	Residual Effect
Users of Agricultural Land and Soils (Proposed CO_2 Connection Corridor)	N/A	N/A	No effect	N/A	No effect	No effect
Local Amenities	Medium	Very Low	Negligible (not significant)	N/A	Negligible (not significant)	Negligible (not significant)
Development Land	Medium	Low	Minor adverse (not significant)	N/A	Minor adverse (not significant)	Minor adverse (not significant)

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