The Great Grid Upgrade

North Humber to High Marnham

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North Humber to High Marnham

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17. Socio-economics, Recreation and Tourism

17.1 Introduction

17.1.1 This chapter of the Environmental Statement (ES) presents the assessment of likely significant socio-economics, recreation and tourism effects that could result from the North Humber to High Marnham Project (the Project), as described in **Application Document 6.4 Chapter 4 Description of the Project**.

17.1.2 This chapter describes relevant legislation and policy, the scope of the assessment, the methodology used, the datasets that have informed the assessment, baseline conditions, mitigation measures, and the residual significant effects that could result from the Project.

17.1.3 The Order Limits, which illustrate the boundary of the Project, are shown on **Application Document 6.1.F1 Figure 1.1 Project Location and Route Sections**.

17.1.4 This chapter should be read in conjunction with the following ES chapters:

- **Application Document 6.4 Chapter 4 Description of the Project**;
- **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**;
- **Application Document 6.6 Chapter 6 Landscape**;
- **Application Document 6.7 Chapter 7 Visual**;
- **Application Document 6.13 Chapter 13 Agriculture and Soils**;
- **Application Document 6.14 Chapter 14 Traffic and Transport**;
- **Application Document 6.15 Chapter 15 Air Quality**; and
- **Application Document 6.16 Chapter 16 Noise and Vibration**.

17.1.5 This chapter is supported by the following figures:

- **Application Document 6.17.F1 Figure 17.1 Socio-economics, Recreation and Tourism Study Area**;
- **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**;
- **Application Document 6.17.F3 Figure 17.3 Community Facilities**;
- **Application Document 6.17.F4 Figure 17.4 Business, Recreation and Tourism Receptors**; and
- **Application Document 6.17.F5 Figure 17.5 Recreational Land and Recreational Routes**.

17.1.6 This chapter is supported by the following two appendices:

- **Application Document 6.17.A1 Appendix 17.1 Regional and Local Planning Policy**; and
- **Application Document 6.17.A2 Appendix 17.2 Navigation-Related Socio-Economic, Recreation and Tourism Impacts**.

17.1.7 This chapter is supported by the following application documents:

- **Application Document 6.5.A1 Appendix 5.1 Environmental Impact Assessment Scoping Report**;
- **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion**;
- **Application Document 6.5.A3 Appendix 5.3 Scoping Response Tables**;
- **Application Document 7.2 Outline Code of Construction Practice**;
- **Application Document 7.3 Register of Environmental Actions and Commitments**;
- **Application Document 7.4 Outline Construction Traffic Management Plan**;
- **Application Document 7.6 Outline Public Rights of Way Management Plan**; and
- **Application Document 7.22 Navigational Risk Assessment**.

17.2 Regulatory and Planning Context

17.2.1 This section sets out the legislation and planning policy that is relevant to the socio-economics, recreation and tourism assessment. A full review of compliance with relevant national, regional, and local planning policy is provided within **Application Document 5.5 Planning Statement** submitted as part of the application for development consent.

17.2.2 **Application Document 6.2 Chapter 2 Legislation and Policy Context** describes the overall regulatory and planning policy context for the Project. Key legislation, policy, and planning guidance relevant to the assessment of socio-economics, recreation and tourism effects of the Project is presented below.

Legislation

17.2.3 While there is no specific legislative framework that addresses socio-economics, recreation, and tourism collectively, there is legislation relevant to recreation and tourism effects that is applicable when considering the potential impacts of the Project.

Countryside and Rights of Way Act 2000

17.2.4 The Countryside and Rights of Way (CRoW) Act 2000 (HM Government, 2000) came into force in November 2000 and focuses on the right to roam and the review of the public rights of way (PRoWs) within the United Kingdom, including the right to create new PRoWs where demand necessitates it.

17.2.5 The CRoW Act (HM Government, 2000) also states that the prevention of obstructions to PRoWs must be enforced and enacts the power to order the removal of obstructions, to ensure that the public can continue to use these routes for recreational purposes.

Equality Act 2010

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

National Policy

National Policy Statements

17.2.7 National Policy Statements (NPSs) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Project will be considered.

17.2.8 Table 17.1 and Table 17.2 provide details of the elements of the Overarching NPS for Energy (EN-1) (Department for Energy Security & Net Zero, 2025), referred to hereafter as NPS EN-1, and NPS for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, 2025), referred to hereafter as NPS EN-5, that are relevant to the assessment of the Project on socio-economics, recreation and tourism and how and where related information is provided in the ES and the application.

Table 17.1 – NPS EN-1 sections relevant to socio-economics, recreation and tourism

NPS EN-1 section	Where this is covered in the application
5.5.7: '*UK airspace is important for both civilian and military aviation interests. It is essential that new energy infrastructure is developed collaboratively alongside aerodromes, aircraft, manned and unmanned air systems and airspace so that safety, operations and capabilities are not adversely affected by new energy infrastructure.*'	The socio-economics, recreation and tourism assessment assesses the likely significant effects from the Project on private aerodromes and associated auxiliary businesses. The assessment and conclusions are set out in section 17.9 of this chapter.
5.11.6: '*The government's policy is to ensure there is adequate provision of high quality open space and sports and recreation facilities to meet the needs of local communities. Connecting people with open spaces, sports and recreational facilities all help to underpin*	The impact of the Project on private[1], community, recreation and tourism assets including community facilities and open space is assessed in section 17.9 of this chapter. The effects of the Project on health are considered in **Application Document 6.18 Chapter 18 Health and Wellbeing**.

[1] 'Private' refers to residential dwellings. Whilst these receptors are assessed on a community level, rather than on an individual basis, the assets themselves are private property.

NPS EN-1 section	Where this is covered in the application
people's quality of life and have a vital role to play in promoting healthy living.'	
5.11.9: '*Applicants will need to consult the local community on their proposals to build on existing open space, sports or recreational buildings and land. Taking account of the consultations, applicants should consider providing new or additional open space including green and blue infrastructure, sport or recreation facilities, to substitute for any losses as a result of their proposal. When considering proposals for green infrastructure, applicants should refer to the Green Infrastructure Framework.*'	The impact of the Project on private, community, recreation and tourism assets including community facilities and open space is assessed in section 17.9 of this chapter. Impacts on blue infrastructure including canals and waterways are assessed under open space.
5.11.25: '*The Secretary of State should also consider whether any adverse effect on green infrastructure and other forms of open space is adequately mitigated or compensated by means of any planning obligations, for example exchange land and provide for appropriate management and maintenance agreements. Any exchange land should be at least as good in terms of size, usefulness, attractiveness and quality, and accessibility.*'	The impact of the Project on private, community, recreation and tourism assets including community facilities and open space is assessed in section 17.9 of this chapter.
5.11.30: '*Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way.*'	This chapter assesses the likely significant effects of the Project on PRoWs, access routes and recreational routes. Mitigation and management measures are set out in **Application Document 7.6 Outline Public Rights of Way Management Plan,** with the assessment detailed in section 17.9 of this chapter.
5.11.32: '*The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements or the Secretary of State determines that the benefits of the project*	The socio-economics, recreation and tourism assessment assesses the likely significant effects from the Project on open space and recreational land (including common land). This assessment is in section 17.9 of this chapter.

NPS EN-1 section	Where this is covered in the application
(including need), outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities.'	
5.13.2: '*Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES*.'	The assessment of socio-economic impacts at local and regional levels is set out in section 17.9 of this chapter. Research by the Chartered Institute of Personnel and Development (CIPD) (Chartered Institute of Personnel and Development, 2017) found that 90% of national employees commuted for 60 minutes or less each way. Therefore, the employment and local economy impacts are assessed at the local level and within a 60-minute drive time from the Project, as illustrated in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**.
5.13.3: '*The applicant is strongly encouraged to engage with relevant local authorities during early stages of project development so that the applicant can gain a better understanding of local or regional issues and opportunities.*'	The engagement relating to socio-economics, recreation and tourism is set out in section 17.3.
5.13.4: '*The applicant's assessment should consider all relevant socio-economic impacts, which may include:* • *The creation of jobs and training opportunities.* […]; • *The contribution to the development of low-carbon industries at the local and regional level as well as nationally;* • *The provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities;* • *Any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation to use of local support services and supply chains;* • *Effects (positive and negative) on tourism and other users of the area impacted;* • *The impact of a changing influx of workers during the different construction, operation and*	The socio-economics, recreation and tourism assessment assesses the likely significant effects from the Project, including the creation of employment opportunities during the construction phase as well as jobs within the wider supply chain. The assessment also addresses potential impacts on community facilities and tourist attractions. These impacts are considered in section 17.9 of this chapter. **Application Document 6.20 Chapter 20 Intra-project Cumulative Effects** and **Application Document 6.21 Chapter 21 Inter-project Cumulative Effects** set out the cumulative effects assessment for socio-economics, recreation and tourism receptors.

NPS EN-1 section	Where this is covered in the application
decommissioning phases of the energy infrastructure. […]; and • *Cumulative effects* […].'	
5.13.5: '*Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development's socio-economic impacts correlate with local planning policies.*'	The existing socio-economic conditions are considered within section 17.6, while relevant regional and local planning is set out in **Application Document 6.17.A1 Appendix 17.1 Regional and Local Planning Policy**.
5.13.6: '*Socio-economic impacts may be linked to other impacts, for example visual impacts considered in Section 5.10 but may also have an impact on tourism and local businesses. Applicants are encouraged, where possible, to demonstrate that local suppliers have been considered in any supply chain.*'	The impact of the Project on tourism and local businesses has been assessed in section 17.9 of this chapter. This includes an assessment of impacts on tourist attractions and business premises, and the impact on jobs in the supply chain during the construction phase.
5.13.7: '*Applicants should consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to provide temporary accommodation for construction workers if required.*'	Section 17.9 sets out the assessment of effect of incoming construction workers on local accommodation capacity. The assessment finds that there would be a negligible effect on local accommodation services in a worst-case scenario. Therefore, a specific accommodation strategy has been deemed as unnecessary given the lack of significant pressure that local accommodation facilities are anticipated to face.
5.13.8: '*The Secretary of State should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development. For example, high quality design can improve the visual and environmental experience for visitors and the local community alike.*'	Mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in section 17.8 of this chapter.
5.13.9: '*The Secretary of State should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the Secretary of State considers to be both relevant and important to its decision.*'	The socio-economic impacts of the Project have been assessed in section 17.9 of this chapter. This includes an assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on gross value added (GVA) within the local economy. In accordance with the Scoping Opinion set out in Table 17.4, these matters have been scoped into the assessment and are addressed within the socio-economics, recreation and tourism chapter.

NPS EN-1 section	Where this is covered in the application
5.13.10: '*The Secretary of State may conclude that limited weight is to be given to assertions of socio-economic impacts that are not supported by evidence (particularly in view of the need for energy infrastructure as set out in this NPS).*'	The socio-economic impacts of the Project have been assessed in section 17.9 of this chapter. This includes an assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on GVA within the local economy. This assessment is informed by the anticipated construction workforce profile for the Project as set out in **Application Document 6.4 Chapter 4 Description of the Project**.
5.13.11: '*The Secretary of State should consider any relevant positive provisions the applicant has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts.*'	Mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in section 17.8 of this chapter. This includes measures to mitigate adverse effects of temporary closures of PRoWs as set out in **Application Document 7.6 Outline Public Rights of Way Management Plan**.
5.13.12: '*The Secretary of State may wish to include a requirement that specifies the approval by the local authority of an employment and skills plan detailing arrangements to promote local employment and skills development opportunities, including apprenticeships, education, engagement with local schools and colleges and training programmes to be enacted.*'	The socio-economic impacts of the Project have been assessed in section 17.9 of this chapter. This includes the creation of construction jobs and jobs within the supply chain. Prior to the commencement of construction works, National Grid Electricity Transmission plc (National Grid) will produce and comply with a Skills, Supply Chain, and Employment Plan, as secured through the relevant commitment within **Application Document 7.3 Register of Environmental Actions and Commitments**.

Table 17.2 – NPS EN-5 sections relevant to socio-economics, recreation and tourism

NPS EN-5 section	Where this is covered in the application
2.9.17: '*In brief, the Holford Rules state that applicants should:* […] *approach urban areas through industrial zones, where they exist; and when pleasant residential and recreational land intervenes between the approach line and the substation, carefully assess the comparative costs of undergrounding.*'	**Application Document 6.3 Chapter 3 Main Alternatives Considered** outlines the development of the Project, summarises the alternatives that have been considered, and explains the rationale for selecting the proposed Project.

National Planning Policy Framework

17.2.9 The National Planning Policy Framework (NPPF) as revised in August 2026 (Ministry of Housing, Communities & Local Government, 2026) sets out national planning policies that reflect priorities of the Government for the operation of the planning system and the economic, social, and environmental aspects of the development and use of land. The NPPF (Ministry of Housing, Communities & Local Government, 2026) has a strong emphasis on sustainable development, with a presumption in favour of such development. Although the NPSs set out the primary policy tests for the Project, the NPPF (Ministry of Housing, Communities & Local Government, 2026) has the potential to be considered important and relevant to the consideration of the Project by the Secretary of State (SoS).

17.2.10 Table 17.3 below provides details of the elements of the NPPF (Ministry of Housing, Communities & Local Government, 2026) that relate to the socio-economics, recreation and tourism assessment, and how and where they are covered in the ES and application.

Table 17.3 – National Planning Policy Framework sections relevant to socio-economics, recreation and tourism

National Planning Policy Framework section	Where this is covered in the application
'*E2: Meeting the need for business land and premises* *1. To support business growth, substantial weight should be given to:* *a. The economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt; especially where this would support the economic vision and strategy for the area, the implementation of the Industrial Strategy, support improvements in freight and logistics and/or reflect proposals for Industrial Strategy Zones and AI Growth Zones*'	The socio-economic impacts of the Project have been assessed in section 17.9 of this chapter. This includes an assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on GVA within the local economy. The assessment concludes that no significant effects on employment or GVA are anticipated during construction.
'*HC6: Retention of key community facilities and public service infrastructure.* *1. Development proposals should not result in the loss of key community facilities and public service infrastructure unless:* *a. It can be demonstrated that there is no reasonable prospect of the use being retained, either due to there being insufficient community support for the service it provides, or because it is no longer viable or feasible to operate (in the case of shops and public houses where commercial viability is an issue, evidence should be provided that reasonable steps have been taken to market the property*	The impact of the Project on community facilities and public service infrastructure is assessed in section 17.9 of this chapter. The assessment concludes that no significant effects on community facilities and public service infrastructure are anticipated during construction and operation.

National Planning Policy Framework section	Where this is covered in the application
for its existing use without success, for a period of at least 12 months); or *b. The loss resulting from the proposed development would be replaced by equivalent or better provision, in a location which offers comparable or improved accessibility for the community it serves; or* *c. The decision-maker is satisfied that there is sufficient alternative provision of the type of use concerned in the local area, such that its loss will not diminish access to key community facilities and public service infrastructure.* *2. For the purpose of this policy, key community facilities and public service infrastructure means established services that are used (or which have been used) on a frequent basis in a local area such as local shops, public houses, places of worship, local health facilities, community halls and cultural venues. It excludes recreational land and facilities which are addressed in policy HC7.*'	
'*HC7: Development affecting existing recreational land and facilities* *1. Development proposals should not result in the loss of existing open space, sports and recreational buildings and land, including playing fields, other formal and informal play space and allotments, unless:* *a. An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or* *b. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality, in a location which offers comparable or improved accessibility for the community it serves; or* *c. The development is for public service infrastructure, and the resulting loss would be replaced by equivalent or better provision in terms of quantity and/or quality; or* *d. The development is for alternative open space, sports and recreational buildings and land, the benefits of which clearly outweigh the loss of the current or former use.*'	The impact of the Project on private, community, recreation and tourism assets including open space is assessed in section 17.9 of this chapter. The assessment concludes that there are likely to be significant recreational effects for the users of three unlicensed aerodromes. The effects of the Project on health are considered in **Application Document 6.18 Chapter 18 Health and Wellbeing**.

National Planning Policy Framework section	Where this is covered in the application
'*HC8: Development affecting Local Green Space* *1. Development proposals for land which has been designated as Local Green Space should be determined in a manner consistent with the relevant national decision-making policies for land in the Green Belt, excluding provisions relating to grey belt and previously developed land.*'	The impact of the Project on private, community, recreation and tourism assets including open space (including Local Green Space) is assessed in section 17.9 of this chapter. The assessment concludes that no significant effects on open space (including Local Green Space) are anticipated. The effects of the Project on health are considered in **Application Document 6.18 Chapter 18 Health and Wellbeing**.
'*TR8: Public rights of way* *1. Development proposals should:* *a. Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and* *b. Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:* *i. Improved access to green spaces and the countryside;* *ii. New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;* *iii. The provision of accessible, safe and convenient links to services and facilities; and* *iv. Improved connections with public transport stops and interchanges.*'	The impacts of the Project on PRoWs, access routes and recreational routes, including the Yorkshire Wolds Way National Trail and community connectivity and severance are assessed in section 17.9 of this chapter. The assessment concludes no significant effects on PRoWs including The Yorkshire Wolds Way.
'*P3: Living conditions and pollution* *1. Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including where certain groups could be particularly vulnerable to its effects, such as children and older people).*	The effect of the Project on amenity of private, community, recreation and tourism assets, including business premises, community facilities, and visitor attractions, is considered within section 17.9 of this chapter. The assessment concludes that no significant amenity effects on private, community, recreation and tourism assets, including business premises, community facilities, and visitor attractions are anticipated. Noise impacts are assessed in **Application Document 6.16 Chapter 16 Noise and Vibration**. The effects of the Project on health are considered in **Application Document 6.18 Chapter 18 Health and Wellbeing**.

National Planning Policy Framework section	Where this is covered in the application
2. Within this context development proposals should: […] *d. Mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect, and maintain the character of tranquil areas (those areas that have remained relatively undisturbed by noise from human sources and are prized for their recreational and amenity value for this reason)*'	

National Planning Policy Framework section	Where this is covered in the application
'*P4: Impact of development on existing activities* *1. Existing businesses, community facilities, public services and defence and security activities should not have unreasonable restrictions placed on their current or permitted operation as a result of development being approved after they were established. This means that development proposals should be capable of being integrated effectively with existing business, community and public service activities and infrastructure in their vicinity (including, but not limited to, uses such as pubs, music venues, places of worship, sports clubs, blue light services, defence, electricity network infrastructure and industrial and waste sites). 2. Where the operation of an existing activity could have a significant adverse effect on a proposed new development in its vicinity, development proposals should:* *a. Identify the nature of the potential impacts, informed where necessary by early discussions between the applicant (i.e. the 'agent of change') and those existing uses which could be affected by the proposal to inform the scope for mitigation; and* *b.* […] *Planning conditions or obligations should be used to secure agreed mitigation measures.* *3. This policy applies to new development involving changes of use of land and property, as well as to new construction, and includes situations where new development may interfere with the operation of electronic communications networks. Both lawful current and permitted levels of operation of existing activities should be taken into account when applying this policy.*'	The effect of the Project on business premises, community facilities and public service infrastructure is considered within section 17.9 of this chapter. The assessment concludes that there will be significant effects on three aerodrome businesses. **Application Document 6.21 Chapter 21 Inter-project Cumulative Effects** sets out the cumulative assessment for socio-economics, recreation and tourism receptors on new development.

National Planning Practice Guidance

17.2.11 The NPPF (Ministry of Housing, Communities & Local Government, 2026) is supported by Planning Practice Guidance (PPG) which was first published in March 2014. This guidance is updated on a regular basis and provides advice on a range of topics related to the implementation of NPPF (Ministry of Housing, Communities & Local Government, 2026) policies. The PPGs that are potentially relevant to the socio-economics, recreation and tourism assessment are summarised below.

Open space, sports and recreation facilities, public rights of way and local green space

17.2.12 The PPG for Open space, sports and recreation facilities, public rights of way and local green space (Ministry of Housing, Communities and Local Government, 2014) was published on 6 March 2014 and provides guidance on how these areas should be planned for, protected, and enhanced through the planning system.

17.2.13 The contents of the guidance are not materially relevant to the assessment of socio-economics, recreation and tourism effects as the content does not influence the assessment of effects relevant to the Project.

Housing and economic needs assessment

17.2.14 The PPG for Housing and economic needs assessment (Ministry of Housing, Communities & Local Government, 2025) was updated on 24 February 2025 and provides guidance on planning and the economy. It considers the existing and potential future needs of the population in terms of economic development, jobs and employment opportunities.

17.2.15 The contents of the guidance are not materially relevant to the assessment of socio-economics, recreation and tourism effects as the content does not influence the assessment of effects relevant to the Project.

Regional and Local Policy

17.2.16 **Application Document 6.2 Chapter 2 Legislation and Policy Context** lists relevant regional and local policy documents.

17.2.17 A range of regional and local planning policies are in place that seek to protect and enhance employment opportunities, skills and education, local businesses and tourism assets amongst other socio-economic receptors; these have been given due regard in the socio-economics, recreation and tourism assessment and have been considered as part of the design development process of the Project. Full details of local policies relevant to this assessment are presented in **Application Document 6.17.A1 Appendix 17.1 Regional and Local Planning Policy**.

17.3 Scoping Opinion and Consultation

Scoping Opinion

17.3.1 A Scoping Report for the Project was issued to the Planning Inspectorate on 21 August 2023 (**Application Document 6.5.A1 Appendix 5.1 Environmental Impact Assessment Scoping Report**) and a Scoping Opinion was received from the Planning Inspectorate on behalf of the SoS for the Department for Energy Security and Net Zero on 29 September 2023 (**Application Document 6.5.A2 Appendix 5.2 Scoping Opinion**). Table 17.4 sets out the comments raised in **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion** that relate to socio-economics, recreation and tourism and how these have been addressed in this assessment. **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion** takes account of responses from prescribed consultees as appropriate. **Application Document 6.5.A3 Appendix 5.3 Scoping Response Tables** provide responses to the comments made by the prescribed consultees at the scoping stage that relate to the scope of the assessment and how each comment has been considered.

Table 17.4 – Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.11.1	**Potential temporary and permanent adverse land take or amenity impacts on agricultural land leading to potential disruption to agricultural businesses and loss of agricultural land for users – Construction and Operation (maintenance activities)** The applicant proposes to scope this matter out on the basis that all land take from private holdings would be mitigated through mutually agreed financial compensation to landowners and in line with the terms of any tenancy agreements. On the basis of these compensation agreements being implemented and evidence of final agreements being provided with the application documents, the Inspectorate agrees to scope these matters out from further assessment. If such evidence is not available, then the Inspectorate considers that this matter should be assessed in the ES. The Inspectorate draws the applicant's attention to ID 2.1.11 of this Opinion regarding the maintenance phase.	National Grid notes the Inspectorate's comments. All land affected by the Project and those with a legal interest in the land are identified in **Application Document 4.3 Book of Reference**. National Grid has engaged, and will continue to engage, with landowners with a view to reaching agreement before powers are granted and will look to agree land take prior to construction commencing, with compensation being paid in line with the compensation code whether by agreement or otherwise. National Grid is agreeing heads of terms with some of the landowners which will address impact on businesses and will update the Examining Authority throughout the examination of the Project. The status of these engagements is detailed within **Application Document 4.4 Pre-application Land and Rights Negotiations Tracker**. The extent of relevant agricultural land permanently required to construct the Project, as well as an assessment of the effect of this requirement, is detailed in **Application Document 6.13 Chapter 13 Agriculture and Soils**.
3.11.2	Potential creation of permanent operational phase employment, training and apprenticeship opportunities, both directly at work sites and indirectly in the supply chain leading to gross value added (GVA) impacts across the supply chain – Operation The applicant proposes to scope this matter out on the basis that the scale of operational employment generated is likely to be very limited. The Inspectorate agrees, given the nature of the Project, that it is unlikely to generate employment, training or apprenticeship opportunities that would result in a significant increase in the GVA of the study area as described at paragraph 16.4.9 of the Scoping	This response is noted by National Grid, and this aspect remains scoped out.

ID	Inspectorate's comments	Response
	Report. The Inspectorate considers it is therefore unlikely to result in significant effects and agrees that this matter can be scoped out of the ES.	
3.11.3	**Potential generation of GVA during the operation leading to permanent GVA impacts across the North Lincolnshire, East Riding of Yorkshire and Bassetlaw local authority economies – Operation** The applicant proposes to scope this matter out on the basis that the scale of operational employment generated is likely to be very limited and therefore any effect on GVA will be small. The Inspectorate considers that given the maintenance activities set out in section 4.5 of the Scoping Report, it agrees to scope out an assessment of potential generation of GVA during the operation leading to permanent GVA impacts across the local authority economies during operation.	This response is noted by National Grid, and this aspect remains scoped out.
3.11.4	**Study area** Paragraph 16.3.1 of the Scoping Report sets out that the study areas for socio-economics, recreation and tourism vary dependent on the likely spatial extent of the effect under consideration. Paragraphs 16.3.2 to 16.3.6 set out the proposed study areas. The Inspectorate considers that the study area should not be limited to solely the local authority spatial areas which the Scoping Boundary falls within; it should take into account the workforce profile and supply chain area and be informed by the Zone of Influence (ZoI) of the Project and other aspect assessments (e.g. landscape and visual, traffic and transport). The applicant should seek to agree the study area with the relevant local authorities	The study areas for the assessment vary depending on the receptors that are assessed. These have been defined in section 17.4 of this chapter. The study areas for socio-economics, recreation and tourism have been discussed with stakeholders as part of the pre-submission engagement. The outcomes of the relevant discussions are set out in section 17.3 of this chapter which includes agreement of the study areas.
3.11.5	**Economy and employment** Consideration should be given to the availability and origin of the workforce in the context of the numerous projects proposed in the region. Any assumptions around workforce origins within the socio-economic assessment should be used to inform the	The availability and origin of the workforce will be considered through the available information on employment in the construction and maintenance phases and the assumptions for additionality, primarily for the assumptions of displacement and leakage. Workforce origin and

ID	Inspectorate's comments	Response
	study area and also be reflected in the assessment of transport impacts.	availability assumptions are detailed further within section 17.4 of this chapter and do not contradict the assumptions made within **Application Document 6.14 Chapter 14 Traffic and Transport**. For employment and local economy impacts, the study area for effects is a 60-minute drive time catchment area from the Order Limits as illustrated in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**. The rationale for this study area is detailed further within section 17.4 of this chapter.
3.11.6	**Receptors** The ES should give consideration to the Project's landscape and visual impacts to the waterway network and the potential economic effects this will have on attracting visitors to the area. The applicant's attention is drawn to the consultation response from the Canal & River Trust (Appendix 2 of this Opinion) in this regard.	The potential effects on users of navigable canals and waterways has been considered within this assessment under recreational lands and open space. This has been supported by the assessment findings detailed in **Application Document 6.6 Chapter 6 Landscape** and **Application Document 6.7 Chapter 7 Visual**.

Statutory Consultation

17.3.2 Statutory consultation for the Project took place between 18 February and 15 April 2025. A summary of the relevant feedback received during statutory consultation relating to socio-economics, recreation and tourism is provided below in Table 17.5. Further details on how consultation responses have informed the assessment are provided in **Application Document 5.1 Consultation Report**.

Table 17.5 – Assessment aspects raised at statutory consultation and how these have been addressed

Stakeholder	Assessment aspect raised	How this has been addressed
Bassetlaw District Council	**Risk of Displacement:** Temporary disruption to local employment sectors, particularly in rural areas, may impact agricultural and small business workers. **Labour Shortages**: Without proactive skills development, the demand for specialised roles	Prior to the commencement of construction works, National Grid will produce and comply with a Skills, Supply Chain, and Employment Plan, as secured through a commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. As set out in section 17.9 of this chapter, displacement is accounted for in the calculation of construction employment.

Stakeholder	Assessment aspect raised	How this has been addressed
	could outstrip local supply, leading to increased reliance on external labour. **Training Gaps:** A lack of structured training programs and locally available technical training provision could mean that local workers are unable to access the highest-value roles within the project.	The displacement rate has been determined in line with the Ministry of Housing, Communities and Local Government (MHCLG) Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026). A stakeholder meeting was set up with Bassetlaw District Council to discuss the Project; further details are provided in Table 17.6.
East Drayton Parish Council	**Noise impacts to livestock**: Alignment of pylons 4AF239 to 4AF242 through East Drayton: noise from the cables would cause distress to horses in livery at the farms on this route, resulting in a financial impact on those businesses.	Amenity impacts on business premises, including farms with auxiliary businesses, arising from noise and vibration have been assessed in section 17.9 of this chapter. The assessment concludes that no significant amenity effects are anticipated during operation.
Marine Management Organisation	**Jetties and platforms**: Requests signposting to the areas of the assessment where these have been considered. **Consultation with Maritime and Coastguard Agency**: The Marine Management Organisation requests engagement with the Maritime and Coastguard Agency to prevent impacts on waterways users.	Jetties and platforms on the River Ouse have been removed from the Project since the statutory consultation was undertaken. A drone or helicopter will be used to construct the Project over the River Ouse, as detailed in **Application Document 6.4 Chapter 4 Description of the Project**. Impacts on blue infrastructure and water-based spaces used for recreational activities have been assessed within section 17.9 of this chapter. The assessment concludes that no significant effects are anticipated, as such, further engagement with the Marine Management Organisation or the Maritime and Coastguard Agency was not considered necessary. Details of aspects raised by the Maritime and Coastguard Agency are presented further down in this table.
Canal & River Trust	**Moorings**: Wooden Beck visitor moorings lie in close proximity to works. Temporary or permanent closure of these moorings during development could impact upon the local visitor economy. **Fisheries**: The Trust is aware of existing fishing rights on the	Impacts on moorings have been assessed in section 17.9 of this chapter. The assessment concludes that no significant effects are anticipated during construction. Recreational land and open space, including fisheries, with the potential to be impacted by the Project have been identified in section 17.6 of this chapter.

Stakeholder	Assessment aspect raised	How this has been addressed
	Chesterfield Canal, which could be impacted by the works. **Marnham Ski Club**: It is not clear from the plans whether the works will potentially impact the access to and operation of the Ski Club on the River Trent. To provide clarity, we request that any future application fully clarifies the potential impact to this operation.	The likely effects on these receptors have been set out in section 17.9 of this chapter. The assessment concludes that no significant effects are anticipated. The Marnham Ski Club falls outside of the 500 m study area for both businesses and recreational land, and as such, is not included in the assessment as it is not expected to experience significant effects as a result of the Project.
Maritime and Coastguard Agency	**Waterway users**: The Maritime and Coastguard Agency expects the impact of the Project on other users of the rivers and waterways to be considered.	Impacts on blue infrastructure and water-based spaces used for recreational activities have been assessed within section 17.9 of this chapter. The assessment concludes that no significant effects are anticipated.
East Riding of Yorkshire Council	**Labelling PRoWs**: Ensure the reference number and status of PRoWs and recreational routes are correct in line with the Council's Definitive Map. Only the Yorkshire Wolds Way and the King Charles III England Coast Path are the National Trails within the East Riding of Yorkshire. Other named recreational routes are known as 'promoted routes'	PRoWs have been identified and referenced in section 17.6 in line with the Definitive Map. National trails and promoted routes have been identified separately with associated PRoWs named in each instance.

Stakeholder Engagement

17.3.3 National Grid has engaged with relevant stakeholders throughout the evolution of the Project including Bassetlaw District Council, Nottinghamshire County Council[2], East Riding of Yorkshire Council, and North Lincolnshire Council.

17.3.4 A summary of discussions and how these have influenced the scope and the approach to the socio-economics, recreation and tourism assessment are provided in Table 17.6.

[2] The Project is located within the administrative boundaries of East Riding of Yorkshire Council, North Lincolnshire Council and Bassetlaw District Council, which forms part of the two tier local government authority area of Nottinghamshire, where Nottinghamshire County Council is the upper tier authority.

Table 17.6 – Further engagement

Organisation and date	Summary of issues raised	How this has been addressed in the application
East Riding of Yorkshire Council, 2 October 2025	The engagement included an overview of the socio-economics assessment approach, the study areas, and the scoping opinion and statutory consultation responses. **Labelling PRoWs**: As outlined in Table 17.5, PRoWs should be labelled and referenced in line with council definitions.	**Labelling PRoWs**: PRoWs have been identified and referenced in section 17.6 in line with the Definitive Map. National trails and promoted routes[3] have been identified separately with associated PRoWs named in each instance.
Bassetlaw District Council and Nottinghamshire County Council, 3 November 2025	The engagement included an overview of the socio-economics assessment approach, the study areas, and the scoping opinion and statutory consultation responses. The main points raised by Bassetlaw District Council were: **Labour Supply**: As highlighted in Table 17.5, the availability of local labour and skills mix in the area was acknowledged, with discussion around the potential for the Project to draw on the local workforce during peak construction. **Training Opportunities**: As outlined in Table 17.5 the meeting highlighted the opportunity the Project presents to support upskilling in the local area, particularly for lower-skilled roles. There is potential for the Project to create accessible pathways into employment for local residents. **Moorings**: Bassetlaw District Council noted that the Canal & River Trust raised concerns with them that Wooden Beck visitor moorings lie close to the works and that any temporary or permanent closure could	**Labour Supply**: As outlined in Table 17.9, 20% of the workforce is expected to be sourced from the local area, a proportion of which will likely be from within Bassetlaw District. The potential effects on the available local labour supply have been assessed and are reported in section 17.9 of this chapter. The assessment concludes that there would be a negligible and **not significant** effect on the local construction labour supply during construction of the Project. **Training Opportunities**: As outlined in Table 17.9, 20% of the workforce is expected to be sourced from the local area, a proportion of which will likely be from within Bassetlaw District. As detailed in Table 17.5, prior to the commencement of construction works, National Grid and the Main Works Contractor(s) will produce and comply with a Skills, Supply Chain, and Employment Plan, as secured through the relevant commitment within **Application Document 7.3 Register of Environmental Actions and Commitments**. **Moorings**: Impacts on moorings have been assessed in section 17.9 of this chapter. The assessment concludes that there are not anticipated to be

[3] These are not physically separate paths or access routes, and occupy the same space as named roads and PRoWs, but are identified by the relevant local authority as a recommended walking route.

Organisation and date	Summary of issues raised	How this has been addressed in the application
	adversely affect the local visitor economy.	significant effects on moorings within the study area, including those at Wooden Beck.
North Lincolnshire Council, 13 November 2025	The engagement included an overview of the socio-economics assessment approach, the study areas, and the scoping opinion and statutory consultation responses. North Lincolnshire Council raised no concerns and had no objections to the socio-economics, recreation, and tourism assessment during statutory consultation or scoping.	As no further issues or objections were raised, there is nothing further to be addressed in the application documents as a result of this engagement.

Summary of Scope of Assessment

17.3.5 The following summarises which aspects have been scoped into and out of the assessment through **Application Document 6.5.A1 Appendix 5.1 Environmental Impact Assessment Scoping Report** and **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion** as set out in Table 17.4, statutory consultation as set out in Table 17.5 and further engagement with stakeholders as set out in Table 17.6.

Aspects scoped into the assessment

17.3.6 The Project has the potential to have a range of temporary and permanent effects. For the purposes of this chapter, based on professional judgement and experience, national planning policy and **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion**, due consideration is given to the Project in terms of effects on the following aspects:

- Economic receptors:
  - Construction phase: Net additional Full-Time Equivalent (FTE) jobs created locally during construction, quantified using displacement and leakage rates and multiplier effects (i.e. indirect benefits for the local area and the region resulting from supply chain activity including contribution of the Project to low carbon industries as well as induced employment created through increased spending across the study area).
  - Construction phase: GVA contribution to the local economy, disaggregated by direct, indirect and induced effects.
  - Construction phase: Impact of regional labour market conditions on construction workforce availability.

- Accommodation facilities:
  - Construction phase: Impact of the incoming construction workers requiring temporary accommodation on local visitor accommodation capacity.
- Public rights of way, access routes and recreational routes:
  - Construction phase: Impacts to PRoWs, access routes, recreational routes and navigation during construction, resulting in changes in quality of the route, user experience, journey lengths and times, local travel patterns and/or temporary severance to local facilities.
- Private, community, recreation and tourism assets:
  - Construction and operational (through maintenance activities) phases: Severance of access to community facilities.
  - Construction and operational (through maintenance activities) phases: Private, community, recreation and tourism assets (including residential properties; business, recreation and tourism receptors[4]; community facilities; recreational land and open space[5]; and planning applications and local plan allocations), in terms of any temporary or permanent land take or amenity impacts.
    - Risk assessments on relevant aerodromes have been undertaken to determine the impact of the Project's operation on flight activities at those aerodromes. However, as the anticipated interactions between the aerodromes and the pylons/proposed overhead lines would begin as the pylons are erected during the construction phase, the effects of the Project on aerodromes have been assessed as a permanent construction effect, rather than an operational effect.

Aspects scoped out of the assessment

17.3.7 Potential temporary and permanent adverse land take or amenity impacts on agricultural land have been scoped out of the assessment. All land affected by the Project and those with a legal interest in the land are identified in **Application Document 4.3 Book of Reference**. National Grid has engaged, and will continue to engage, with landowners with a view to reaching agreement before powers are granted and will look to agree land take prior to construction commencing, with compensation being paid in line with the compensation code, whether by agreement or otherwise. National Grid is agreeing heads of terms with some of the landowners which will address impact on businesses and will update the Examining Authority throughout the examination of the Project. The status of these engagements is detailed within **Application Document 4.4 Pre-application Land and Rights Negotiations Tracker**. Therefore, potential land take or amenity effects on agricultural land will not be likely to lead to significant effects, and so in line with previous National Grid energy transmission projects and other projects, this aspect has been scoped out of the ES. The extent of relevant agricultural land permanently

[4] This includes the following types of receptors: Museums, historic buildings or gardens; public houses (pubs), restaurants, takeaways, and wedding venues; hotels, campsites, bed and breakfast accommodation, holiday homes, holiday parks, caravan parks and glamping sites; farms; aerodromes; sports or activity facilities, including angling clubs, equestrian centres, golf clubs, paintball/laser tag venues, garden centres, football clubs, cricket clubs, croquet clubs, yoga studios, Pilates studios, leisure centres and dance schools; driving schools; tourist attractions; kennels and dog trainers; factories; heritage centres and monuments.

[5] This includes parks, publicly accessible wildlife sites, playing fields, and canals.

required to construct the Project, as well as an assessment of the effect of this requirement on agriculture, is detailed in **Application Document 6.13 Chapter 13 Agriculture and Soils**.

17.3.8 **Application Document 6.5.A1 Appendix 5.1 Environmental Impact Assessment Scoping Report**, issued to the Planning Inspectorate on 21 August 2023, set out that at that time it was considered that there was a potential for permanent closure or diversions to PRoWs, access routes and recreational routes to occur during the operational phase, and these potential effects were therefore scoped into the assessment. However, through the iterative design process, National Grid have sought to reduce the potential impacts of the Project wherever practicable, and as a result no PRoWs, access routes, or recreational routes are anticipated to require permanent closures or diversions during the operational phase. Consequently, **Application Document 6.14 Chapter 14 Traffic and Transport**, which is the assessment used within this chapter to inform permanent PRoW effects, concluded that effects during operation and maintenance are expected to be **not significant** and were therefore scoped out of the assessment at scoping stage. Consideration of operational effects to PRoWs, access routes, or recreational routes are therefore also scoped out of this chapter.

17.3.9 The scale of operational employment generated is likely to be very limited, and as a result any effect on GVA would be small. The assessment of employment and local economy impacts during the operational and maintenance phase have therefore been scoped out of the assessment.

17.3.10 As set out in **Application Document 6.5.A2 Appendix 5.2 Scoping Opinion**, the Planning Inspectorate has agreed to scope these matters out of the ES for further assessment.

17.3.11 Decommissioning has been scoped out of the assessment as explained in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**.

17.4 Assessment Approach and Methods

17.4.1 **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology** sets out the overarching approach which has been used in preparing the information in this ES. This section describes the technical methods used to determine the baseline conditions, sensitivity of receptors, and magnitude of impacts and sets out the criteria that have been used for the socio-economics, recreation and tourism assessment. Where the assessment criteria terminology differs from the general assessment criteria terminology, as set out in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**, justification is provided.

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

17.4.2 Relevant guidance, specific to socio-economics, recreation and tourism, that has informed the approach to the assessment in this chapter comprises:

- Ministry of Housing, Communities and Local Government Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026). This guide

explains how to assess the additional impact (known as 'additionality') of local economic and housing interventions.

- Additionality Guide (Fourth Edition) (Homes and Communities Agency, 2014). Although superseded by the MHCLG Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026), this still provides relevant guidance for the assessment of additionality including ready reckoners.
- Design Manual for Roads and Bridges (DMRB) LA 112: Population and Human Health (National Highways, 2020) Part 3 Land Use and Accessibility, including details regarding the assessment of effects on land use and walkers, cyclists and horse riders. Whilst this guidance is not specific to electricity network infrastructure, this guidance provides useful context for assessing land use and community impacts of linear infrastructure.
- The Green Book – UK Government Guidance on Appraisal (HM Treasury and Government Finance Function, 2026). The Green Book is guidance issued by HM Treasury on how to appraise policies, programmes and projects.
- The Magenta Book – Guidance for Evaluation (HM Treasury and Evaluation Task Force, 2020). This provides guidance on how to incorporate evaluation through the design, implementation, delivery, and review stages of policy making.

Study Area

17.4.3 The baseline has been considered at different spatial levels depending on the aspect being considered. Baseline data are referenced at a national, regional, county, district and in some cases ward level, where the data are available and provide context to the existing baseline environment. Table 17.7 outlines the different scales of data sources that have been used to support the assessment.

Table 17.7 – Data collection scales

Geographical scale	Description
National	The Project is located within England. National data sources have been used to identify a national average against which to compare local data. Where data are not available for England, data for the United Kingdom (UK) have been referenced.
Regional	The Project is located across the East Midlands and Yorkshire and the Humber regions. Regional data sources have been used to identify a regional average against which to compare local data.
District	The Project is located within the districts of East Riding of Yorkshire (Yorkshire), North Lincolnshire (Lincolnshire), and Bassetlaw (Nottinghamshire). District data sources have been used to identify a sub-regional average against which to compare local data.
Lower Super Output Areas (LSOAs)	Small areas designed to improve the reporting of small area statistics in England and Wales. The 60-minute drive time catchment area comprises approximately 3,963 LSOAs.

17.4.4 The impacts of the Project with respect to socio-economics, recreation and tourism are considered at varying spatial levels according to the likely spatial extent of the effect under consideration. With regard to economic elements of the assessment (as listed in Table 17.8), this approach is consistent with the Additionality Guide (Homes and Communities Agency, 2014). For other aspects, such as severance, amenity and effects on PRoWs (and other access routes), community facilities, recreation and tourism assets, the spatial approach is instead informed by experience, professional judgement and contributing assessment chapters.

17.4.5 Table 17.8 presents the different components of the socio-economics, recreation and tourism effects assessment within this chapter, the geographical scale at which each component is assessed, and the rationale behind these geographical scales.

17.4.6 The potential employment, local economy impacts, labour supply, and visitor accommodation capacity arising from the Project are considered relative to a composite 60-minute drive time catchment area from the Project construction access points (as can be seen in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**), as this represents the principal labour market catchment area for the Project (travel to work area). The catchment area has been derived using GIS-based drive-time modelling and defines all areas from which any location can reach its nearest indicative Project access point within 60 minutes under typical driving conditions[6]. As such, individual parts of the catchment area may fall within 60 minutes of particular sections of the Project rather than the full extent of the Project as a whole.

17.4.7 **Application Document 6.14 Chapter 14 Traffic and Transport** assesses impacts on PRoWs, recreational routes and rights of navigation that intersect with the Order Limits and those routes that connect with a PRoW or recreational route that intersects with the Order Limits and where management is proposed within **Application Document 7.6 Outline Public Rights of Way Management Plan**. In addition, the socio-economics assessment also considers relevant access and recreational routes outside the scope of the traffic and transport assessment that may experience change in access. This includes non-PRoW access paths and recreational routes (that are formed of a combination of roads and PRoWs) promoted by the relevant local authorities.

17.4.8 The study area considers local communities affected by severance, comprising those directly connected to the Project by recreational routes and PRoWs, and those within 1 km of the Project[7]. This is based on professional judgement and experience from similar and recent linear Nationally Significant Infrastructure Projects (NSIPs) in England such as Sea Link (DCO Application number: EN020026, Recommendation stage), and Viking CCS Pipeline[8] (DCO Application number: EN070008, Approved).

17.4.9 The study area for residential properties, local businesses, visitor attractions relevant for tourism, community facilities, open space and development land considers all receptors that could be impacted within 500 m of the Order Limits as illustrated in

[6] For the purpose of drive-time modelling, 'typical driving conditions' has been defined as 09:30 on a typical Wednesday.

[7] Whilst some receptors assessed for severance may be outside this 1 km study area, they have been included within the assessment given the road closure they are impacted by, and therefore the geographical extent to which these receptors are impacted, is within 1 km.

[8] Viking CCS Pipeline is the official title of the project as it appears on its DCO and the Planning Inspectorate website, CCS standing for Carbon Capture and Storage.

Application Document 6.17.F1 Figure 17.1 Socio-economics, Recreation and Tourism Study Area. This is based on professional judgement and experience from similar and recent NSIPs in England, as referenced in paragraph 17.4.8.

17.4.10 Beyond this distance, receptors have been included on a case-by-case basis, based on the contributing assessment chapters, as set out in paragraph 17.1.4, rather than a defined distance.

Table 17.8 – Socio-economics, recreation and tourism impacts by geographical scale

Aspect	Receptor	Geographical area of impact	Rationale for impact area
Economic	Employment	Composite 60-minute travel area from nearest indicative access point.	Professional judgement regarding the scope for potential employment impacts. Research by CIPD found that 90% of national employees commuted for 60 minutes or less each way. This was reported by CIPD in the 2017 Employee outlook 'Employee views on working life' (Chartered Institute of Personnel and Development, 2017). In light of this, a 60-minute travel area is anticipated to be the study area which accounts for home-based workers.
	Local labour supply		Labour supply relates directly to employment generation.
	Local economy (GVA)		GVA generation relates directly to employment generation.
Accommodation	Local accommodation services		A 60-minute travel area is expected to account for home-based workers. Non-home-based workers will likely require temporary accommodation during the construction phase.
PRoWs, access routes and recreational routes	PRoWs, access routes and recreational routes	That intersect with the Order Limits	**Application Document 6.14 Chapter 14 Traffic and Transport** assesses impacts on PRoWs and recreational routes that intersect the Order Limits and/or have management proposed within **Application Document 7.6 Outline Public Rights of Way Management Plan**. It is expected that any further routes considered within the socio-economic assessment will experience the same range of effects and the same study area will therefore apply.

Aspect	Receptor	Geographical area of impact	Rationale for impact area
Private, community, recreation and tourism	Local communities that could be impacted by severance	Within, and up to 1 km from the Order Limits	Professional judgement and experience from other linear infrastructure schemes in England. A 1 km study area has been considered for this receptor in order to fully account for the effect of severance on access to local communities.
	Private, community, recreation and tourism assets	Within, and up to 500 m from the Order Limits. Where deemed relevant, receptors that lie outside the study area have also been identified and assessed.	Based upon professional judgement and experience from other linear infrastructure NSIPs in England (as listed in paragraph 17.4.8), this study area considers all receptors that could be impacted within 500 m of the Order Limits. Beyond this distance, receptors have been included on a case-by-case basis, based on the contributing assessment chapters, as set out in paragraph 17.1.4 rather than a defined distance. Additionally, where relevant, consideration has been given to potential impacts on aerodromes falling outside the 500 m radius. The inclusion of aerodromes as receptors has been based on proximity to the Project as well as potential for operational disruption or other relevant effects as identified from information provided in Appendix A Aviation Assessment of **Application Document 5.9 Design Development Report**.

Baseline Data Gathering and Forecasting Methods

Data sources

17.4.11 Baseline information presented in this chapter has been informed by a desk-based study which has drawn on the following information sources:

- Census 2021 (Office for National Statistics, 2022);
- Business Register and Employment Survey 2024 (Office for National Statistics, 2025);
- English Indices of Deprivation 2025 (Ministry of Housing, Communities and Local Government, 2025);
- Subregional productivity: labour productivity indices by local authority district (Office for National Statistics, 2024);

- Subregional productivity: labour productivity indices by UK ITL2 and ITL3 subregions (Office for National Statistics, 2024);
- Regional Gross Value Added (balanced) per head and income components (Office for National Statistics, 2023);
- Population projections (Office for National Statistics, 2018);
- Hospitality Occupancy data (CoStar, 2025);
- Seasonal Occupancy Data (VisitEngland, 2025);
- Network route map (Walk Wheel Cycle Trust, n.d.);
- Google Maps Street View (Google, 2025);
- Outdoor Recreation Valuation Tool (ORVal) (University of Exeter, 2018);
- East Riding Local Plan Update Interactive Policies Map (East Riding of Yorkshire Council, 2025);
- North Lincolnshire Adopted Housing and Employment Land Allocations Development Plan Document (North Lincolnshire Council, 2016);
- Bassetlaw Local Plan Policies Map (Bassetlaw District Council, 2024);
- East Riding of Yorkshire Council Public Access for planning applications (East Riding of Yorkshire Council, 2026);
- North Lincolnshire Council Planning Portal (North Lincolnshire Council, 2026);
- Bassetlaw District Council Public Access Online Register for planning applications (Bassetlaw District Council, 2026);
- Information from the website for Darlton Gliding Club (Darlton Gliding Club, 2026); and
- Information from the website for Flying Farmers Association (Flying Farmers Association, 2020).

17.4.12 The baseline is based on desk-based research locations of private, community, recreation and tourism assets, development land allocations and publicly available information on planning permissions relative to the Project.

17.4.13 In addition, the socio-economics, recreation and tourism baseline is further informed by baseline data gathered from other topic chapters where relevant to support the assessment of effects. This will include baseline information from **Application Document 6.6 Chapter 6 Landscape**, **Application Document 6.7 Chapter 7 Visual**, **Application Document 6.14 Chapter 14 Traffic and Transport**, **Application Document 6.15 Chapter 15 Air Quality**, and **Application Document 6.16 Chapter 16 Noise and Vibration**.

Assessment Methods and Criteria

17.4.14 The methodology for undertaking the socio-economics, recreation and tourism assessment builds on the general assessment methodology presented in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**.

17.4.15 Where possible, impacts have been appraised against relevant national standards, including NPS EN-1 (Department for Energy Security & Net Zero, 2025), National Highways including DMRB LA 112 (National Highways, 2020), the MHCLG Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026) and Homes and Communities Agency (HCA) (now renamed Homes England), such as the HCA Additionality Guide (Homes and Communities Agency, 2014).

17.4.16 Where relevant standards do not exist, professional experience and expert judgement have been used to assess the scale and nature of the effects of the Project against baseline conditions.

Additionality assumptions

17.4.17 Additionality refers to:

> '*the real increase in social value that would not have occurred in the absence of the intervention being appraised*' (Ministry of Housing, Communities & Local Government, 2026).

17.4.18 It measures the net effect of an intervention, taking account of deadweight, leakage, displacement, and economic multiplier effects.

17.4.19 The impact of the Project on employment and the local economy is considered relative to a 60-minute travel time (car or road-based public transport) to or from the Project in any direction. In accordance with research, this is considered a reasonable timeframe to use as a baseline within which construction workers would commute to the Project.

17.4.20 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 construction worker spending-related jobs. These assumptions have been informed by the MHCLG Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026).

17.4.21 Table 17.9 outlines the values that have been allocated within the construction additionality formula, enabling the tailored calculation of the net additional employment and local economy impacts. Justifications for the values have been considered and are summarised in the right-hand column of the table.

Table 17.9 – Construction phase economic additionality assumptions

Additionality factor	Value	Justification
Leakage (percentage of jobs that benefit those residents outside the study area)	80%	This is the proportion of jobs taken by people who live outside the study area, defined as a 60-minute travel area. Leakage rates applied for similar electricity transmission schemes include: • Yorkshire GREEN (DCO consented in 2024) – 85% sourced outside local authority areas overlapping the Order Limits; • Sea Link (currently at Recommendation stage) – 70% sourced outside a 60-minute travel area; and

Additionality factor	Value	Justification
		• Meridian Solar Farm and associated overhead-line grid connection (at pre-examination stage) – 60% sourced outside a 60-minute travel area. A relatively conservative leakage rate of 80% has been applied for the Project. The most geographically comparable scheme, Yorkshire GREEN, applied 85%, though with a smaller study area, meaning that this comparator may overstate leakage relative to the methodology applied here. The 80% rate therefore represents a cautious assumption consistent with comparable schemes.
Displacement (percentage of jobs that account for a reduction in related jobs in the study area).	50%	For the purpose of this assessment, a medium level of displacement (50%) has been assumed, in line with the MHCLG Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026). This displacement level is assessed as appropriate for the construction phase, as used in other comparable electricity network infrastructure schemes.
Multiplier ratio (further economic activity associated with the additional local income, supplier purchase and longer-term development effects).	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 spending across the study area. The HCA Additionality Guide (Homes and Communities Agency, 2014) provides a 'ready reckoner' of composite multipliers. A medium multiplier of 1.5 is determined to be the most appropriate measure in line with guidance set out in the MHCLG Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026).

Classifying of effects

17.4.22 The assessment aims to be objective and quantifies effects as far as possible. However, some effects can only be evaluated on a qualitative basis. Effects are defined as follows:

- Beneficial classifications of significance indicate an advantageous effect on an area, which may be negligible, minor, moderate or major.
- Adverse classifications of significance indicate a disadvantageous effect on an area, which may be negligible, minor, moderate or major.
- No effect classifications of significance indicate that there are no effects on an area.

17.4.23 For socio-economics, recreation and tourism effects, there is no accepted definition of what constitutes a significant (or not significant) effect. It is however recognised that 'significance' reflects the relationship between the scale of effect (magnitude) and the sensitivity (or value) of the affected resource or receptor.

Sensitivity

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

Economic receptors

17.4.25 Table 17.10 identifies the sensitivity criteria that have been used to inform the assessment of socio-economic receptors relating to employment, the local economy (through GVA impacts), labour supply, and accommodation which are based on professional judgement.

Table 17.10 – Economic receptor sensitivity criteria

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

Public rights of way, access routes and recreational routes

17.4.26 The criteria for the sensitivity of PRoWs (including bridleways and cycle paths), access routes, and recreational route receptors are presented for both access use and recreational use. 'Access' sensitivity criteria consider the extent of use, type of user, reason for use (e.g. commuting), and potential for substitution. 'Recreation' sensitivity criteria consider the quality of user experience, quality of the route, reason for use (either recreational or access), and potential for substitution.

17.4.27 Table 17.11 sets out the sensitivity criteria that have been used to inform the assessment of these receptor types, which are based on professional judgement.

Table 17.11 – Public rights of way, access routes and recreational routes impact sensitivity criteria

Sensitivity	Description
Very high	Access • Receptor is of very high importance such as routes used for commuting (daily), connecting communities and services with a direct and convenient route. • Receptor is regularly used by vulnerable travellers such as the elderly, schoolchildren and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. • Receptor has very limited potential to be substituted with other route options to access the wider network and/or community infrastructure. Recreation • Receptor is of very high importance, such as national trails and routes used for recreation. • Receptor is highly and regularly used and valued for its character and/or quality. • Receptor has no comparable and accessible alternatives that exist within the study area and limited ability to absorb change.
High	Access • Receptor is of high importance, connecting communities and services, used regularly but to a lesser extent for commuting. • Receptor is used by vulnerable travellers such as the elderly, schoolchildren and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. • Receptor has limited potential to be substituted with other route options to access the wider network or community infrastructure. Recreation • Receptor is of high importance, such as regional trails and routes used for recreation. • Receptor is regularly used and valued for its character and/or quality. • Receptor has limited comparable and accessible alternatives within the local area and limited ability to absorb change.
Medium	Access • Receptor is of medium importance, such as a route close to communities. • Receptor has some potential to be substituted with other route options to access the wider network or community infrastructure.

Sensitivity	Description
	• Receptor is predominantly used by travellers who are not deemed vulnerable. Vulnerable travellers such as the elderly, schoolchildren and people with disabilities may use the route but not regularly. Recreation • Receptor is of medium importance, including promoted routes, PRoWs used for recreation, e.g. dog walking, and routes linking to a wider network of routes to provide options for longer recreational journeys. • Receptor is moderately or semi-regularly used and valued for its character and/or quality. • Receptor has potential comparable and accessible alternatives within the local area and potential ability to absorb the change.
Low	Access • Receptor is of low importance, such as routes disused through past severance or routes that do not offer meaningful access to utilities, with alternative routes available. • Receptor has strong potential for substitution with other route options to access the wider network or community infrastructure. Recreation • Receptor is of low importance, such as routes that are poorly maintained and do not offer a meaningful route for recreational purposes. • Receptor is sparingly or infrequently used and valued as it does not currently offer a meaningful route for recreational purposes. • Receptor has comparable/like-for-like and accessible alternatives within the local area.
Negligible	Access and recreation • Receptor is of very low importance with alternative routes available.

Private, community, recreation and tourism assets

17.4.28 The criteria within Table 17.12 are based on professional judgement and have been set to assess the effects on private, community, recreation and tourism assets comprising:

- Residential properties;
- Businesses;
- Recreational and tourism receptors;
- Community facilities, recreational land and open space;

- Planning applications[9]; and
- Local plan allocations.

Table 17.12 – Private, community, recreation and tourism assets sensitivity criteria

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

Magnitude

17.4.29 The magnitude of impact considers the scale of the impact on receptors in the context of the area in which effects will be experienced.

17.4.30 The magnitude of the socio-economic impacts of the Project is assessed as being large, medium, small, or negligible, based on professional judgement. This is determined by having regard to:

- Extent of change – the absolute number of people affected and the size of area in which the impact will be experienced, i.e. the level of change to baseline conditions including the proportion of the existing workforce;
- Scale of the impact – the relative magnitude of each impact in its relevant market context (for example, the effects on local employment will be considered in the context of the overall size of the local labour market); and
- Duration of impact – more weight is given to long-term, permanent changes than to short-term, temporary ones. Temporary to short-term impacts are considered to be those associated with the construction and maintenance works. Medium to long-term impacts are those associated with the operation of the Project.

Economic impacts

17.4.31 Table 17.13 identifies the magnitude of impact criteria which have been used to assess the socio-economic receptors relating to employment and the local economy (through GVA generation) during construction. These have been developed based on professional judgement.

[9] Planning applications comprise planning applications with consent and applications which are under consideration.

Table 17.13 – Economic impact magnitude criteria

Magnitude of impact	Description
Large	An impact that is expected to have considerable adverse or beneficial socio-economic effects. Such impacts will typically affect large numbers of businesses, workers or residents.
Medium	An impact that will typically have a noticeable effect on a moderate number of businesses, workers or residents, and will lead to a small change to the study area's baseline socio-economic conditions.
Small	An impact that is expected to affect a small number of businesses, workers or residents or an impact that may affect a larger number of receptors but does not materially alter the study area's baseline socio-economic conditions.
Negligible	An impact which has very little change from baseline conditions where the change is barely distinguishable, approximating to a 'no change' situation.

Public rights of way, access routes, and recreational routes

17.4.32 Magnitude criteria consider the duration of impacts on these receptor types, and any changes in a route's accessibility, ability to serve its purpose, or journey length. The application of these criteria will vary according to whether the receptor is used for recreational or access purposes or both[10].

17.4.33 Table 17.14 identifies the magnitude of impact criteria which have been used to assess the impacts on PRoWs, which have been developed based on professional judgement.

Table 17.14 – Public rights of way, access routes, and recreational routes magnitude of impact criteria

Magnitude of impact	Description
Large	• Long term (more than one year – permanent) route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Route compromised and unusable for its intended purpose(s) in the long term (more than one year – permanent), such as increased/decreased opportunities for users to access the wider network and community infrastructure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Substantial (greater than 500 m) increase (adverse) or decrease (beneficial) in journey length.

[10] This has been determined through desk-based research, including the use of satellite imagery and relevant local authority websites.

Magnitude of impact	Description
Medium	• Temporary (six months to one year) partial route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Route temporarily compromised and unusable for a proportion of its intended purpose (six months to one year). Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Increase (adverse) or decrease (beneficial) in journey length of greater than 250 m to 500 m.
Small	• Temporary (one month to six months) and reversible route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Route compromised and its functionality is partially impaired or compromised. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Increase (adverse) or decrease (beneficial) in journey length of greater than 50 m to 250 m.
Negligible	• Temporary (less than one month) and fully reversible minor route diversion. • Route is not closed and can continue to be used for its intended purpose without any significant inconvenience or detriment to users. • Increase (adverse) or decrease (beneficial) in journey length of less than 50 m.

Private, community, recreation and tourism assets

17.4.34 The magnitude of impact on private, community, recreation and tourism assets, including residential properties, recreational and tourism receptors, community facilities, recreational land and open space, and planning applications and local plan allocations, is assessed by appraising the level of impact on the receptor and the permanency of change arising from the Project.

17.4.35 Table 17.15 identifies the magnitude of impact criteria, which are based on professional judgement.

Table 17.15 – Private, community, recreation and tourism assets magnitude of impact criteria

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

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

Significance of effects

17.4.36 The sensitivity of the receptor and magnitude of impact are combined to give an overall significance of effect using the matrix set out in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**. Those effects that are found to be moderate or major are considered to be 'significant' and those which are minor or negligible are '**not significant**'.

Assumptions and Limitations

17.4.37 The following limitations and assumptions have been identified for the socio-economics, recreation and tourism assessment:

- The assessment relies, in part, on data provided by third parties (e.g. Ordnance Survey Mapping, Office for National Statistics (ONS)) which are the most up-to-date data available at the time of this assessment. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment.
- The sensitivity of private, community, recreation and tourism assets has been assessed based on publicly available data and, where there is no information available in the public domain (e.g. webpage of the business, recreation and tourism receptors), professional judgement has been applied.
- The baseline data gathered on aerodromes (e.g. the type of aerodrome and number of employees) have been collected through engagement between National Grid and the identified aerodromes, and publicly available information provided on the aerodromes' websites.
- The assessment of development land allocations is based on the latest data on planning applications and planning allocation boundaries available at the time of writing. Planning applications and development land anticipated to undergo construction in a period that overlaps with the construction phase of the Project will be dealt with through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**, which commits to engagement taking place between National Grid, its Main Works Contractor(s) and developers of other planning applications within the Order Limits. This engagement will occur throughout the pre-construction and construction phase of the Project to understand the construction programmes of relevant planning applications, where available. Access to land where construction is proposed for

planning applications that fall within the Order Limits will be coordinated with the relevant developer.

- Compensation matters are not addressed within the assessment and will be dealt with separately as part of the DCO process.
- A proportion of the construction and maintenance workers are likely to live locally to the Project, while a proportion will travel to the Project to work.
- The extent to which road closures required for the construction of the Project have been assessed is dependent on the nature and duration of the works activity. The majority of road closures are anticipated to last, even in a worst-case scenario, for less than one month (defined as 28 days). Diversions creating community severance for periods of less than one month are expected to be matters of personal annoyance and are not anticipated to result in significant community level effects.
- Potential severance effects are assessed at a community level[11], reflecting changes in connectivity and accessibility experienced by groups of receptors, rather than at the individual residential property level. Property-specific matters and mitigation measures for individual residential dwellings with severance effects are outside the scope of the socio-economic assessment.
- The assessment of PRoWs, access routes and recreational routes within this chapter considers not only PRoWs but also national and regional trails and promoted routes. In many cases, these types of trail occupy the same space as PRoWs which are already assessed as part of this chapter. Where a PRoW forms part of one of these trails, this has been taken into account when determining the sensitivity of that PRoW. The recreational and amenity value afforded by its role within the wider trail network is reflected accordingly, and the effect on the PRoW therefore considers its designation as a part of a national/regional trail or promoted route. To assess the effect on a regional trail separately from the PRoW or road with which it shares its alignment would therefore constitute double counting, as the two are, for the purposes of this assessment, spatially and functionally inseparable. As such, any effect on one of these trails is assessed through assessment of the affected PRoWs which constitute the trail. Access routes are also considered within this section of assessment, determined using online map-based research as routes that have no formal designation but are publicly accessible.
- As noted in **Application Document 6.4 Chapter 4 Description of the Project**, subject to gaining development consent, the construction period is expected to begin in 2028 and be functionally completed by the end of 2031, with reinstatement continuing to 2032 and potentially 2033.
- Because the assessment in this chapter considers both positive and negative effects, both the minimum and maximum worst-case parameters have been used where appropriate, in line with the Rochdale envelope approach (Planning Inspectorate, 2026).
- Employment creation and GVA impacts are considered to be beneficial and use the least intensive level of construction activity as a worst-case scenario.

[11] For the purposes of this assessment, and based on professional judgement, groups of four or more residential dwellings have been taken as the general threshold at which receptors are considered to constitute a community.

- All other impacts considered in this assessment are considered to be adverse in nature and use the most intensive level of construction activity as a worst-case scenario, represented by the peak construction workforce level of 626 FTEs per annum. Whilst the on-site workforce will be substantially lower than this figure for the majority of the construction period, the peak of 626 FTEs reflects the level of construction activity that could lead to the greatest amount of disruption for receptors.

17.4.38 Given that the chapter draws on the findings of other dependent chapters for the assessment of effects, namely **Application Document 6.6 Chapter 6 Landscape**, **Application Document 6.7 Chapter 7 Visual**, **Application Document 6.14 Chapter 14 Traffic and Transport**, **Application Document 6.15 Chapter 15 Air Quality**, and **Application Document 6.16 Chapter 16 Noise and Vibration**, the assumptions and limitations found in those chapters also apply to this assessment.

17.5 Basis of Assessment

17.5.1 This section sets out the assumptions that have been applied in respect of design flexibility maintained within the Project.

17.5.2 Details of the available flexibility and assessment scenarios are presented in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**.

Flexibility Assumptions

17.5.3 The socio-economics, recreation and tourism assessment has been undertaken based on the description of the Project provided in **Application Document 6.4 Chapter 4 Description of the Project**. To take account of the flexibility allowed in the Project, consideration has been given to the potential for effects to be of greater or different significance, should any of the permanent or temporary infrastructure elements be moved within the Limits of Deviation (LoD) (horizontal, vertical or longitudinal) or Order Limits.

17.5.4 The assumptions made regarding the use of flexibility for the assessment are set out in Table 17.16.

Table 17.16 – Flexibility assumptions

Element of flexibility	How this has been considered within the assessment
Horizontal LoD	Each pylon and conductor has been initially assessed in its current location and centreline as shown on **Application Document 2.4 Works Plans**. The assessment has then considered the possible effects of locating pylons or conductors anywhere within the LoD. The assumption considered within this assessment is that proposed overhead line options are to be built within the horizontal LoD as shown in **Application Document 2.4 Works Plans**. In order to assess the reasonable worst-case scenario on land take required during the operational phase, the maximum design parameters have been selected to inform the assessment.

Element of flexibility	How this has been considered within the assessment
Vertical LoD	Each pylon has been initially assessed at the height shown in **Application Document 6.4.A1 Appendix 4.1 Indicative Pylon Schedule**. The assumption considered within the assessment is that there is vertical LoD as explained in **Application Document 6.4 Chapter 4 Description of the Project**. In order to assess the reasonable worst-case scenario on users of private, community, recreation and tourism assets, such as PRoWs, access routes and recreational routes, recreational and open land and tourist assets, the maximum design parameters have been selected to inform the assessment.
Longitudinal LoD	Each pylon and conductor has been initially assessed in its current location and centreline as shown on **Application Document 2.4 Works Plans**. The assessment has then considered the possible effects of locating pylons or conductors anywhere within the LoD.
Pylon footprint	The pylon footprint would have no material difference to the socio-economics, recreation and tourism assessment; therefore, it has not been considered.
Foundation types	Foundation types would make no material difference to the socio-economics, recreation and tourism assessment; therefore, these have not been considered.
Order Limits – temporary construction works	The assumption considered within the assessment is that construction works could take place anywhere within the Order Limits, therefore the maximum design parameters have been considered to inform the assessment.
Watercourse crossings	Watercourse crossings have only been considered within the assessment where they have the potential to impact navigation. They are assessed based upon the Project design set out in **Application Document 6.4 Chapter 4 Description of the Project** and **Application Document 6.4.A3 Appendix 4.3 Indicative PRoW, Road, Railway and Rights of Navigation Crossing Schedule,** and shown in **Application Document 6.4.F3 Figure 4.3 Temporary Construction Works**. Other watercourse crossings (on non-navigable waterways) would make no material difference to the socio-economics, recreation and tourism assessment, therefore these have not been considered.
Modifications to third-party assets – construction methodology	The assessment has considered the effects of modifications to third-party assets in line with the construction methodology detailed within **Application Document 6.4.A4 Appendix 4.4 Indicative Third Party Schedule**.

Optionality

17.5.5 As set out in **Application Document 6.4 Chapter 4 Description of the Project** and shown on **Application Document 6.4.F3 Figure 4.3 Temporary Construction Works** optionality has been included at the following five locations:

- Two alternative options for temporary construction access between Pennyhill Cottages (Main Street) Primary Access Route (PAR 34) and proposed pylon 4AF82 and satellite construction compound S-3:
  - Bellmouths BM-040/41, associated construction access track and watercourse crossings C-169 and BC-11; or
  - Bellmouths BM-040A/41A, associated construction access track and watercourse crossings C-220A, C-169A and BC-11A.
- Two alternative options for temporary construction access tracks to proposed pylon 4AF88:
  - Watercourse crossing BC-36 and BC-37; or
  - Watercourse crossing B-06A.
- Two alternative options for the construction access track between proposed pylons 4AF130 and 4AF131
  - Watercourse crossing BC-29; or
  - Watercourse crossings BC-29A and BC-29B.
- Two alternative options for taking access off High Melwood (PAR 63) and the associated construction access track:
  - Bellmouth BM-078; or
  - Bellmouth BM-110.
- Two alternative power supply connections to the proposed main construction compound (M1) as shown on Application Document 6.4.F4 Figure 4.4 Third Party Works.
  - NPG-09A from the west – there is currently uncertainty whether capacity of the network would be sufficient for this this connection; or
  - NPG-09B from the east.

17.5.6 Where differences in effects between the two access options have been identified, these are set out within section 17.9, with clear reference to the nature, extent, and significance of any resulting socio-economics, recreation and tourism effects.

Sensitivity Test

17.5.7 Under the terms of the DCO, construction could commence any year up to five years from the granting of the DCO which is assumed to be 2028. Consideration has therefore been given to whether the effects reported would be different if the works were to commence in any year up to year five, following the granting of the DCO. Where there is a difference, this is reported in section 17.9 of this chapter.

17.6 Baseline Conditions

17.6.1 This section describes the baseline socio-economics, recreation and tourism environment in the study area.

Existing Baseline

17.6.2 This section describes the baseline environmental characteristics with specific reference to socio-economics, recreation and tourism.

17.6.3 The potential impacts arising from the Project are assessed relative to the baseline conditions and benchmarked against regional and national standards where appropriate. These include:

- Population and deprivation;
- Economic activity and employment;
- Local economy and labour market; and
- Existing site and surroundings.

Population, age profile and deprivation

17.6.4 Based on the ONS Census 2021 (Office for National Statistics, 2022), the total resident population of the 60-minute drive time catchment area (shown in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**) was 7,557,363. Whilst population or population age profiles do not factor directly into the local economy sensitivity assessment, these provide a background of the demographics of the associated study area.

17.6.5 According to ONS Census data for 2021 and 2011 (Office for National Statistics, 2022) (Office for National Statistics, 2012), the 60-minute drive time catchment area experienced a population increase of 4.9% between 2011 and 2021. This was a slower rate than seen across England (6.6%), and East Midlands (7.7%), but faster than Yorkshire and the Humber (3.7%). Each of the three relevant local authorities have experienced an increase in population over the same ten-year period, with Bassetlaw exhibiting the greatest population increase (4.4%). This growth rate is higher than seen across Yorkshire and the Humber. The percentage growth experienced across North Lincolnshire (1.3%) and East Riding of Yorkshire (2.4%) was lower than the regional and national rates. This is presented in Table 17.17 below.

17.6.6 To note, the Census 2021 statistics should be caveated as the data collection took place during the COVID-19 pandemic, which may affect the results of the dataset (for example, in terms of population, students may have been recorded studying from home rather than living away).

17.6.7 The English Indices of Deprivation 2025 (Ministry of Housing, Communities and Local Government, 2025), also shown in Table 17.17, shows that the most deprived local authority area in the study area is North Lincolnshire which is ranked as the 104th most deprived local authority of 296 districts in England (where 1 is the most deprived).

Table 17.17 – Population size, change and deprivation

Geography	Population (Census 2021)	Percentage increase since Census 2011	Average rank in IMD 2025*
60-minute drive time catchment area	7,557,363	4.9%	-
East Riding of Yorkshire (Route Sections A and B)	342,215	2.4%	203
North Lincolnshire (Route Sections B, C and D)	169,680	1.3%	104
Bassetlaw (Route Sections E and F)	117,804	4.4%	111
East Midlands	**4,880,054**	**7.7%**	**-**
Yorkshire and the Humber	**5,480,774**	**3.7%**	**-**
England	**56,490,047**	**6.6%**	**-**

Source: ONS (2022) Census 2021; ONS (2012) Census 2011; MHCLG (2025) The English Indices of Deprivation 2025.

**Index of Multiple Deprivation (IMD) rank of average rank. This is the population weighted average of the combined ranks for the LSOAs within each local authority area ranked from 1 (most deprived) to 296 (least deprived). The domains of deprivation considered in the ranking are income (weighting 22.5%), employment (22.5%), education, skills and training (13.5%), health deprivation and disability (13.5%), crime (9.3%), barriers to housing and services (9.3%) and living environment (9.3%). Note that weighting is rounded to 1 decimal place so does not total 100%.*

17.6.8 The population proportions in the study area as recorded in the Census 2021 (Office for National Statistics, 2022) are shown in Table 17.18 and Image 17.1.

17.6.9 The study area has a similar population structure to the regional and national comparators, with the same proportion of the population being of working age in the study area as the English national average (63%).

17.6.10 Of the relevant local authorities, Bassetlaw has the largest working age population (defined by ONS as people aged 16 to 64) at 61%, which is larger than in North Lincolnshire (60%) and East Riding of Yorkshire (58%). All of the local authorities have a lower working age population proportion than regionally (62% for both the East Midlands, and Yorkshire and the Humber) and nationally (63%).

17.6.11 East Riding of Yorkshire has the smallest proportion of the population aged 15 years and under (16%), below the national average (19%), and a larger proportion aged 65+ (26%), which is above the national average (18%).

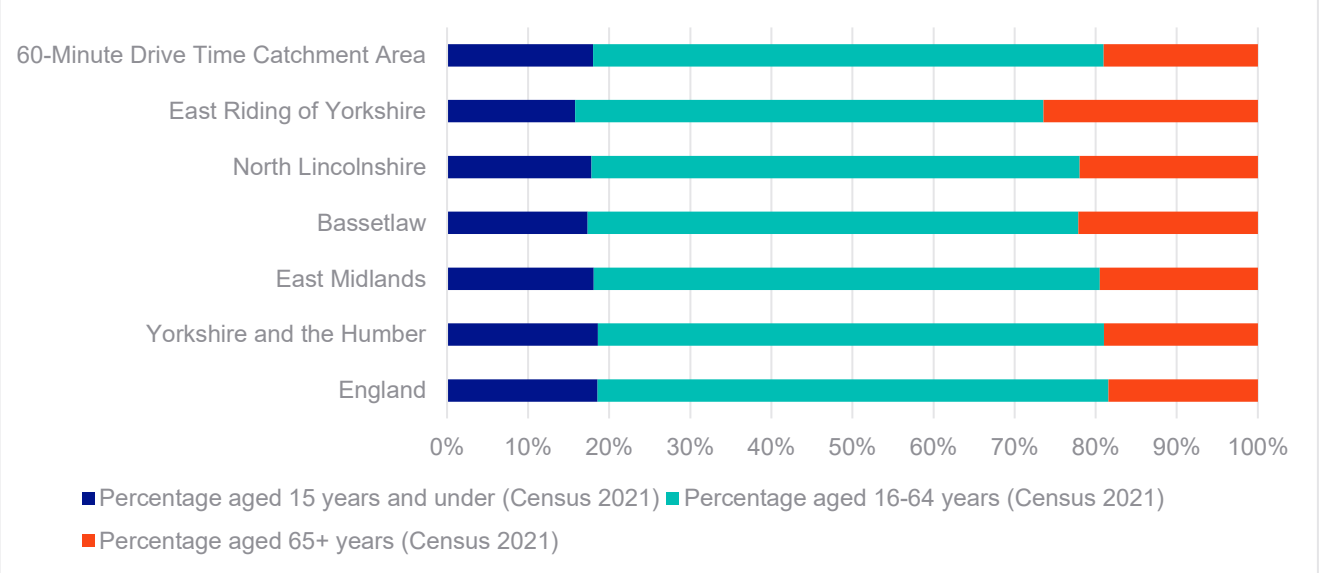
17.6.12 In terms of regions, Yorkshire and the Humber is relatively in line with national averages for the population proportion. East Midlands shows a slightly smaller proportion of the population aged 15 years and under (18%) and a slightly larger proportion of the population aged 65+ (20%).

Table 17.18 – Population age profile

Geography	Percentage aged 15 years and under (Census 2021)	Percentage aged 16-64 years (Census 2021)	Percentage aged 65+ years (Census 2021)
60-minute drive time catchment area	18%	63%	19%
East Riding of Yorkshire (Route Sections A and B)	16%	58%	26%
North Lincolnshire (Route Sections B, C, and D)	18%	60%	22%
Bassetlaw (Route Sections E and F)	17%	61%	22%
East Midlands	**18%**	**62%**	**20%**
Yorkshire and the Humber	**19%**	**62%**	**19%**
England	**19%**	**63%**	**18%**

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

Image 17.1 – Age profile by geography



Source: ONS (2022) Census 2021

Economic activity, unemployment and labour productivity

17.6.13 Economic activity rates at the time of the Census 2021 (Office for National Statistics, 2022) are shown in Table 17.19. The 60-minute drive time catchment area has an economic activity rate of 58.6% (including full-time students), which is the same as Yorkshire and the Humber but below both the East Midlands (59.9%) as well as the national average for England (60.9%). Of the relevant local authorities, Bassetlaw has the highest economic activity rate at 58.8%, closely followed by North Lincolnshire at 57.7%, and East Riding of Yorkshire at 56.5%. All three local authorities fall below both regional and national averages for economic activity.

17.6.14 In terms of employment among the economically active population, the study area records an employment rate of 55.3%, which sits below England's national average of 57.4% and the East Midlands (56.8%) but slightly above Yorkshire and the Humber (55.2%). At the local authority level, Bassetlaw has the highest employment rate at 56.4%, compared with North Lincolnshire (54.7%) and East Riding of Yorkshire (54.2%), both of which fall below the regional and national figures.

17.6.15 Unemployment rates across the study area are comparatively low. Bassetlaw and North Lincolnshire record unemployment rates of 2.4% and 3.0% respectively, while East Riding of Yorkshire has the lowest rate of the three local authorities at 2.3%, below the regional averages of 3.0% (East Midlands) and 3.4% (Yorkshire and the Humber), and the national average of 3.5%.

17.6.16 Labour productivity is proxied by GVA per filled job[12], as shown in Table 17.19 and based on ONS Labour Productivity Indices (Office for National Statistics, 2024) (Office for National Statistics, 2024). North Lincolnshire has the highest labour productivity of the geographical areas within the study area, at £71,554 in the latest data. This is higher than both regional (Yorkshire and the Humber, £53,549) and national (England, £62,751) levels of labour productivity. The East Riding of Yorkshire (£59,088) has a higher labour productivity than regional levels but is lower than that of England. Labour productivity in Bassetlaw (£46,461) is lower than both its regional comparator (East Midlands, £52,889) and the national level.

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

Table 17.19 – Economic activity rate[13]

Geography	Economic activity rate (including full-time students) (Census 2021)	Economically active – employed (Census 2021)	Economically active – unemployed (Census 2021)	Economically inactive (Census 2021)	Labour productivity (GVA per filled job, 2022)
60-minute drive time catchment area	58.6%	55.3%	3.3%	41.4%	-
East Riding of Yorkshire (Route Sections A and B)	56.5%	54.2%	2.3%	43.5%	£59,088
North Lincolnshire (Route Sections B, C, and D)	57.7%	54.7%	3.0%	42.3%	£71,554
Bassetlaw (Route Sections E and F)	58.8%	56.4%	2.4%	41.2%	£46,461
East Midlands	**59.9%**	**56.8%**	**3.0%**	**40.1%**	**£52,889**
Yorkshire and the Humber	**58.6%**	**55.2%**	**3.4%**	**41.4%**	**£53,549**
England	**60.9%**	**57.4%**	**3.5%**	**39.1%**	**£62,751**

Sources: ONS Census 2021 (Office for National Statistics, 2022); ONS Subregional productivity: labour productivity indices by local authority district (Office for National Statistics, 2024); ONS Subregional productivity: labour productivity indices by UK ITL2 and ITL3 subregions (Office for National Statistics, 2024).

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

Occupational group

17.6.17 Employment by major occupational group by Standard Occupational Classification 2010 (SOC2010), as recorded in Census 2021 data (Office for National Statistics, 2022), is shown in Table 17.20. In the 60-minute drive time catchment area (as illustrated in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**), the largest occupation by proportion of employment is professional occupations, accounting for 17.8% of all employment. This figure is lower than the English national average for this occupation group (20.3%). In East Riding of Yorkshire and Bassetlaw, the highest proportion of occupations are in professional occupations, whereas in North Lincolnshire, elementary occupations (such as cleaners, agricultural labourers and construction workers) represent the largest occupational group. All three local authorities have a higher proportion of process, plant, and machine operatives than the national average of 6.9%, but a smaller proportion for professional occupations than the national average of 20.3%.

Table 17.20 – Employment by major occupation group

Major occupational group by SOC2010	60-minute drive time catchment area	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	East Midlands	Yorkshire and the Humber	England
Total number employed	**3,409,584**	**156,119**	**76,223**	**54,919**	**2,272,324**	**2,461,368**	**26,405,214**
	%	%	%	%	%	%	%
Managers, directors, and senior officials	11.2	13.7	10.9	12.4	12	11.2	12.9
Professional occupations	17.8	18.1	13.5	14.5	17.5	18.1	20.3
Associate professional and technical occupations	12.0	12.4	10.9	10.8	11.9	12.3	13.3
Administrative and secretarial occupations	9.0	9.1	8.4	8.3	9.1	9	9.3
Skilled trades occupations	10.9	12.5	12.1	11.9	10.8	11.1	10.2
Caring, leisure and other service occupations	9.8	9.5	9.6	10.5	9.5	9.7	9.3
Sales and customer service occupations	8.3	7.1	7.9	7.6	7.7	8.3	7.5
Process, plant, and machine operatives	8.7	7.3	13.2	11	8.9	8.4	6.9
Elementary occupations	12.3	10.3	13.6	13	12.6	11.8	10.5

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

Skills and qualifications

17.6.18 Skills and qualifications held by working people aged 16-64 as recorded in the 2021 Census (Office for National Statistics, 2022) are shown in Table 17.21. The 60-minute drive time catchment area (as illustrated in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**) has a lower proportion of residents with National Vocational Qualification (NVQ) 4+ qualifications (28.8%) than the East Midlands (29.1%), Yorkshire and the Humber (29.5%), and England as a whole (33.9%). In the local authorities of East Riding of Yorkshire (30.5%), North Lincolnshire (23.9%) and Bassetlaw (25.5%), the proportions of the population with NVQ4+ qualifications are all lower than the national average (33.9%).

17.6.19 The 60-minute drive time catchment area has a higher proportion of residents with apprenticeships (6%) than the English national average (5.3%) and a similar proportion to East Midlands and Yorkshire and the Humber (6.0% and 6.1%, respectively). Of the relevant local authorities, East Riding of Yorkshire has the largest proportion of working people who hold an apprenticeship (7.2%), followed by North Lincolnshire (7.1%), and then Bassetlaw (6.7%).

Table 17.21 – Skills and qualifications held by working aged people (16-64)

Skills and qualifications	60-minute drive time catchment area	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	East Midlands	Yorkshire and the Humber	England
	%	%	%	%	%	%	%
People with NVQ4+	28.8	30.5	23.9	25.5	29.1	29.5	33.9
People with NVQ3+	18.0	17.2	17.2	17.4	18.3	17.4	16.9
People with NVQ2+	13.7	14.1	15.1	14.8	13.9	13.6	13.3
People with NVQ1+	10.2	10	11.7	10.9	10.4	10.1	9.7
People with apprenticeships	6.0	7.2	7.1	6.7	6.0	6.1	5.3
People with other qualifications (NVQ)	2.7	2.8	3.1	3.1	2.8	2.6	2.8
People with no qualifications (NVQ)	20.5	18.2	21.8	21.6	19.5	20.6	18.1

Source: ONS Census 2021 (Office for National Statistics, 2012)

Employment by industry

17.6.20 Employment by industry based on data from the Business Register and Employment Survey 2024 (Office for National Statistics, 2025) is shown in Table 17.22. The data are based on Standard Industrial Classification groups (HM Government, 2025) that classify businesses (and their employees) according to the type of their economic activity. In the 60-minute drive time catchment area (as illustrated in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**), East Riding of Yorkshire and North Lincolnshire, the three industries with the largest proportion of employment are the same, namely Manufacturing (Sector C), Wholesale and Retail Trade (Sector G), and Human Health and Social Work Activities (Q). In Bassetlaw, as well as these industries, Administrative and Support Service Activities (N) is also a prominent industry. This is consistent with the top three employment industries for Yorkshire and the Humber, as well as the East Midlands, showing a regional concentration of employment in these industries.

17.6.21 The 60-minute drive time catchment area, at 5.6%, has a larger proportion of employment within the Construction Sector than England as a whole (5.0%), and a similar proportion to East Midlands and Yorkshire and the Humber (5.6% and 5.7%, respectively). East Riding of Yorkshire (6.5%), North Lincolnshire (6.6%), and Bassetlaw (6.1%) have a higher proportion of employment than Yorkshire and the Humber, East Midlands, and England.

Table 17.22 – Employment by industry

Standard Industrial Classification industry section	60-minute drive time catchment area	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	East Midlands	Yorkshire and the Humber	England
Total employment	**3,597,000**	**138,000**	**76,000**	**57,000**	**2,247,000**	**2,569,000**	**28,412,000**
	%	%	%	%	%	%	%
A: Agriculture, forestry and fishing	0.1	4.3	2.0	1.8	1.6	1.3	1.2
B: Mining and quarrying	0.1	0.3	0.3	0.1	0.2	0.1	0.1
C: Manufacturing	10.6	13.0	23.7	15.8	11.3	10.2	7.0
D: Electricity, gas, steam and air conditioning supply	0.4	0.3	0.5	0.2	0.5	0.3	0.4
E: Water supply; sewerage, waste management and remediation activities	0.9	1.4	0.7	0.3	0.7	0.9	0.7
F: Construction	5.6	6.5	6.6	6.1	5.7	5.6	5.0
G: Wholesale and retail trade; repair of motor vehicles and motorcycles	14.7	14.5	14.5	12.3	14.4	14.5	13.7
H: Transportation and storage	5.6	5.1	7.9	7.9	6.6	5.3	5.1
I: Accommodation and food service activities	7.1	8.7	5.9	6.1	7.0	7.3	7.6
J: Information and communication	2.8	2.2	0.6	1.2	2.7	2.5	4.7
K: Financial and insurance activities	2.3	0.7	0.5	1.2	1.6	2.6	3.3
L: Real estate activities	1.6	1.3	1.3	1.2	1.8	1.5	2.2

Standard Industrial Classification industry section	60-minute drive time catchment area	East Riding of Yorkshire	North Lincolnshire	Bassetlaw	East Midlands	Yorkshire and the Humber	England
Total employment	**3,597,000**	**138,000**	**76,000**	**57,000**	**2,247,000**	**2,569,000**	**28,412,000**
	%	%	%	%	%	%	%
M: Professional, scientific and technical activities	7.8	6.5	3.9	4.4	8.0	7.5	9.7
N: Administrative and support service activities	8.2	4.3	4.6	15.8	7.7	8.3	8.7
O: Public administration and defence; compulsory social security	5.0	6.5	3.9	3.1	4.1	4.8	4.4
P: Education	8.7	8.0	6.6	6.1	8.2	8.8	8.4
Q: Human health and social work activities	14.6	13.0	11.8	12.3	13.8	14.4	13.5
R: Arts, entertainment and recreation	2.3	2.2	2.0	1.2	2.4	2.4	2.4
S: Other service activities	1.8	1.8	2.0	1.2	1.8	1.8	2.0
Other employment sectors (Sections T and U)	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Source: ONS Business Register and Employment Survey 2024 (Office for National Statistics, 2025). Figures may not sum due to rounding.

Local economy summary

17.6.22 In summary, the economic activity rate and the proportion of employment by broad industrial group in the study area are broadly in line with regional and national averages. Aligning this with the criteria outlined in Table 17.10, it is anticipated that businesses, workers and residents have an average capacity to experience an impact without incurring a change on their economic wellbeing. As such, the sensitivity of the local economy to impacts on employment and the local economy is considered to be **medium**.

Local accommodation capacity

17.6.23 During the construction phase, workers who live too far away to be based at home will need temporary accommodation during the working week. It is expected that construction workers will be housed within affordable visitor accommodation establishments within the composite 60-minute drive time catchment area as outlined in paragraph 17.4.6. The 60-minute drive time catchment area is illustrated in **Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**. Affordable visitor accommodation establishments which have been considered within the analysis have been defined as hotels or bed and breakfasts classed as either 'economy' or 'midscale' by CoStar (CoStar, 2025), a property resource website from which the accommodation capacity data have been sourced. These classifications represent the two cheapest of six classifications (ranging from 'economy' to 'luxury') and both charge similar per-night rates.

17.6.24 Total affordable visitor accommodation capacity within the study area is 15,737 rooms. This can be adjusted based on VisitBritain Seasonal Occupancy Survey Rates (VisitEngland, 2025) for 2025 to reflect how capacity will vary throughout the year. These adjustments result in the monthly room availability numbers seen in Table 17.23. Availability is lowest in July, when there are 2,203 rooms available in hotels, and bed and breakfasts after existing demand. Further to these hotels and bed and breakfasts, the non-serviced accommodation[14] and private rental sectors could help meet demand for temporary worker accommodation during construction.

Table 17.23 – Affordable visitor accommodation capacity adjusted for seasonal occupancy rates

Month	Room occupancy (%)	Rooms in affordable visitor accommodation typically available after existing demand
January	66	5,351
February	74	4,092
March	75	3,934
April	77	3,620
May	80	3,147
June	83	2,675

[14] Examples of non-serviced accommodation include, but are not limited to, self-catering apartments, holiday cottages, and caravan parks.

Month	Room occupancy (%)	Rooms in affordable visitor accommodation typically available after existing demand
July	86	2,203
August	81	2,990
September	84	2,518
October	82	2,833
November	80	3,147
December	73	4,249

Sources: CoStar accommodation capacity (CoStar, 2025); VisitEngland, Seasonal Occupancy Rates (VisitEngland, 2025)

Private, community, recreation and tourism assets

Community facilities

17.6.25 The community facilities within the study area are identified in Table 17.24 and shown in **Application Document 6.17.F3 Figure 17.3 Community Facilities**. Community facilities are grouped into several 'asset classes', including nurseries, schools, libraries, hospitals, surgeries, pharmacies, community centres, sports halls, swimming pools, and places of worship. Other receptors that may serve community purposes, such as public houses and private sports clubs, are considered in this chapter under the business, recreation and tourism receptors heading.

17.6.26 Typically, these receptors are assessed to have either a **medium** or **high** level of sensitivity, depending on the importance of the facility to the local communities, the context of the users and the context of the receptors in relation to the Project. The sensitivity criteria are detailed in Table 17.12.

Table 17.24 – Community facilities within the study area

Name/description	Asset class	Sensitivity
Route Section A		
St. Peter's Church, Rowley	Place of Worship	Medium
All Saints Church, Brantingham	Place of Worship	Medium
Brantingham Village Hall	Village Hall	Medium
St Anne's Church, Ellerker	Place of Worship	Medium
Ellerker Village Hall	Village Hall	Medium
Broomfleet Village Hall	Village Hall	Medium
St Mary's Church, Broomfleet	Place of Worship	Medium
Broomfleet Train Station	Train Station	Medium
The Parish Church of Saint Stephen, Newport	Place of Worship	Medium

Name/description	Asset class	Sensitivity
Route Section B		
St Oswald, Luddington	Place of Worship	Medium
Route Section C		
The Axholme Academy	Secondary School	High
Ealand Victory Hall (Jehovah's Witness Kingdom Hall)	Place of Worship	Medium
I Learn Education, Crowle	Nursery	High
Crowle Train Station	Train Station	Medium
Ealand Methodist Church	Place of Worship	Medium
Route Section D		
Belwood Pre-school	Nursery	High
Belton All Saints Church of England Primary School	Primary School	High
Beltoft Methodist Church	Place of Worship	Medium
Belton Park Pavilion	Village Hall	Medium
South Axholme Practice – Belton Surgery	Doctors' Surgery	Medium
Route Section E		
All Saints Parish Church, Misterton	Place of Worship	Medium
St Martin's Church, Saundby	Place of Worship	Medium
South Wheatley Village Hall	Village Hall	Medium
St Helen's, South Wheatley	Place of Worship	Medium
St Peter & St Paul's Church, North Wheatley	Village Hall	Medium
North Wheatley School	Primary School	High
The Manor Village Post Office	Post Office	Medium
Sturton Hall and Conference Centre	Conference Centre	Medium
St Peter and St Paul's Church, Sturton	Place of Worship	Medium
Treswell Village Hall	Village Hall	Medium
St John the Baptist, Treswell	Place of Worship	Medium
Rampton Hospital	Hospital	High
St Peter's Church, East Drayton	Place of Worship	Medium
St Giles Church	Place of Worship	Medium

Residential properties

17.6.27 There is one residential property within the Order Limits, namely Rowley Cottage, a private residence associated with the Rowley Cottage Kennels. The dwelling is located in Route Section A to the southwest of Little Weighton. The Order Limits occupy the driveway and pathway leading around the back of the property, but fall outside the curtilage of the dwelling itself.

17.6.28 The nearest settlements to the Order Limits in Route Sections A and B are Little Weighton, Brantingham, Ellerker, Newport, Gilberdyke, Broomfleet, and Ousefleet, which are all located within 500 m of the Order Limits. The larger settlement of Beverley lies approximately 1 km to the north of the Order Limits.

17.6.29 Within 500 m of the Order Limits in Route Sections C and D there are eight settlements, namely Garthorpe, Luddington, Crowle, Belton, Beltoft, Epworth, East Lound, and Graizelound.

17.6.30 The settlements within 500 m of the Order Limits for Route Sections E and F are Misterton, Beckingham, Saundby, North Wheatley, Sturton-le-Steeple, South Leverton, Treswell, Woodbeck, East Drayton, Darlton, and Fledborough.

17.6.31 A number of isolated residential properties also lie within 500 m of the Order Limits across all Route Sections.

17.6.32 For residential properties, the sensitivity is assessed to be either **medium** or **high**, depending on receptors' proximity to the Project and potential for adverse amenity impacts.

Business, recreation and tourism

17.6.33 Socio-economics, recreation and tourism receptors generally include economic entities, and users of socio-economic, recreational or tourism infrastructure provision. For example, those who will potentially benefit from employment generation (either directly, indirectly or induced).

17.6.34 There is one business within the Order Limits, namely Rowley Cottage Kennels. As set out in paragraph 17.6.27, the Order Limits overlap the driveway of the business and the access track behind the business, but do not encroach onto the building or any functional part of the business.

17.6.35 Business, recreation and tourism receptors within 500 m of the Order Limits are shown in Table 17.25, and **Application Document 6.17.F4 Figure 17.4 Business, Recreation and Tourism Receptors**, with Rowley Cottage Kennels highlighted in bold. For business, recreation and tourism receptors, the sensitivity is assessed to be either **low**, **medium** or **high**, depending on the amenity value of the receptor, the viability of the businesses and their exposure to impacts, among other factors. The sensitivity criteria are detailed in Table 17.12.

Table 17.25 – Business, recreation and tourism receptors within the study area

Name/description	Asset class	Sensitivity
Route Section A		
Risby Park Fishing Ponds and Folly Lake Café	Café	Medium
Risby House & Gardens	Grade II Registered Park and Garden	High
Lazaat Hotel	Hotel	Medium
Croft Park Holiday Lodges	Holiday Park	Medium
Croft Park Café	Café	Medium
8 Ball Camper Conversions	Vehicle Trader	Medium
Aristocat Hotel Cattery	Cattery	Medium
Little Weighton Steam Rally	Tourist Attraction	Medium
The Rowley Manor Hotel	Hotel	Medium
Rowley Cottage Kennels[15]	**Kennels**	**Medium**
Beverley and East Riding Croquet Club	Croquet Club	Medium
Mount Airy airfield	Aerodrome	Low
The Triton Inn	Pub/Wedding Venue	Medium
Pond View Cottage, Brantingham	Bed and Breakfast	Medium
Sunnydene Country Park	Holiday Park	Medium
Ellerker Lodge Garden Centre	Garden Centre	Medium

[15] Receptors highlighted in bold indicate that they are within or partially within the Project Order Limits

Name/description	Asset class	Sensitivity
Route Section A		
Villa d'Este	Restaurant	Medium
Durban House Caravan Site	Holiday Park	Medium
Weinerberger Ltd	Manufacturer	Low
Green Park Newport	Business Park	Low
Wallingfen Park	Business Park	Low
Gateway Business Park	Business Park	Low
Gilberdyke Garden Centre	Garden Centre	Medium
Newton Kennels	Kennels	Medium
Oxmardyke Equestrian Centre	Equestrian Centre	High
Protection Dogs Worldwide Headquarters	Dog Trainer	Medium
Underwood Events	Events Venue	Medium
1 Cave Crossings	Holiday Home	Medium
Route Section B		
Whitgift Lighthouse	Tourist Attraction	High
Whitgift Hall Caravan Site	Holiday Park	Medium
Garthorpe Farming Co. Ltd	Farm	Medium
Route Section C		
North Axholme Leisure Centre	Leisure Centre	Medium
Ealand Gate	Events Venue	High

Name/description	Asset class	Sensitivity
Route Section A		
Ealand Farm	Farm	Medium
Simon's School of Motoring	Driving School	Low
Seven Lakes Country and Caravan Park	Holiday Park	Medium
Lakeside Bar	Restaurant	Medium
Keeley's Ice Cream Parlour	Café	Medium
Wharf Road Business Park	Business Park	Low
Outcasts Cricket Club	Cricket Club	Medium
Kingfisher Nurseries	Garden Centre	Medium
Route Section D		
Great Wall Hot Food Takeaway	Restaurant	Medium
Epworth Fields	Holiday Park	Medium
Newlands Equestrian	Equestrian Centre	Medium
Haxey Airfield	Aerodrome	Low
Hippopottering Nurseries	Garden Centre	Medium
Route Section E		
White House Farm Camping and Caravanning	Holiday Park	Medium
The Haxey Gate Inn	Pub	Medium
Misterton Holiday Park and Driving Range	Holiday Park	Medium
Haxey Quays	Holiday Park	Medium

Name/description	Asset class	Sensitivity
Route Section A		
The Red Hart	Pub	Medium
Misterton Chippy & Bistro	Hot Food Takeaway	Low
Misterton Christian Centre	Campsite	Medium
Birch View Lodges	Holiday Homes	Medium
Beetroot UK at Stan White Farms	Farm	Medium
Sunflower Lodge	Holiday Home	Medium
Willow Farm airfield	Aerodrome	Low
Rosekeys Lifeways Residential Service	Care Home	High
Waggy Tail Farm Ltd	Dog Trainer and Kennel	Medium
Sunrise Plants	Garden Centre	Medium
Tasker Partnership Farm	Farm	Medium
The Leys Bakery and Café	Café	Medium
Wheatley Tennis Club	Tennis Club	Medium
North Wheatley with Leverton Cricket Club	Cricket Club	Medium
West Burton Airfield	Aerodrome	Low
Reindeer Inn	Inn	Medium
North Leverton Windmill	Tourist Attraction	High
Willowbeck Retreat	Holiday Park	Medium
Windmill View Plant Centre	Garden Centre	Medium

Name/description	Asset class	Sensitivity
Route Section A		
Forwood Farm airfield	Aerodrome	High
Grove Farm airfield	Aerodrome	Low
Retford Logs	Supplier	Low
Headon Airfield	Aerodrome	Medium
The Blue Bell Inn	Inn	Medium
Outklass Fitness	Gym	Medium
Manor Road Business Park	Business Park	Low
Retford Saddlery	Saddlery	Medium
Darlton Gliding Club	Aerodrome	High

Recreational land and open space

17.6.36 Recreational land within the study area is shown in **Application Document 6.17.F5 Figure 17.5 Recreational Land and Recreational Routes**. The receptor types considered include designations such as National Landscapes, nature reserves, open access land under the CRoW Act 2000 (HM Government, 2000) (excluding roadside verges and drains), Registered Common Land, and publicly accessible Local Wildlife Sites (LWSs), as well as parks, playing fields, waterways, and canals, including moorings on canals. Canals and waterways included within this baseline are based on those considered within **Application Document 6.17.A2 Appendix 17.2 Navigation-Related Socio-Economic, Recreation and Tourism Impacts**.

17.6.37 Three land-based receptors are within the Order Limits, all of which are areas designated as Common Land within Route Section B and have been highlighted in bold within Table 17.26.

17.6.38 The Project crosses three sections of canal (highlighted in bold in Table 17.26). The first is an approximately 120 m long section of the Market Weighton Canal, located near Broomfleet (Route Section A), which is available for fishing to any rod-licensed fishers, and is used by Hull and District Anglers' Association. The second is an approximately 120 m long section of the Stainforth and Keadby Canal near Ealand (Route Section C), and the third is an approximately 130 m long section of the Chesterfield Canal near Misterton (Route Section E). The latter two canals are rented by Scunthorpe Amalgamated Anglers as a Fishery. All three of these sections of canal may also be used for leisure purposes, for example boating, canoeing, kayaking, and paddleboarding.

17.6.39 The Project also crosses two rivers, the River Ouse and the River Idle, which are used for recreational boating and other water-based recreation. The River Ouse is a tidal navigation with a statutory public right of navigation, managed by Associated British Ports, and is used by leisure craft. The River Idle has a public right of navigation in principle between Bawtry Bridge and Stockwith, but use is infrequent and largely limited to canoes and kayaks, with occasional small cruisers or narrowboats, owing to restricted access from the River Trent and silting in places.

17.6.40 Two mooring sites are located within 500 m of the Order Limits and are identified in Table 17.26. Both of these are located on the Chesterfield Canal, near to Misterton village (Route Section E). The first of these is the Wooden Beck visitor moorings site, which allows 48-hour moorings and is located adjacent to the Order Limits. The second is a private mooring near Misterton Bridge (Shaw Road), which is also adjacent to the Order Limits.

Table 17.26 – Recreational land and open space within the study area

Name/description	Asset class	Sensitivity
Route Section A		
Risby Park (Fishing Ponds)	Parks and Gardens	Medium
Birkhill Wood	LWS	Medium
Skidby Cemetery	Cemetery	Medium

Name/description	Asset class	Sensitivity
Route Section A		
Lilac Grove	Amenity Greenspace	Medium
St Peter's Church, Rowley	Cemetery	Medium
All Saints Church, Brantingham	Cemetery	Medium
Brantingham Allotments	Allotments	Medium
The Green, Brantingham	Amenity Greenspace	Medium
St Anne's Church, Ellerker	Cemetery	Medium
Ellerker Playground	Children's Playspace	High
Amenity Greenspace by Ellerker Beck	Amenity Greenspace	Medium
The Bullfield, South Cave	Amenity Greenspace	Medium
St Stephen's Church, Newport	Cemetery	Medium
Towns Corner Allotments	Allotments	High
St Mary's Church, Broomfleet	Cemetery	Medium
Broomfleet Village Hall Playspace	Children's Playspace	High
Market Weighton Canal[16]	**Canal**	**Low**
Oxmardyke Washlands	Local Wildlife Site/Ponds	Medium
Broomfleet Washlands	LWS/Ponds	Medium
Broomfleet Pits	LWS/Ponds	Medium
River Ouse	**River**	**Medium**
Route Section B		
Royal Society for the Protection of Birds (RSPB) Blacktoft Sands Reserve	Nature Reserve	Medium
Land designated under the CRoW Act north of Pennyhill Cottages, Ousefleet	Land designated under the CRoW Act 2000	Medium
Land designated under the CRoW Act southeast of Narrow Lane	**Land designated under the CRoW Act 2000**	**Medium**
Land designated under the CRoW Act southwest of Narrow Lane	**Land designated under the CRoW Act 2000**	**Medium**
Land designated under the CRoW Act west of Adlingfleet, along Cow Lane	**Land designated under the CRoW Act 2000**	**Medium**

[16] Receptors highlighted in bold indicate that they are within or partially within the Project Order Limits

Name/description	Asset class	Sensitivity
Route Section A		
Route Section C		
Stainforth and Keadby Canal	**Canal**	**Medium**
Route Section D		
Belton Playing Fields	Playing Field	Medium
River Idle Banks, West Stockwith	Local Wildlife Site	Medium
River Idle	**River**	**Low**
Route Section E		
Haxey Road Cemetery	Cemetery/Locally Important Open Space	Medium
Land south of Ashdown Way	Semi/Natural Greenspaces/Locally Important Open Space	High
Church Meadow	Children's Playspace/Locally Important Open Space	High
High Street opposite War Memorial	Amenity Greenspace/Locally Important Open Space	Medium
Misterton Pasture	LWS	Medium
All Saints Church, Misterton	Cemetery/Locally Important Open Space	Medium
Shaw Ponds	LWS/Pond	Medium
Chesterfield Canal	**Canal**	**Medium**
Wooden Beck Visitor Mooring	Boat Mooring	Medium
Misterton Bridge Long Term Mooring	Boat Mooring	Medium
Gringley Playing Field	Locally Important Open Space	Medium
Beckingham Wood	LWS	Medium
Tongs and Dogholes Woods	LWS	Medium
Saundby Park Wood	LWS	Medium
Wheatley Wood	LWS	Medium
St Peter & St Paul's Church, North Wheatley	Cemetery/Locally Important Open Space	Medium
Sturton Road Cemetery	Cemetery/Locally Important Open Space	Medium

Name/description	Asset class	Sensitivity
Route Section A		
North Wheatley Playing Field	Locally Important Open Space	Medium
Cross Street Greenspace	Amenity Greenspace/Locally Important Open Space	High
West Burton Meadow	LWS	Medium
St Peter & St Paul's Church, Sturton le Steeple	Cemetery/Locally Important Open Space	Medium
Caddow Wood Northern Assarts	LWS	Medium
Caddow Wood Southern Assarts	LWS	Medium
Retford Gate Green Lane	LWS	Medium
Treswell Wood	LWS	Medium
Bushstocks Lane Meadow	LWS	Medium
St Peter's Church, North Green	Cemetery/Locally Important Open Space	Medium
Headon Verges	LWS	Medium
Route Section F		
Fledborough to Harby Dismantled Railway	LWS	Medium

Public right of way, access routes and recreational routes

17.6.41 A summary of PRoWs, access routes and recreational routes within the study area is presented in **Application Document 6.17.F5 Figure 17.5 Recreational Land and Recreational Routes**. Public rights of way, access routes and recreational routes within the Order Limits are identified below in Table 17.27. These routes have been identified through the following sources:

- Public rights of way, NCN routes, and National Trails – informed by **Application Document 6.14 Chapter 14 Traffic and Transport**;
- Access Routes – Outdoor Recreation Valuation (ORVal) Access Path Map (University of Exeter, 2018); and
- Other promoted routes[17] – Informed by relevant local authority resources.

This chapter refers to each PRoW using its identifier code, rather than its full title. **Application Document 6.4 Chapter 4 Description of the Project** presents the

[17] These are not physically separate paths or access routes, and occupy the same space as named roads and PRoWs, but are identified by the relevant local authority as a recommended walking route and so have the potential to be of importance for recreational access, specifically along sections which may not be purpose-built for such activities, such as roads.

identifier code and full title of each PRoW within the study. For example, the full title of ROWLF03 is Rowley Footpath No.3.

Table 17.27 – Public rights of way, access routes, and recreational routes within the study area

Name/description		Type of route	Authority
PRoWs	**PRoW Receptor Code**		
Rowley Bridleway No.13	R0WLB13	Bridleway	East Riding
Woodmansey Bridleway No.30	WOODB30	Bridleway	East Riding
Skidby Bridleway No.7	SKIDB07	Bridleway	East Riding
Woodmansey Footpath No.7	WOODF07	Footpath	East Riding
Rowley Footpath No.12	ROWLF12	Footpath	East Riding
Skidby Footpath No.17	SKIDF17	Footpath	East Riding
Skidby Bridleway No.4	SKIDB04	Bridleway	East Riding
Rowley Bridleway No.7	ROWLB07	Bridleway	East Riding
Rowley Footpath No.15	ROWLF15	Footpath	East Riding
Skidby Bridleway No.1	SKIDB01	Bridleway	East Riding
Skidby Bridleway No.2	SKIDB02	Bridleway	East Riding
Rowley Bridleway No.4	R0WLB04	Bridleway	East Riding
Rowley Bridleway No.5	R0WLB05	Bridleway	East Riding
Skidby Bridleway No.15	SKIDB15	Bridleway	East Riding
Rowley Footpath No.3	ROWLF03	Footpath	East Riding
Ellerker Footpath No.3	ELLRF03	Footpath	East Riding
Ellerker Footpath No.2	ELLRF02	Footpath	East Riding
Ellerker Footpath No.4	ELLRF04	Footpath	East Riding

Name/description		Type of route	Authority
PRoWs	PRoW Receptor Code		
Broomfleet Footpath No.12	BROOF12	Footpath	East Riding
Broomfleet Footpath No.8	BROOF08	Footpath	East Riding
Broomfleet Footpath No.5	BROOF05	Footpath	East Riding
Broomfleet Footpath No.10	BROOF10	Footpath	East Riding
Blacktoft Bridleway No.5	BLACB05	Bridleway	East Riding
Blacktoft Footpath No.9	BLACF09	Footpath	East Riding
Twin Rivers Footpath No. 5	TWINF05	Footpath	East Riding
Former Parish of Ousefleet Bridleway No.1	OUSEB01	Bridleway	East Riding
Former Parish of Ousefleet Bridleway No.2	OUSEB02	Bridleway	East Riding
Former Parish of Adlingfleet Bridleway No.1	ADLFB01	Bridleway	East Riding
BRIDLEWAY GART1A	NI|GART|1A	Bridleway	North Lincolnshire
FOOTPATH GART3	NI|GART|3	Footpath	North Lincolnshire
FOOTPATH LUDD4	NI|LUDD|4	Footpath	North Lincolnshire
FOOTPATH LUDD5	NI|LUDD|5	Footpath	North Lincolnshire
FOOTPATH AMCO5	NI|AMCO|5	Footpath	North Lincolnshire
RESTRICTED BYWAY LUDD5A	NI|LUDD|5A	Footpath	North Lincolnshire
FOOTPATH LUDD9	NI|LUDD|9	Footpath	North Lincolnshire
BRIDLEWAY CROW11	NI|CROW|11	Bridleway	North Lincolnshire
BRIDLEWAY CROW14	NI|CROW|14	Bridleway	North Lincolnshire
BRIDLEWAY CROW12	NI|CROW|12	Bridleway	North Lincolnshire

Name/description		Type of route	Authority
PRoWs	**PRoW Receptor Code**		
BRIDLEWAY CROW13	NI|CROW|13	Bridleway	North Lincolnshire
FOOTPATH BELT25	NI|BELT|25	Footpath	North Lincolnshire
RESTRICTED BYWAY BELT2	NI|BELT|2	Restricted Byway	North Lincolnshire
BRIDLEWAY BELT28A	NI|BELT|28	Bridleway	North Lincolnshire
BRIDLEWAY BELT28B	NI|BELT|28B	Bridleway	North Lincolnshire
FOOTPATH BELT148	NI|BELT|148	Footpath	North Lincolnshire
BRIDLEWAY BELT29	NI|BELT|29	Bridleway	North Lincolnshire
FOOTPATH EPWO77	NI|EPWO|77	Footpath	North Lincolnshire
FOOTPATH EPWO60	NI|EPWO|60	Footpath	North Lincolnshire
FOOTPATH EPWO78	NI|EPWO|78	Footpath	North Lincolnshire
FOOTPATH HAXE117	NI|HAXE|117	Footpath	North Lincolnshire
MistertonFP11	NT|Misterton|FP11	Footpath	Nottinghamshire[18]
MistertonBOAT18	NT|Misterton|BOAT18	Byway	Nottinghamshire
MistertonFP17	NT|Misterton|FP17	Footpath	Nottinghamshire
MistertonFP16	NT|Misterton|FP16	Footpath	Nottinghamshire
Gringley On The HillBW15	NT|Gringley On The Hill|BW15	Bridleway	Nottinghamshire
Gringley On The HillFP13	NT|Gringley On The Hill|FP13	Footpath	Nottinghamshire
BeckinghamFP3	NT|Beckingham|FP3	Footpath	Nottinghamshire

[18] Nottinghamshire County Council are responsible for PRoWs within Bassetlaw local authority area.

Name/description		Type of route	Authority
PRoWs	PRoW Receptor Code		
BeckinghamFP12	NT|Beckingham|FP12	Footpath	Nottinghamshire
BeckinghamFP4	NT|Beckingham|FP4	Footpath	Nottinghamshire
SaundbyFP3	NT|Saundby|FP3	Footpath	Nottinghamshire
SaundbyFP4	NT|Saundby|FP4	Footpath	Nottinghamshire
North WheatleyFP5	NT|North Wheatley|FP5	Footpath	Nottinghamshire
North WheatleyFP4	NT|North Wheatley|FP4	Footpath	Nottinghamshire
North WheatleyFP8	NT|North Wheatley|FP8	Footpath	Nottinghamshire
North WheatleyFP3	NT|North Wheatley|FP3	Footpath	Nottinghamshire
West BurtonFP8	NT|West Burton|FP8	Footpath	Nottinghamshire
Sturton Le SteepleFP19	NT|Sturton Le Steeple|FP19	Footpath	Nottinghamshire
Sturton Le SteepleFP20	NT|Sturton Le Steeple|FP20	Footpath	Nottinghamshire
Sturton Le SteepleRB31	NT|Sturton Le Steeple|RB31	Restricted Byway	Nottinghamshire
Sturton Le SteepleBW25	NT|Sturton Le Steeple|BW25	Bridleway	Nottinghamshire
North Leverton With HabblesthorpeFP24	NT|North Leverton With Habblesthorpe|FP24	Footpath	Nottinghamshire
North Leverton With HabblesthorpeBW10	NT|North Leverton With Habblesthorpe|BW10	Bridleway	Nottinghamshire
South LevertonFP8	NT|South Leverton|FP8	Footpath	Nottinghamshire
South LevertonFP21	NT|South Leverton|FP21	Footpath	Nottinghamshire
South LevertonBW9	NT|South Leverton|BW9	Bridleway	Nottinghamshire

Name/description		Type of route	Authority
PRoWs	**PRoW Receptor Code**		
South Leverton FP11	NT|South Leverton|FP11	Footpath	Nottinghamshire
South Leverton FP26	NT|South Leverton|FP26	Footpath	Nottinghamshire
Treswell BW11	NT|Treswell|BW11	Bridleway	Nottinghamshire
TreswellBW14	NT|Treswell|BW14	Bridleway	Nottinghamshire
East DraytonFP13	NT|East Drayton|FP13	Footpath	Nottinghamshire
East DraytonFP10	NT|East Drayton|FP10	Footpath	Nottinghamshire
East DraytonFP12	NT|East Drayton|FP12	Footpath	Nottinghamshire
East DraytonFP14	NT|East Drayton|FP14	Footpath	Nottinghamshire
East DraytonBW11	NT|East Drayton|BW11	Bridleway	Nottinghamshire
East DraytonFP3	NT|East Drayton|FP3	Footpath	Nottinghamshire
DarltonFP3	NT|Darlton|FP3	Footpath	Nottinghamshire
DarltonBW1	NT|Darlton|BW1	Bridleway	Nottinghamshire
FledboroughFP7	NT|Fledborough|FP7	Footpath	Nottinghamshire
MarnhamBOAT8	NT|Marnham|BOAT8	Byway	Nottinghamshire
National Cycle Network			
NCN 65		NCN Route	East Riding
NCN 647		NCN Route	Nottinghamshire
National Trails			
Yorkshire Wolds Way		National Trail	East Riding

Name/description		Type of route	Authority
PRoWs	**PRoW Receptor Code**		
Access routes			
Path between Rowley Footpath no. 12 and Lazaat Hotel		Recreation and Roadside access	East Riding
Path between Whin Moor Lane and Howden Croft Hill, Ellerker		Access	East Riding
Provence Farm Access Path between Carr Dike Lane and Ings Lane		Access to Provence Farm from Ings Lane	East Riding
Carr Dike Lane		Access to Provence Farm from Carr Lane	East Riding
Market Weighton Canal west bank pathway		Recreation	East Riding
Pathway heading south from Meredyke Road, southeast of Luddington		Access to farmland	North Lincolnshire
Pathway through farmland connecting Luddington Road and Carr Road through Keadby wind farm		Recreation and access	North Lincolnshire
Access route connecting Curlews Farm to A161 and A18, Crowle		Access to farmland	North Lincolnshire
Access route connecting Hollingsworth Lane to Woods Farm, south of Beltoft		Access to farmland	North Lincolnshire
Sand Road, off Hollingsworth Lane		Access to residential building and farmland	North Lincolnshire
Pathway connecting Newland Lane to Melwood Hill		Access to farmland	North Lincolnshire
Track heading north from Burnham Road, High Burnham		Access to farmland	North Lincolnshire
Track connecting Shaw Lock No 62 on Chesterfield Canal to Cattle Road by Cornley Drain		Access to farmland	North Lincolnshire

Name/description		Type of route	Authority
PRoWs	**PRoW Receptor Code**		
Recreational Routes (including promoted routes)			
Beverley Twenty[19]		Long-Distance Path Overlaps[20]: PRoW ROWLB13 PRoW WOODB30 PRoW SKIDB04 PRoW ROWLB07 PRoW ROWLB04 PRoW ROWLB05 PRoW SKIDB15	East Riding of Yorkshire
High Hunsley Circuit		Long-Distance Path Overlaps: PRoW ROWLB04 PRoW ROWLB05 PRoW ELLRF02 PRoW SKIDB15	East Riding of Yorkshire
Skidby and Risby Walk		East Riding Promoted Route Overlaps: PRoW ROWLF15 PRoW SKIDB04 PRoW ROWLB07	East Riding of Yorkshire

[19] This long distance promoted route is also referred to as the Beverley 20 in some promotional sources

[20] As outlined within paragraph 17.4.37, promoted recreational routes occupy the same land as designated roads and PRoWs. The names and designations of the PRoWs and roads of each recreational route that recreational route overlaps within the Order Limits have been detailed here.

Name/description		Type of route	Authority
PRoWs	**PRoW Receptor Code**		
Willow Flats, South Cave		East Riding Promoted Route Overlaps: Ellerker Lane	East Riding of Yorkshire
Trans Pennine Trail		Long-Distance Path Overlaps: Ings Lane Ellerker Road PRoW BLACF09	East Riding of Yorkshire
Broomfleet Circular/Broomfleet-Blacktoft Linear		East Riding Promoted Route Overlaps: Landing Lane PRoW BROOF10 PRoW BLACF09	East Riding of Yorkshire
Fockerby Ride		East Riding Promoted Route Overlaps: PRoW OUSEB01 PRoW GART1A Pasture Lane	East Riding of Yorkshire
Adlingfleet to Fockerby		East Riding Promoted Route Overlaps: PRoW GART1A Pasture Lane	East Riding of Yorkshire

Name/description		Type of route	Authority
PRoWs	**PRoW Receptor Code**		
Adlingfleet Circular		East Riding Promoted Route Overlaps: PRoW OUSEB01 PRoW OUSEB02 PRoW ADLFB01	East Riding of Yorkshire
Peatlands Way		Long-Distance Path Overlaps: PRoW NI|CROW|14 PRoW NI|BELT|25 PRoW NI|BELT|2	North Lincolnshire
Trent Valley Way		PRoW NI|BELT|25 PRoW NI|BELT|2 PRoW NT|Walkeringham|BW13 PRoW NT|Misterton|FP11	North Lincolnshire and Nottinghamshire
Cuckoo Way		Long-Distance Path	Nottinghamshire
Dukeries Trail 8		Long-Distance Path Overlaps: NCN Route 647	Nottinghamshire

Future Baseline

17.6.42 As detailed in **Application Document 6.5 Chapter 5 Environmental Impact Assessment Approach and Methodology**, a review has been undertaken to determine whether the existing baseline conditions might change between the time of undertaking the assessment and the future years in which the Project is planned to be constructed and become operational.

17.6.43 Consideration has been given to the following types of change that could potentially alter the baseline environment associated with socio-economics, recreation and tourism:

- Population demographics; and
- Development land.

Population demographics

17.6.44 The populations of East Riding of Yorkshire, North Lincolnshire and Bassetlaw are expected to increase from 342,215, 169,680 and 117,804 respectively at the time of the last Census in 2021 to 353,292, 176,201 and 126,473 when the Project is complete and operational in 2031. This represents an increase of 3.2% in East Riding of Yorkshire, 3.8% in North Lincolnshire and 7.4% in Bassetlaw (Office for National Statistics, 2018). In Yorkshire and the Humber, the East Midlands region and England as a whole, there are expected to be population increases of 4.4%, 6.9% and 5.1% respectively over the same time period.

17.6.45 Table 17.28 sets out population projection data broken down by age group. It shows that by 2031, both the 0 to 15-year-old and the 16 to 64-year-old population will make up a lower proportion of the total population across all study area geographies than they did in 2021. There is projected to be an increase in the proportion of residents aged 65 and over across all study area geographies over the time period.

Table 17.28 – Population projections by age breakdown

Geographical area	Age	2021	2031
East Riding of Yorkshire	Aged 0 to 15	15.8%	14.7%
	Aged 16 to 64	57.8%	53.8%
	Aged 65+	26.4%	31.6%
North Lincolnshire	Aged 0 to 15	17.8%	16.2%
	Aged 16 to 64	60.2%	57.6%
	Aged 65+	22.0%	26.1%
Bassetlaw	Aged 0 to 15	17.3%	17.0%
	Aged 16 to 64	60.5%	56.6%
	Aged 65+	22.1%	26.4%
Yorkshire and the Humber	Aged 0 to 15	18.6%	17.5%
	Aged 16 to 64	62.4%	60.4%

Geographical area	Age	2021	2031
	Aged 65+	19.0%	22.1%
East Midlands	Aged 0 to 15	18.1%	17.2%
	Aged 16 to 64	62.4%	60.0%
	Aged 65+	19.5%	22.9%
England	Aged 0 to 15	18.6%	17.5%
	Aged 16 to 64	63.0%	60.7%
	Aged 65+	18.4%	21.8%

Sources: ONS Census 2021 (Office for National Statistics, 2022); ONS Population projections (Office for National Statistics, 2018)

17.6.46 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. 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 Project should be assessed against current baseline conditions and policies.

Planning applications and local plan allocations

17.6.47 To reduce the potential effects on land planned for future development, where practicable, the Project has been designed to avoid developments which are not yet built but which are anticipated to be operational prior to the start of construction of the Project. Such developments within 500 m of the Order Limits have been identified through desk-based studies of planning applications and local plan allocations. Table 17.29 describes the key planning applications that are relevant to this assessment.

Table 17.29 – Planning applications within the study area

Planning application reference	Route Section	Description
23/03527/PLF	A	Installation of a wind turbine (up to 87 m high to tip, up to 60 m high to hub, up to 54 m blade diameter) with alterations to existing access and hardstanding and associated works following removal of existing 60.5 m high wind turbine
PA/2021/1208	D	Planning permission to erect 24 dwellings

17.6.48 There are two allocations for development land within the adopted North Lincolnshire Local Development Framework Core Strategy Adopted June 2011 (North Lincolnshire Council, 2011) which fall within 500 m of the Order Limits:

- EALE-1 Spen Lane, Ealand: employment land allocation located approximately 150 m northwest of the Order Limits. The site is allocated for B1 (Offices), B2 (General Industrial), and B8 (Storage and Distribution) uses, with planning permission to erect a building for use as a builders' merchant. The site is currently in the process of being delivered.

- EALE-2 Land South of Railway, Ealand: employment land allocation located approximately 50 m west of the Order Limits. The site is allocated for a mix of B1 (Business/Light Industrial), B2 (General Industrial), and B8 (Storage and Distribution) uses. The site is currently in the process of being delivered.

17.6.49 There are no allocations for development land listed within the adopted East Riding Local Plan Update 2020-2039 (East Riding of Yorkshire Council, 2025), East Riding of Yorkshire Allocations Document Update (East Riding of Yorkshire Council, 2025), or Bassetlaw Local Plan 2020-2038, adopted 29 May 2024 (Bassetlaw District Council, 2024) which fall within 500 m of the Order Limits.

17.7 Potential Effects

17.7.1 Based on the assessment scope (see section 17.3), the following sections describe how construction (C) and operation (O) activities are likely to affect socio-economics, recreation and tourism receptors in the study area. This takes account of the embedded mitigation measures which are defined **Application Document 7.3 Register of Environmental Actions and Commitments**. This section first lists the impacts that could result from each phase of the Project and Table 17.30 sets out the potential effects on the receptors identified in section 17.6.

Construction

17.7.2 The potential impacts that could result from the construction of the Project are:

- Generation of construction-related employment;
- Generation of GVA;
- Potential impact on local labour supply;
- Potential impact on local accommodation facility capacity;
- Potential temporary severance of access to community facilities for residents;
- Potential adverse land take or amenity impacts on private, community, recreation and tourism assets; and
- Potential temporary closure or diversions to PRoWs, access routes and recreational routes.

Operation

17.7.3 The potential impacts that could result from the operation of the Project are:

- Potential temporary severance of access to community facilities for residents; and
- Potential permanent adverse land take or amenity impacts on private, community, recreation and tourism assets.

Potential Effects

17.7.4 Table 17.30 sets out the potential effects on the receptors identified in section 17.6 and during which phase of the Project.

Table 17.30 – Summary of potential socio-economics, recreation and tourism effects at each phase of the Project

Receptor	Potential effect	Description	C	O
Employment levels within the 60-minute drive time catchment area.	Generation of construction-related employment.	The Project will generate direct and indirect temporary employment during the construction phase.	✓	
The local economy within the 60-minute drive time catchment area.	Generation of GVA including multiplier effects.	The employment and wider economic activity created during the construction phase will generate GVA within the local economies of the Project.	✓	
Construction labour supply within the 60-minute drive time catchment area.	Potential effects on the supply of available local construction workforce.	The Project will require construction workers during the construction phase, which may cause strain on local labour supply within this sector.	✓	
Local accommodation facilities within the 60-minute drive time catchment area.	Impact of the incoming construction workers requiring temporary accommodation on local visitor accommodation capacity.	The Project is likely to require some non-local construction workers. These workers will require temporary accommodation facilities, which could impact the local supply of available accommodation facilities.	✓	
Local communities within 1 km of the Order Limits.	Potential temporary or permanent severance of access to community facilities for residents	Disruption to PRoWs or other recreational routes affecting access to facilities, would be avoided as far as possible. However, a number of routes have been identified within the study area which could be impacted by the Project. Additionally, there is potential for severance of access to facilities as a result of changes to the road network.	✓	✓
Private, community, recreation and tourism assets within 500 m of the Order Limits.	Potential temporary or permanent adverse land take or amenity impacts on residential properties, local businesses, visitor attractions, community facilities, open space or development land.	A number of residential properties, local businesses, visitor attractions, community facilities, open spaces and development land allocations have been identified within the study area which could be impacted by land take or amenity impacts.	✓	✓

Receptor	Potential effect	Description	C	O
Users of PRoWs, access routes and recreational routes within 500 m of the Order Limits.	Potential temporary or permanent closure or diversions to PRoWs and recreational routes.	Disruption to PRoWs or other recreational routes during the construction phase would be avoided as far as possible. However, a number of routes have been identified within the study area which could be impacted by the Project.	✓	

17.8 Mitigation

Embedded Measures

17.8.1 Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable. National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project.

17.8.2 Embedded measures are those that are intrinsic to and built into the design of the Project; these are presented in **Application Document 7.3 Register of Environmental Actions and Commitments**. Embedded measures of relevance to the socio-economics, recreation and tourism assessment are:

- EDM01- Sensitive routeing and siting was undertaken to develop the proposed overhead line alignment and draft Order Limits. The routeing and siting avoids and reduces, as far as practicable, impacts on identified receptors, in line with the Overarching National Policy Statement for Energy (EN-1) (Department for Energy Security & Net Zero, 2025) and National Policy Statement for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, 2025) as well as the Holford Rules (Holford, 1959).
- DE1: The Project will be delivered and operated in compliance with all relevant legislation, consents and permits.
- DE4: The Project will use lattice pylon as the most appropriate pylon type, to keep a consistent appearance with the existing NGET 400KV overhead line assets that the proposed new overhead line alignment interacts with the existing landscape.
- DE5: To reduce potential for audible noise and tones to occur from all types of fittings, the pylon fittings, such as insulators, dampers, spacers and clamps, will be designed and procured in accordance with a series of National Grid Technical Specifications and must be type registered (rigorously tested) to ensure the fittings conform to the specifications.
- DE6: The Project will use existing watercourse crossing points as far as practicable to minimise the introduction of new crossings and associated impacts.
- GG01: The final versions of the outline environmental management plans will be submitted for approval in accordance with Requirement 4 (construction management plans) of **Application Document 3.1 Draft Development Consent Order** prior to commencement of development and will reflect the final

construction methodologies produced by the Main Works Contractor(s). The following will be produced prior to construction:

- Code of Construction Practice (CoCP);
- Construction Traffic Management Plan (CTMP);
- Soil Management Plan;
- Public Right of Way Management Plan;
- Noise and Vibration Management Plan;
- Landscape and Ecology Management Plan;
- Archaeological Written Scheme of Investigation; and
- Cultural Heritage Management Plan.
- Framework Construction Surface Water Management Plan (CSWMP)

All construction works will be undertaken in general accordance with these plans and all referenced subordinate plans.

- GG06: Land used temporarily will be reinstated to its pre-construction condition and use (or as agreed with the relevant landowner). Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, unless otherwise agreed.

Control and Management Measures

17.8.3 Control and management measures comprise management activities and techniques that will be implemented during construction and reinstatement to limit effects, through adherence to good site practices and ensuring legal compliance.

17.8.4 Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.2 Outline Code of Construction Practice**, **Application Document 7.4 Outline Construction Traffic Management Plan,** and **Application Document 7.6 Outline Public Rights of Way Management Plan** which are secured by Requirement 4 of **Application Document 3.1 Draft Development Consent Order** and **Application Document 7.3 Register of Environmental Actions and Commitments** secured by Requirement 5 of **Application Document 3.1 Draft Development Consent Order**. These outline management plans and the following measures in **Application Document 7.3 Register of Environmental Actions and Commitments** have been taken into account in assessing the socio-economic, recreation, and tourism effects of the Project:

- GG02: The Mains Works Contractor(s) will undertake site inspections to check conformance to the measures set out within each of the management plans and their subordinate plans as set out within GG01.
- GG10: As far as reasonably practicable and safe to do so, any activity carried out or equipment located within a construction compound that may produce dust, noise, vibration and lighting emissions, will be located away from sensitive receptors such as residential properties or designated ecological sites.

- GG11: Appropriate site layout and housekeeping measures will be implemented by the Main Works Contractor(s) at all construction sites. This will include but not be limited to:
  - Inspecting and collecting any waste or litter found on-site;
  - Locating or designing site offices and welfare facilities to limit the overlooking of residential properties;
  - Locating designated smoking/ vaping areas to avoid nuisance to neighbours;
  - Managing staff/vehicles entering or leaving site, especially at the beginning and end of the working day; and
  - Managing potential off-site contractor and visitor parking.
- GG28: Members of the community and local businesses will be kept informed regularly of the works through active community liaison. This will include notification of noisy activities, heavy traffic periods and start and end dates of key phasing. A free telephone Project helpline and website will be provided which members of the public can use to raise any concerns or complaints about the Project. All construction-related queries will be logged by National Grid in a complaint register, together with a record of the responses given and actions taken.
- S01: Training will be provided to construction workers on the management of emissions (dust, noise, vibration, etc) in line with measures and methods defined in the Final CoCP[21].
- S02: Where community facilities, businesses, tourism, and recreational assets cannot be avoided, access to these affected assets will be maintained where practicable. In the case of closures, appropriate access arrangements, including provision of temporary diversion routes, will be provided where possible. Advance notice signage will be erected regarding route diversions. These notice boards will be erected prior to and throughout the construction period.
- S03: Engagement will take place between National Grid, its Main Works Contractor(s) and developers of other major planning applications within the Order Limits. Engagement will occur throughout the pre-construction and construction phase of the Project to understand the construction programme of relevant major planning applications where available. Access to land where construction is proposed for planning applications that fall within the Order Limits will be coordinated with the relevant developer.
- S04: The final constructed pylon locations and vertical heights will be shared with the following airfields to ensure Project structures can be accurately charted:
  - Mount Airy
  - Haxey
  - Willow Farm
  - Forwood Farm
  - Headon

[21] Code of Construction Practice

- Darlton Gliding Club
- Grove Farm.

- S05: To reduce the duration of temporary closure of the Yorkshire Wolds Way, crossing protection will be implemented for both lines. During this closure, users will be signposted onto an alternative route to bypass the closed section of the Yorkshire Wolds Way. This will include constructing crossing protection for both lines simultaneously to shorten the overall duration the route be closed for.
- S06: Prior to the commencement of construction works, National Grid and the Main Works Contractor(s) will produce and comply with a Skills, Supply Chain and Employment Plan.
- S07: Residential and business properties subject to road closures resulting in temporary loss of vehicular access to the property will be managed through the staged mitigation approach outlined within Application Document 7.04 Outline Construction Traffic Management Plan:
  - Stage 1 - application of standard construction phasing and traffic management measures which to ensure maintenance of vehicular access and avoidance of severance effects;
  - Stage 2 - application of standard best practice control and management measures. Such measures may include sensitive programming of works, managed crossings, effective communication, ensuring delivery windows, etc; and
  - Stage 3 - application of additional mitigation measures which may be bespoke to the affected location.
- AQ02: Dust Management. The Main Works Contractor(s) will develop and comply with a Dust Management Plan (DMP), which may include measures to control other air emissions, and will be implemented prior to construction.
- AQ06: Operating vehicle/machinery and sustainable travel. A maximum speed limit will be imposed on construction access tracks and work areas. For longer length of construction access tracks, these speeds may be increased with suitable additional control measures provided, subject to the approval of the undertaker and with the agreement of the local authority, where appropriate. A Construction Logistics Plan will be produced and complied with to manage the sustainable delivery of goods and materials.
- TT03: All parties affected by road closures will be informed of access arrangements in advance of works commencing and will be provided with advance notice of any changes to access restrictions. Emergency and pedestrian access will be maintained at all times.

17.8.5 As set out in measure S07 above, a three-Stage approach has been taken in relation to mitigation for receptors potentially affected by direct severance associated with private accesses and driveways (as further described in section 17.8 and **Application Document 7.4 Outline Construction Traffic Management Plan**).

17.8.6 Table 4.4 of **Application Document 7.4 Outline Construction Traffic Management Plan** sets out the potential mitigation measures that may be put in place at each Stage by the Main Works Contractor(s) to minimise temporary restrictions on vehicular access as a result of temporary construction activities. The site-specific

measures will be developed during detailed design and set out in the post-DCO approval Construction Traffic Management Plan which will be prepared in consultation with the relevant highway authority. As a minimum, emergency vehicle access and pedestrian access will be maintained at all times, as secured through commitment TT03 in **Application Document 7.3 Register of Environmental Actions and Commitments**.

17.8.7 Where severance of a receptor can be avoided through the application of Stage 1 mitigation (standard construction phasing and traffic management measures which will seek to ensure maintenance of access and avoidance of severance), impacts are not assessed in this chapter. Receptors potentially affected by direct severance associated with private accesses and driveways, where Stage 2 or Stage 3 mitigation is required, are assessed in section 17.9.

17.8.8 The socio-economics, recreation and tourism assessment draws upon and is supported by the topic chapters listed in paragraph 17.1.4. Therefore, commitments in **Application Document 7.3 Register of Environmental Actions and Commitments** relevant to those topics, as listed in the corresponding section of the topic chapters, may also be of relevance to socio-economics, recreation and tourism.

Additional Measures

17.8.9 Additional mitigation measures comprise measures over and above any embedded, and control and management measures, for which assessment within this ES has identified a requirement to further reduce significant environmental effects.

17.8.10 No additional mitigation measures relevant to socio-economics, recreation and tourism have been identified.

17.9 Residual Effects Assessment

17.9.1 The Project has the potential to affect socio-economics, recreation and tourism receptors (positively or negatively), during construction and operation and maintenance in the following ways:

- Employment generation, including multiplier effects (i.e. indirect benefits for the local area and the region resulting from supply chain activity as well as induced employment created through increased spending across the study area);
- Gross Value Added including multiplier effects (i.e. indirect benefits for the region);
- Impacts on local labour supply;
- Impacts on local accommodation facilities;
- Private and community assets (including residential properties, business premises, community facilities, visitor attractions, development land), in terms of any change of land use within the Order Limits and any changes to accessibility or amenity for receptors beyond the Order Limits; and
- Public rights of way, access routes, and recreational routes.

17.9.2 The assessment of the effects of the Project on socio-economics, recreation and tourism receptors described in this section considers the embedded, and control and management measures described in section 17.8.

Construction Phase

Economic receptors

Construction employment

17.9.3 Subject to gaining development consent, construction works would be expected to start in 2028 and be available for commercial load (operational) by the end of 2031, with reinstatement works potentially continuing into 2033.

17.9.4 In line with the Project timeframe, the likely effects of construction will 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 as the function of the scale and type of activities required to construct the Project.

17.9.5 National Grid estimates that the Project will require a peak construction workforce of 626 FTE staff which is expected in 2029. An average of 378 gross direct FTE jobs is estimated to be required on-site per annum over the construction period. The size of the workforce is based on activities required and will fluctuate during the construction period, therefore, being both higher and lower than average at times.

Leakage

17.9.6 Leakage effects are the benefits to those outside the study area. It is estimated that 20% of construction staff could be sourced from the study area which is defined as a 60-minute drive time catchment area (**Application Document 6.17.F2 Figure 17.2 60-minute Drive Time Catchment Area**). This will be subject to labour availability and take-up at the time of construction; however, it is considered to be a reasonable assumption on which to base this assessment, based on professional experience and benchmarking against other comparable electricity transmission projects. As such, 80% of staff would be likely to reside outside the 60-minute drive time catchment area, as further described in Table 17.9.

17.9.7 An adjustment of 80% has therefore been applied to the estimated average 378 gross direct construction jobs on-site during the construction period to estimate the jobs created within the target area. On this basis, it is estimated that the Project will create 76 FTE jobs per annum for residents within the 60-minute drive time catchment area during the construction phase.

Displacement

17.9.8 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.

17.9.9 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.

17.9.10 The HCA Additionality Guide (Homes and Communities Agency, 2014) provides standards (or 'ready reckoners') for displacement. Within the context of a construction project in the study area, a displacement factor of 50% is considered appropriate

according to the MHCLG Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026), as outlined within Table 17.9. This level of displacement reflects that there are expected to be some displacement effects; however, as East Riding of Yorkshire, North Lincolnshire, and Bassetlaw have lower economic activity rates than across England, levels of displacement across the districts would be smaller relative to the national equivalent. This 50% displacement level is assessed as appropriate for a construction project and has been applied in socio-economic assessments for other comparable electricity network infrastructure schemes. This factor is a best practice approach in the absence of specific local information which may suggest a different level of displacement being used. Applying this level of displacement to the total gross direct average employment figure results in a total net direct employment figure of 189 FTE jobs per annum during the construction period.

Multiplier effect

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

17.9.12 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 (Homes and Communities Agency, 2014) provides 'ready reckoner' composite multipliers (the combined effect of indirect and induced multipliers) to account for this. This is a best practice approach in the absence of specific information that might justify another multiplier effect factor being used, appropriate to the sectors concerned. Therefore, a medium multiplier effect of 1.5 has been considered appropriate in line with the MHCLG Appraisal Guide (Ministry of Housing, Communities & Local Government, 2026), as outlined within Table 17.9. Applying the 1.5 multiplier to the total net direct employment figure of 189 workers results in net indirect and induced employment of 95 jobs per annum during the construction period.

Net construction employment

17.9.13 Table 17.31 presents the temporary annual employment generated by the Project during construction, accounting for leakage, displacement and multiplier effects. The Project will support, on average, 284 total net jobs per annum during the construction period. Of these, 57 jobs per annum will be expected to be taken up by residents in the study area[22].

Table 17.31 – Average net additional construction employment

	60-minute drive time catchment area	Outside the study area	Total
Gross Direct Employment	76	303	378

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

	60-minute drive time catchment area	Outside the study area	Total
Displacement	38	151	189
Net Direct Employment	38	151	189
Indirect and Induced Employment	19	76	95
Average Net Additional Employment[23]	57	227	284

17.9.14 The sensitivity of the local workforce to employment changes has been assessed as medium given the similar levels of unemployment across the 60-minute drive time catchment area to regional and national comparators. Therefore, as outlined in paragraph 17.6.22, the local labour force in study area is assessed to be of **medium** sensitivity due to its capacity to benefit from additional employment opportunities.

17.9.15 The direct, indirect, and induced employment generated from the construction of the Project must be considered in the context of the labour pool in the 60-minute drive time catchment area, which currently has approximately 201,500 jobs in the construction sector (Office for National Statistics, 2025). Taking this into account, the impact of construction employment generation in the 60-minute drive time catchment area has been assessed to be of **low** magnitude and temporary in nature which results in a short-term temporary **minor beneficial** effect which is **not significant**.

Local economy/Gross Value Added

17.9.16 Applying the average GVA per construction worker in the study area to the total number of construction workers generated by the Project gives the total GVA arising from the construction phase. This has been calculated based on the compound average GVA per worker in the construction sector in the East Midlands, and Yorkshire and the Humber, as the appropriate benchmark as this is the smallest area at which construction-specific GVA data are currently available, rather than the more granular, LSOA-derived, study area. The average GVA per worker in the construction sector in each of the regions in which the Project is located in 2023 was £93,336 in Yorkshire and the Humber, and £121,351 in the East Midlands (Office for National Statistics, 2023). When considering these areas in aggregate, the average GVA per construction worker is £105,305. By applying this figure to the average net employment generated by the Project, it is estimated that construction will contribute approximately £39.9 million to the national economy, of which £8 million would likely be within the 60-minute drive time catchment area, as shown in Table 17.32.

Table 17.32 – Gross Value Added per annum from the Project during the construction phase

	60-minute drive time catchment area	Outside the study area	Total
GVA (£m)	8.0	31.9	39.9

[23] Sum of Net Direct Employment and Indirect and Induced Employment

17.9.17 The 60-minute drive time catchment area has been assessed as having a **medium** sensitivity, due to GVA per head being slightly higher than the figures for the East Midlands and Yorkshire and the Humber, but lower than the England national average.

17.9.18 Due to the size of GVA generation associated with the Project relative to the study area GVA, this beneficial impact has been assessed as being of small magnitude. This results in a temporary **minor beneficial** effect which is **not significant**.

Local labour supply

17.9.19 Analysis of the construction workforce labour supply has been undertaken to assess its ability to supply the Project. As outlined within Table 17.22, the 60-minute drive time catchment area currently has approximately 201,500 jobs in the construction sector[24]). The construction employment assessment sets out that there would be a gross direct employment of 76 FTEs required from the 60-minute drive time catchment area to construct the Project. This accounts for less than 0.04% of the total construction workforce in the 60-minute drive time catchment area.

17.9.20 As outlined in paragraph 17.6.22, the sensitivity of the local workforce to employment changes has been assessed as medium due to its adequate capacity to experience impacts without incurring a substantial change on the economic wellbeing of residents and local businesses. It is anticipated that the impact of the construction workforce required to construct the Project on construction labour supply in the 60-minute drive time catchment area would have an impact of negligible magnitude. Overall, this results in a **negligible** effect, which is **not significant**.

Visitor and tourist accommodation

17.9.21 Analysis of the visitor and tourism accommodation sector has been undertaken to assess the likely capacity against the demand from the potential peak construction workforce. This assessment considers the potential for adverse impacts due to demand for accommodation exceeding supply during the construction phase.

17.9.22 The sensitivity of local accommodation in the 60-minute drive time catchment area is assessed to be medium as a worst-case scenario. This is because, at peak demand in July, 14% of local hotels and bed and breakfasts within the 60-minute drive time catchment area are assessed to be available.

17.9.23 This analysis indicates that, considering existing seasonal demand and typical occupancy (2025 levels), the peak non-local workforce (80% of the peak workforce of 626, equating to 501 workers) could be accommodated within existing provision within the 60-minute drive time catchment area. This is shown in Table 17.33. This is very much a worst-case scenario, given the peak workforce will only be in 2029 and an average of only 378 gross direct FTE jobs are estimated to be required on-site per day over the construction period.

17.9.24 In the scenario where these 501 FTE peak workers needed accommodation, there is still approximately 11% spare capacity in hotel and bed and breakfast accommodation within the 60-minute drive time catchment area at peak occupancy

[24] Calculated from Table 17.22 where total employment within the 60-minute drive time catchment area is 3,597,000 with 5.6% of this being in construction.

(July). There would still be 1,702 remaining rooms within the 60-minute drive time catchment area.

17.9.25 In summary, this analysis demonstrates that, at peak workforce employment and typical seasonal occupancy levels, all of Project's construction workers could be accommodated within the 60-minute drive time catchment area.

17.9.26 Given this, there would be a negligible magnitude of impact on the visitor and tourism accommodation sector arising from the Project. It is anticipated that accommodation providers would be able to accommodate employees working at the Project without any adverse effects on the sector. This would lead to a **negligible** effect, which is temporary in nature and **not significant**.

17.9.27 This analysis only takes into consideration the affordable hotel, bed and breakfast, and inns accommodation sector. There is private rental and non-serviced accommodation also available within and beyond the 60-minute drive time catchment area that could also cater for a portion of any demand generated and therefore lessen any impact on accommodation provision.

Table 17.33 – Capacity in affordable visitor accommodation within the 60-minute drive time catchment area

Month	Room occupancy (%)	Rooms in affordable visitor accommodation typically available after existing demand	Peak non-local FTE workforce (2029)	Remaining rooms available (availability as % of total)
January	66	5,351	501	4,850 (31%)
February	74	4,092	501	3,591 (23%)
March	75	3,934	501	3,433 (22%)
April	77	3,620	501	3,119 (20%)
May	80	3,147	501	2,647 (17%)
June	83	2,675	501	2,174 (14%)
July	86	2,203	501	1,702 (11%)
August	81	2,990	501	2,489 (16%)
September	84	2,518	501	2,017 (13%)
October	82	2,833	501	2,332 (15%)
November	80	3,147	501	2,647 (17%)
December	73	4,249	501	3,748 (24%)

Private, community, recreation, and tourism assets

Community facilities

17.9.28 There are no community facilities (including, but not limited to, local schools, places of worship, sports halls, and community centres/village halls) that would be affected

by land take required for the Project or to which access would be required for the Project.

17.9.29 Activities related to the construction of the Project may restrict, or create, severance to the accessibility of the identified community facilities. **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation** outlines details of planned road closures, and **Application Document 6.14 Chapter 14 Traffic and Transport** considers potential further severance effects arising from the Project. **Application Document 7.4 Outline Construction Traffic Management Plan** describes road closures and diversion routes including total closure durations and the reasons the closures are required. No community facilities are anticipated to experience any significant severance effects during construction of the Project.

17.9.30 There is potential for noise, air quality, visual and traffic effects resulting from construction of the Project to impact on the amenity of community facilities within the study area. The assessment of amenity effects has considered effects described within **Application Document 6.7 Chapter 7 Visual**, **Application Document 6.14 Chapter 14 Traffic and Transport**, **Application Document 6.15 Chapter 15 Air Quality**, and **Application Document 6.16 Chapter 16 Noise and Vibration**.

17.9.31 Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, amenity effects on community facilities would be **not significant**.

Residential properties

17.9.32 There is one residential property, Rowley Cottage, that falls within the Order Limits and to which access would be required. During construction, temporary third-party works along the driveway and a pathway outside the dwelling would be required to underground the existing Northern Power Grid overhead line (NPG06), with access to the driveway impacted for less than a day; these works would fall outside the curtilage of the dwelling itself. No physical land take of the residential property is anticipated, and the structural integrity of the dwelling would be unaffected. Upon completion of works, the driveway and pathway would be fully restored to their baseline condition with no residual change to the property. The impact is therefore confined to a short period during construction, after which the residential property would be returned to its pre-existing state in its entirety. As stated in footnote 1, effects on residential properties are assessed at the community level rather than on an individual basis; consequently, the effects on Rowley Cottage owing to its location within the Order Limits, are not assessed. Notwithstanding this, any effects on Rowley Cottage would be limited and temporary in nature.

17.9.33 Activities related to the construction stage of the Project may restrict, or create severance to, the accessibility of a number of residential properties. **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** outlines details of planned road closures, and **Application Document 6.14 Chapter 14 Traffic and Transport** considers potential further severance effects arising from the Project. **Application Document 7.4 Outline Construction Traffic Management Plan** describes road closures and diversion routes including total closure durations and the reasons the closures are required. As set out in paragraph 17.8.7, where severance of a receptor can be avoided through the application of Stage 1 mitigation, impacts are not assessed in this chapter.

17.9.34 There are eight residential properties along a section of Landing Lane (PAR 159) which is expected to require closure for bellmouth construction and removal activities during the construction phase. The properties are located in a rural setting where access to services, employment, healthcare and other daily necessities is almost entirely dependent on private vehicle use. There is no meaningful public transport provision in this location, and active travel alternatives are not a realistic substitute given the distances involved and the rural road environment. This results in a high sensitivity assessment being attributed to these properties.

17.9.35 Construction and subsequent removal of the Landing Lane bellmouths will require, assuming work hours of 10:00 to 15:00, two separate 12-day closures (24 days total). As described in section 17.8, a suite of potential Stage 2 mitigation measures that may be applied to this closure are set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, and site-specific measures will be developed during detailed design in consultation with the relevant highway authority. Emergency vehicle access and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. As a result, affected dwellings are not expected to experience a complete loss of access during the closure period, and any restriction to vehicle movements is confined to a limited window outside peak travel times. Given the short overall duration, the possible availability of managed vehicular access, and the guarantee of safe pedestrian access throughout, the magnitude of this impact is assessed as negligible. This results in a **minor adverse** severance effect on the affected residential receptors, which is **not significant**.

17.9.36 There are four residential receptors along Newland Lane (PAR 64), which is expected to require closure for highway widening and bellmouth construction and removal activities. The properties are located in a rural setting where access to services, employment, healthcare, and other daily necessities is almost entirely dependent on private vehicle use. There is no meaningful public transport provision in this location, and active travel alternatives are not a realistic substitute given the distances involved and the rural road environment. This results in a high sensitivity assessment being attributed to these properties.

17.9.37 The highway widening and bellmouth works on Newlands Lane will be conducted consecutively. Assuming that work will be undertaken outside peak hours from 10:00 to 15:00, these construction and removal works will require two 34-day closures (68 days total). As described in section 17.8, a suite of potential Stage 2 mitigation measures that may be applied to this closure are set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, and site-specific measures will be developed during detailed design in consultation with the relevant highway authority. Emergency vehicle access and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. With the working hours restriction providing morning, evening, and weekend vehicle access, and Stage 2 mitigation enabling a combination of managed vehicular and pedestrian access throughout the closure, the magnitude of this impact is assessed as small. This results in a **minor adverse** severance effect on the affected residential receptors, which is **not significant**.

17.9.38 There are five residential receptors along Cornley Road (PAR 77), which is expected to require closure for highway widening and bellmouth construction and removal activities. The properties are located in a rural setting where access to services, employment, healthcare, and other daily necessities is almost entirely dependent on

private vehicle use. There is no meaningful public transport provision in this location, and active travel alternatives are not a realistic substitute given the distances involved and the rural road environment. This results in a high sensitivity assessment being attributed to these properties.

17.9.39 The highway widening and bellmouth works on Cornley Road will not be conducted concurrently. Highway widening and subsequent removal will require two separate 98-day closures (196 days in total). Construction and subsequent removal of the Cornley Road bellmouths will require a further two separate 24-day closures (48 days total). Together these amount to 244 days of closure exposure across the two works packages. All works will be undertaken outside peak hours, Monday to Friday from 10:00 to 15:00. There is anticipated to be a notable gap between the construction and removal of the bellmouths given these activities will be spread over the construction period outlined within **Application Document 6.4 Chapter 4 Description of the Project**. As Cornley Road has only the single point of connection to the wider network, these closures would sever access along the shared route, cutting off residential receptors for the duration of each closure, regardless of how far along the lane their own frontage is located. The narrow carriageway and constrained verge limits mitigation opportunities on this road though some general Stage 2 measures as set out in Table 4.4 of **Application Document 7.4 Outline Construction Traffic Management Plan** remain available, including advance notice of works and a community liaison officer. Additionally, emergency vehicle access and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. Whilst the working hours restriction will provide morning, evening, and weekend vehicle access, and standard mitigation will be applied, the extended combined sequential duration of 244 days results in the magnitude of this impact being assessed as medium. This results in a **major adverse** severance effect on the affected residential receptors, which is assessed as **significant**. This residual major effect remains despite the application of the mitigation hierarchy (avoid, reduce/minimise and then offset/compensate) because there are no further specific and detailed mitigation measures that can be applied at this stage. However, the undertaker and the Main Works Contractor(s) will continue to consider opportunities as set out within **Application Document 7.4 Outline Construction Traffic Management Plan** to mitigate this effect as the detailed Project design, project programme and construction logistics proposals are developed.

17.9.40 There are four residential receptors along Wood Lane (PAR 90), which is expected to require closure for National Grid Electricity Distribution (NGED) undergrounding works (NGED05). The properties are located in a rural setting where access to services, employment, healthcare, and other daily necessities is almost entirely dependent on private vehicle use. There is no meaningful public transport provision in this location, and active travel alternatives are not a realistic substitute given the distances involved and the rural road environment. This results in a high sensitivity assessment being attributed to these properties.

17.9.41 National Grid Electricity Distribution undergrounding works on Wood Lane will require a closure of five days, with work undertaken outside peak hours Monday to Friday from 10:00 to 15:00. As described in section 17.8, a suite of potential Stage 2 mitigation measures that may be applied to this closure are set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, and site-specific measures will be developed during detailed design in consultation with the relevant highway authority. Emergency vehicle access and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application**

Document 7.3 Register of Environmental Actions and Commitments. Given the short overall duration and the availability of Stage 2 mitigation, the magnitude of this impact is assessed as negligible. This results in a **minor adverse** severance effect on the affected residential receptors, which is **not significant**.

17.9.42 17.4.37Effects on residential properties are assessed at the community level rather than on an individual basis and, as such, there may be individual properties that are affected by road severance that are not reported in this chapter. However, any effects on such properties would also be addressed through the application of the three-stage severance mitigation process set out in **Application Document 7.4 Outline Construction Traffic Management Plan**.

17.9.43 There is potential for noise, air quality, visual and traffic effects arising from construction of the Project to impact on the amenity of residential dwellings within the study area. The assessment of amenity effects has considered effects described within **Application Document 6.7 Chapter 7 Visual**, **Application Document 6.14 Chapter 14 Traffic and Transport**, **Application Document 6.15 Chapter 15 Air Quality**, and **Application Document 6.16 Chapter 16 Noise and Vibration**.

17.9.44 Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, amenity effects experienced at residential properties during construction would be **not significant**.

Business, recreation and tourism

17.9.45 Business, recreation and tourism receptors are shown in **Application Document 6.17.F4 Figure 17.4 Business, Recreation and Tourism Receptors**.

17.9.46 There is one business within the Order Limits to which access would be required. This is Rowley Cottage Kennels, which is associated with the residential Rowley Cottage. The business is a small, licensed dog boarding and grooming business operating in Rowley. It serves a local and sub-regional catchment across East Yorkshire, Hull and Lincolnshire. Whilst dog boarding is not a specialised or rare service, the business is an established commercial operation with a local client base for which some alternative provision exists in the wider area. The business is therefore assessed as having a medium sensitivity.

17.9.47 During construction, temporary third-party works along the driveway and a pathway outside the kennels would be required to underground the existing Northern Power Grid overhead line. This will likely cause temporary disruption to customer access during work hours due to the presence of construction staff and vehicles, with access to the site impacted for less than a day in total. The core operational infrastructure would not be physically affected and no loss of business activity would be expected to result. The construction activities will not permanently impede the use or integrity of the land, which will be able to be used as originally. The magnitude of impact is therefore assessed as negligible, as the change to baseline conditions would be minimal and short term, with very little impact in terms of the integrity and value of the business. This results in a temporary **minor adverse** effect, which is **not significant**.

17.9.48 Activities related to the construction of the Project may restrict or create severance to the accessibility of the identified business, recreation and tourism receptors. **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** outlines details of planned road closures, and **Application Document 6.14 Chapter 14 Traffic and Transport** considers potential further

severance effects arising from the Project. **Application Document 7.4 Outline Construction Traffic Management Plan** describes road closures and diversion routes including total closure durations and the reasons the closures are required.

17.9.49 Beetroot UK is a farm business located along the section of Cattle Road (PAR 80) that is expected to be closed for NGED undergrounding works and bellmouth construction/removal activities. As an agricultural business with some capacity to adapt its operations and not being substantially reliant on passing trade, it is assessed as being of medium sensitivity.

17.9.50 Three separate closures of Cattle Road are anticipated. Third-party works by NGED (NGED-01) to install new underground cable and remove the existing overhead line will require an 84-day closure, with assumed working hours of 10:00 to 15:00, Monday to Friday. Separately, the construction and subsequent removal of the Cattle Road bellmouths will require a further two separate 12-day closures (24 days total). Together these amount to 108 days of closure exposure across the two works packages. As Cattle Road is the only point of connection to the wider network, both closures would sever access along the shared route, cutting off the business for the duration of each closure. A range of potential Stage 2 mitigation measures that may be applied to this closure to reduce the impact of this severance on the business are set out in **Application Document 7.4 Outline Construction Traffic Management Plan**; these include measures such as programming of works around cropping and harvesting activity, flexibility for time-critical agricultural operations, and coordination of delivery windows. The working hours restriction provides morning, evening, and weekend vehicle access on each occasion and the Stage 2 mitigation partially addresses the operational impact of the closures on business continuity. However, in a worst-case scenario the business may be unable to receive or dispatch produce during the hours of 10:00 to 15:00 and therefore the magnitude of this impact is assessed as medium. This results in a **moderate adverse** severance effect on the business, which is **significant**. This residual major effect remains despite the application of the mitigation hierarchy (avoid, reduce/minimise and then offset/compensate) because there are no further specific and detailed mitigation measures that can be applied at this stage. However, the undertaker and the Main Works Contractor(s) will continue to consider opportunities as set out within **Application Document 7.4 Outline Construction Traffic Management Plan** to mitigate this effect as the detailed Project design, Project programme and construction logistics proposals are developed.

17.9.51 Sunflower Lodge is a holiday home situated along the section of Cattle Road expected to require closure for NGED undergrounding works (NGED-01) and bellmouth construction activities. Given the potential for holidaymakers to access comparable accommodation elsewhere in the area, the property is considered to be of medium sensitivity.

17.9.52 Sunflower Lodge will experience the same closures as those affecting Beetroot UK on Cattle Road, set out in paragraph 17.9.50, amounting to 108 days of closure exposure in total between 10:00 and 15:00. A range of Stage 2 mitigation is available to reduce the impact of this severance on the business as set out in **Application Document 7.4 Outline Construction Traffic Management Plan** including measures such as advance notice of works and notifications of any access windows that become available due to breaks in work and regular updates provided by a community liaison officer. Emergency vehicle access and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. The

working hours restriction provides morning, evening, and weekend vehicle access on each occasion and the Stage 2 mitigation partially addresses the holiday home's ability to function normally. However, in a worst-case scenario potential users may not be able to access the property between 10:00 to 15:00 and therefore the magnitude of this impact is assessed as medium. This results in a **moderate adverse** severance effect on the property, which is **significant**. This residual major effect remains despite the application of the mitigation hierarchy (avoid, reduce/minimise and then offset/compensate) because there are no further specific and detailed mitigation measures that can be applied at this stage. However, the undertaker and the Main Works Contractor(s) will continue to consider opportunities as set out within **Application Document 7.4 Outline Construction Traffic Management Plan** to mitigate this effect as the detailed Project design, Project programme and construction logistics proposals are developed.

17.9.53 Newlands Equestrian is an equestrian centre situated along Newland Lane (PAR 64), which is expected to require closure for highway widening and bellmouth construction/removal activities. Whilst the centre relies on visitors for its function as an equestrian centre, there are alternative equestrian facilities in the area that customers could also access. This results in a medium sensitivity assessment.

17.9.54 The equestrian centre will experience the same road closure exposure as the residential receptors on Newland Lane as described in paragraph 17.9.37, comprising two separate 22-day closures (44 days total), with works being carried out between 10:00 to 15:00, Monday to Friday. A range of Stage 2 mitigation is available to reduce the impact of this severance on the business as set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, including measures such as customer access signage, coordination of deliveries, and staff access arrangements. Emergency vehicle and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. There is a working hours restriction providing morning, evening, and weekend vehicle access in addition to Stage 2 mitigation. However, in a worst-case scenario customers may be unable to access the equestrian centre between 10:00 to 15:00. Therefore, the magnitude of this impact is assessed as medium. This results in a **moderate adverse** severance effect on the business, which is **significant**. This residual major effect remains despite the application of the mitigation hierarchy (avoid, reduce/minimise and then offset/compensate) because there are no further specific and detailed mitigation measures that can be applied at this stage. However, the undertaker and the Main Works Contractor(s) will continue to consider opportunities as set out within **Application Document 7.4 Outline Construction Traffic Management Plan** to mitigate this effect as the detailed Project design, Project programme and construction logistics proposals are developed.

17.9.55 Epworth Fields Holiday Park is a holiday accommodation business situated along Newland Lane (PAR 64). Given the potential for holidaymakers to access comparable accommodation elsewhere in the area, the business is considered to be moderately substitutable for clients. This results in a medium sensitivity assessment.

17.9.56 Epworth Fields Holiday Park will experience the same closure exposure as the residential receptors on Newland Lane as described in paragraph 17.9.37, comprising two separate 22-day closures (44 days total), with works being carried out between 10:00 to 15:00, Monday to Friday. A range of Stage 2 mitigation is available to reduce the impact of this severance on the business as set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, including

measures such as customer access signage, coordination of deliveries, and staff access arrangements. Emergency vehicle and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. There is a working hours restriction providing morning, evening, and weekend vehicle access in addition to Stage 2 mitigation. However, in a worst-case scenario customers may be unable to access the holiday park between 10:00 to 15:00. Therefore, the magnitude of this impact is assessed as medium. This results in a **moderate adverse** severance effect on the business, which is **significant**. This residual major effect remains despite the application of the mitigation hierarchy (avoid, reduce/minimise and then offset/compensate) because there are no further specific and detailed mitigation measures that can be applied at this stage. However, the undertaker and the Main Works Contractor(s) will continue to consider opportunities as set out within **Application Document 7.4 Outline Construction Traffic Management Plan** to mitigate this effect as the detailed Project design, Project programme and construction logistics proposals are developed.

17.9.57 Misterton Christian Centre is a campsite business situated along Cornley Road (PAR 77), which is expected to require closure for highway widening and bellmouth construction activities. Given the potential for visitors to access comparable camping facilities elsewhere in the area, the business is considered to be moderately substitutable for clients. This results in a medium sensitivity assessment.

17.9.58 Misterton Christian Centre will experience the same closures as those affecting the residential receptors on Cornley Road, described in paragraph 17.9.39 and totalling 244 days of closure from 10:00 to 15:00 Monday to Friday. A range of Stage 2 mitigation is available to reduce the impact of this severance on the business as set out in **Application Document 7.4 Outline Construction Traffic Management Plan**, including measures such as customer access signage, coordination of deliveries, and staff access arrangements. Emergency vehicle and pedestrian access will be maintained at all times, as secured through the relevant commitment in **Application Document 7.3 Register of Environmental Actions and Commitments**. There is a working hours restriction providing morning, evening, and weekend vehicle access in addition to Stage 2 mitigation. However, in a worst-case scenario, customers may be unable to access the campsite between 10:00 to 15:00. Therefore, the magnitude of this impact is assessed as medium. This results in a **moderate adverse** severance effect on the centre, which is **significant**. This residual major effect remains despite the application of the mitigation hierarchy (avoid, reduce/minimise and then offset/compensate) because there are no further specific and detailed mitigation measures that can be applied at this stage. However, the undertaker and the Main Works Contractor(s) will continue to consider opportunities as set out within **Application Document 7.4 Outline Construction Traffic Management Plan** to mitigate this effect as the detailed Project design, Project programme and construction logistics proposals are developed.

17.9.59 There is potential for noise, air quality, visual and traffic effects arising from construction of the Project to impact on the amenity of the businesses within the study area. The assessment of amenity effects has considered effects described within **Application Document 6.7 Chapter 7 Visual**, **Application Document 6.14 Chapter 14 Traffic and Transport**, **Application Document 6.15 Chapter 15 Air Quality**, and **Application Document 6.16 Chapter 16 Noise and Vibration**.

17.9.60 Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the

construction activities, there are no business, recreation and tourism facilities that would experience a significant effect on their amenity during construction.

Aerodromes – commercial use

17.9.61 Forwood Farm operates as a mixed use unlicensed aerodrome supporting a range of aviation-related activities, including aircraft storage, flight training, aircraft inspection and repair (for resident flyers), banner flying, and a small caravan club site with some association to aviation use. The site accommodates 16 resident aircraft, generating income from these aircraft through storage fees, with additional income derived from associated aviation activities and caravan use. Flight training is undertaken at the site by an external operator, although this represents approximately a quarter of that operator's overall training activity, with the majority undertaken from Retford Gamston Airport. The aerodrome therefore functions as a prominent commercial asset with recreational and tourism characteristics. While alternative aerodromes exist in the wider area which could accommodate a proportion of the aviation-related activity undertaken at this aerodrome, these would not provide a direct substitute for the specific combination of facilities and activities available at Forwood Farm. In commercial terms, the receptor is assessed as being of high sensitivity.

17.9.62 The proposed overhead line would conflict with the existing eastern flight circuit. Additionally, detailed assessment has concluded that a standard westerly circuit does not represent a viable mitigation. No further operational mitigation is currently considered achievable, and it is assessed that safe flying operations cannot continue at the aerodrome. This would result in the permanent loss of all aviation-related commercial activity at the site, including aircraft storage, flight training, aircraft inspection and repair, and banner flying, with associated indirect effects on the linked caravan use. Given the range of the commercial activity supported by the aerodrome that would cease, the magnitude of business impact is assessed as large. Overall, this results in a permanent **major adverse** effect, which is **significant**.

17.9.63 Headon Airfield operates as an unlicensed aerodrome with an associated training school, supporting both resident flyers and providing flight instruction (microlights only) to resident flyers and others. The aerodrome provides storage for approximately 25 resident flyers, generates storage income, and delivers tuition packages, with around eight students typically in training at any one time. Whilst the aerodrome functions as a commercially active recreational aviation asset, its role remains localised, with no evidence of strategic aviation function or wider community dependence. Although alternative facilities are not directly equivalent, substitute microlight training provision is available within the wider region, such as Darley Moor Airfield. Additionally, although low level circuits could not be undertaken from the site, this part of the training syllabus could be delivered from elsewhere - either at Retford Gamston Airport or in the open countryside. In commercial terms, the receptor is assessed as being of medium sensitivity.

17.9.64 The proposed overhead line would constrain elements of circuit-based instruction currently delivered as part of the microlight training programme, potentially reducing the attractiveness of the training package where prospective trainees favour facilities able to deliver all elements of instruction on-site. Operational mitigations including ceasing low-level circuit training on site and increasing circuit height to 1,000 ft were are also considered feasible. Flying activity would therefore continue, and the core business functions of resident flying, aircraft storage and flight instruction would be preserved, although there is anticipated to be an impact on the business, with no material effect anticipated on the wider economy. The business magnitude of impact

is therefore assessed to be medium. Overall, this results in a permanent **moderate adverse** effect on commercial operations, which is **significant**.

17.9.65 Darlton Gliding Club operates as an established and unlicensed recreational gliding supporting regular flying activity, structured training, competitions and wider community engagement, including outreach activities with schools, the Scouts, and other local groups. The club also provides trial flights, solo training packages and aircraft storage, and is currently the only gliding club in Nottinghamshire. Baseline launch activity is around 3,000 winch launches per year, which forms the great majority of operations, supplemented by a smaller number of aero tow launches (approximately 150–200 per year) which support higher-value visitor experiences, competition flying, and longer-duration flights. Whilst the club does not own its own powered tug aircraft (to facilitate aero tow launches), the club merged with Trent Valley Gliding Club in October 2025, moving an additional 34 members to Darlton Gliding Club, as well as two aerotow tugs and a powered glider, potentially increasing its role in regional gliding provision. Although alternative gliding sites exist elsewhere, gliding clubs are geographically specific community assets and do not provide readily interchangeable local provision. In commercial terms, the receptor is therefore assessed as being of high sensitivity.

17.9.66 The proposed overhead line would only permit aero tow operations to continue when taking-off in the southwest direction due to safety concerns associated with powered aircraft manoeuvring in proximity to the conductors. Given that this activity depends on tug aircraft presently owned by bodies other than the Gliding Club itself, the change represents a slight hindrance of an occasional activity rather than an established operational function, though this may still reduce the attractiveness of the club as membership grows. Winch launching represents the majority of operations and is expected to continue and the club would remain open. It is not considered that this impact will have a material effect on the wider economy. The business magnitude of impact is therefore assessed as medium. Overall, this results in a permanent **major adverse** effect on commercial operations, which is **significant**.

17.9.67 Mount Airy Airfield operates as an unlicensed subsidiary to a wider farming enterprise. The aerodrome accommodates approximately 12 to 13 resident flyers across 11 hangars, storing a mixture of microlight and fixed wing aircraft, with the owner intending to build a further six hangars. There is no flight training, no fuel provision, and no fly-in arrangements. The aerodrome's function is therefore primarily recreational storage for resident flyers rather than a standalone commercial operation. An existing overhead line already runs parallel to the aerodrome approximately 800 m to the south, which the operator has confirmed does not currently cause any operational issues. Alternative aerodromes providing recreational storage are available in the wider area. In commercial terms, the asset is therefore assessed as being of low sensitivity.

17.9.68 Given the aerodrome already operates alongside an existing overhead line without reported difficulty, the introduction of the Project represents an incremental change to an already-constrained operational environment rather than a new constraint on a previously unconstrained site, with the new alignment only marginally closer to the aerodrome. The recommended approach is to adjust the southerly circuit to increase separation from the one high risk pylon (4AF32). The aerodrome's hangar rental and landing operations are expected to continue without material disruption, with no material effect on the wider economy. The business magnitude of impact is assessed as small. Overall, this results in a permanent **minor adverse** effect on commercial operations, which is **not significant**.

Recreational land and open space

17.9.69 Recreational land and water receptors are shown in **Application Document 6.17.F5 Figure 17.5 Recreational Land and Recreational Routes**.

Land-based

17.9.70 There are three recreational land receptors which are within the Order Limits and would likely be affected by land use associated with the construction of the Project. All three are sections of land registered as common land under the Commons Registration Act 1965 (HM Government, 1965), i.e. land over which a person (or persons) other than the owner is entitled to exercise rights of common, such as grazing animals. By virtue of Section 1 of the CRoW Act 2000 (HM Government, 2000), these three areas of common land are also access land, which allows public access on foot for open-air recreation. Two of these are sections of common land running southwest and east from the southern extent of Narrow Lane, Ousefleet. These occupy the same land area as PRoWs OUSEB01 and OUSEB02, respectively, and hence would experience the same effects in relation to public access during the construction phase as the PRoWs themselves. Therefore, the assessment of the effect of construction of the Project on these sections of common land is detailed in relation to their respective PRoW designations, in Table 17.34.

17.9.71 The third common land area falling within the Order Limits runs adjacent to Cow Lane to the west of Adlingfleet. The land occupies the same area as one PRoW that intersects the Order Limits, ADLFB01, but also encompasses an additional area surrounding this PRoW, therefore effects to this common land are assessed separately to PRoW ADLFB01. The effect on the use and accessibility of PRoW ADLFB01 has been assessed in Table 17.34. As outlined in Table 17.26, the sensitivity of this common land has been assessed to be medium, as there are some alternatives for similar usage and experience, such as registered common land approximately 1 km west along King's Causeway, as well as the RSPB's Blacktoft Sands Reserve 2 km north.

17.9.72 A temporary stone construction access track would be implemented for the duration of the Project construction works period that would intersect this section of common land, which would include the construction of a temporary bridge to accommodate construction vehicle movement. The common land is largely linear in shape and spans approximately 2.2 km, with the Order Limits (including an access track and bridge working area) extending over approximately 150 m of this. As the integrity and utility of the vast majority of this common land will not be affected by the construction of the Project, as well as the temporary nature of the construction works, the magnitude of impact is assessed to be small. Overall, this results in a temporary **minor adverse** effect on the common land adjacent to Cow Lane, Adlingfleet, which is **not significant**.

17.9.73 Activities related to the construction of the Project may restrict, or create severance to, the accessibility of the identified community facilities. **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** outlines details of planned road closures, and **Application Document 6.14 Chapter 14 Traffic and Transport** considers potential further severance effects arising from the Project. No recreational land facilities are anticipated to experience any significant severance effects during construction of the Project.

17.9.74 There is potential for noise, air quality, visual and traffic effects arising from construction of the Project to impact on the amenity of recreational land and open

space within the study area. The assessment of amenity effects has considered effects from **Application Document 6.7 Chapter 7 Visual**, **Application Document 6.14 Chapter 14 Traffic and Transport**, **Application Document 6.15 Chapter 15 Air Quality**, and **Application Document 6.16 Chapter 16 Noise and Vibration**.

17.9.75 Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, there are no sections of recreational or open space that would experience a significant effect on their amenity during construction.

Aerodromes – recreational use

17.9.76 West Burton Airfield is a privately owned, unlicensed aerodrome that is operated solely by the owner. It does not operate as a commercial enterprise, training facility, or community asset. There is no wider public access or economic reliance beyond personal recreational use. Alternative aerodromes are available within the wider area. On this basis, the aerodrome is considered to be of low sensitivity.

17.9.77 The proposed overhead line and associated pylons (4AF205 to 4AF207) cross the runway directly, with one pylon (4AF206) located on the runway itself. Realignment of the line to achieve safe clearance was assessed as part of the Project's iterative design process and found not to be feasible. The construction of the Project would therefore result in a permanent cessation of flying activity due to interactions with the proposed overhead line. This would represent a permanent loss of use for a single private recreational receptor but would not materially affect wider recreational provision or the population. Therefore, the magnitude of impact is assessed as medium. Overall, this results in a permanent **minor adverse** effect, which is **not significant**.

17.9.78 Haxey Airfield and Willow Farm Airfield are both privately owned and unlicensed aerodromes with no planning permission, operated by a single individual for private recreational use. In both cases, there is no commercial or training activity taking place at the aerodromes, with all operations limited to the sole owner. Both assets are therefore assessed as low sensitivity, reflecting a private recreational facility of low current activity for which alternatives are available.

17.9.79 The proposed overhead line is not anticipated to substantially obstruct operations from either aerodrome (except for minor circuit modifications), and the aerodromes (and associated aircraft) will be able to continue functioning as normal. The magnitude of impact is assessed to be negligible, as there would be no resultant change to the functionality of the airfields as a private recreational asset. Overall, this results in a permanent **negligible** adverse effect, which is **not significant**.

17.9.80 Grove Farm is a privately owned, unlicensed aerodrome accommodating occasional visitors and annual fly-ins on a free-of-charge basis, with no flight school or commercial activity. The site has a single aircraft permanently based on site, with occasional fly-ins bringing up to 18 visiting aircraft; movement numbers are otherwise low, and no flight training takes place. The recreational offer is therefore limited in scope, with a small user group comprising the owner and occasional visitors. Alternative aerodromes are available in the region which could accommodate recreational flying for those affected. On this basis, the receptor is assessed as being of low sensitivity for recreational use.

17.9.81 Safe flying operations cannot continue at the aerodrome, with no viable mitigation identified given the proximity of the proposed overhead line and associated pylons

(4AF223 to 4AF229) to the site. The permanent cessation of flying from Grove Farm would result in the loss of recreational aviation access for the owner and occasional visitors, including those attending annual fly-ins. While the numbers affected are small and alternative aerodromes are available in the region, this represents a permanent change to recreational use for patrons of the aerodrome. The magnitude of impact is assessed as medium, reflecting permanent loss of access to a specific recreational facility for a limited group of users. Overall, this results in a permanent **minor adverse** effect, which is **not significant**.

17.9.82 Forwood Farm supports a range of recreational aviation activities including resident aircraft ownership, visiting pilots, and flight training, alongside associated caravan use with links to aviation activity. The site accommodates 16 resident aircraft and receives visiting pilots, providing a recreational offer of medium importance to its user group. While alternative aerodromes exist in the wider area which could accommodate a proportion of recreational flying activity, these would not fully replicate the combination of facilities available at Forwood Farm. On this basis, the receptor is assessed as being of medium sensitivity for recreational use.

17.9.83 Detailed assessment has concluded that a standard western circuit alternative cannot achieve the required 500 ft (c.152 m) clearance to the proposed overhead line, and no viable operational mitigation has yet been identified for continued flying on the existing eastern circuit. Discussions are continuing with the aerodrome to understand whether any further operational mitigations could be applied. If no operational mitigation is forthcoming it is assessed that safe flying operations cannot continue at the aerodrome, resulting in the permanent loss of recreational access for resident aircraft owners, visiting pilots, and trainees currently using the site. Given that this represents a total and permanent loss of access to the facility rather than a constraint on the range of activity available, the magnitude of recreational impact is assessed as large. Overall, this results in a permanent **major adverse** effect on recreational use, which is **significant**.

17.9.84 Headon Airfield provides recreational microlight flying and flight training for approximately 25 resident flyers and a regular cohort of students, representing a localised recreational aviation facility of medium importance to its users. Whilst the aerodrome's recreational offer is not directly replicated elsewhere, substitute recreational flying and training provision is available within the wider region, such as at Darley Moor Airfield. On this basis, the receptor is assessed as being of medium sensitivity for recreational use.

17.9.85 Resident flyers and students would retain access to the aerodrome and its core recreational and training functions. Mitigations to relocate low-level circuit training to a 1,000 ft (c.305 m) standard circuit have been discussed and agreed in principle with the aerodrome owner and operator. The constraint on low-level circuit training may still reduce the range of recreational flying experiences available, particularly for those undertaking circuit-based microlight instruction. However, the constraint does not result in loss of access to the aerodrome itself, and flying would continue. The magnitude of recreational impact is assessed as medium, as access to recreational aviation is maintained and the effect represents a reduction in the range of activity rather than a loss of use. Overall, this results in a permanent **moderate adverse** effect, which is **significant**.

17.9.86 Darlton Gliding Club provides structured recreational gliding, training, competitions, and community engagement to a broad user group, and is currently the only gliding club in Nottinghamshire. The recreational offer is of high importance to its members

and the wider community it serves, including outreach to schools, the Scouts and other local groups. The club also gained a further 34 members following the recent closure of Trent Valley Gliding Club in October 2025, further increasing its significance as a recreational facility. Gliding clubs are geographically specific in nature and there are no directly comparable local alternatives available to users. On this basis, the receptor is assessed as being of high sensitivity for recreational use.

17.9.87 The aero tow supports longer-duration flights and higher-quality recreational experiences for certain members, and the restriction of aero tow to takeoffs in the southwest direction only would remove a component of the recreational offer that is not substitutable locally. As stated in paragraph 17.9.65, the club does not currently own a powered tug aircraft and consequently aero tow presently depends on aircraft owned by bodies other than the Gliding Club, which contextualises the scale of change this represents for members. The club would remain operational and the majority of recreational gliding activity would continue. The magnitude of recreational impact is therefore assessed as medium. Overall, this results in a permanent **major adverse** effect, which is **significant**.

17.9.88 As set out in paragraph 17.9.67, Mount Airy Airfield provides recreational aircraft storage for approximately 12 to 13 resident flyers, storing a mixture of microlight and fixed wing aircraft, with the owner intends to build a further six hangars. The site does not offer flight training, run events or undertake a wider community recreational function. An existing overhead line already runs close to the aerodrome (further detail in paragraph 17.9.67), which the operator has confirmed does not currently cause any operational issues. The recreational offer is limited to a small number of resident flyers for whom alternative aerodromes are available in the wider area. On this basis, the receptor is assessed as being of low sensitivity for recreational use.

17.9.89 Resident flyers would retain access to the aerodrome and continued operation is achievable through a straightforward circuit adaptation. The modification to the south circuit represents a minor operational adjustment rather than a significant impairment of recreational use, particularly given that the existing overhead line already introduces some constraint. Northerly circuits are entirely unaffected. Recreational users are not materially impaired from a baseline perspective in terms of accessing this recreational use. The magnitude of recreational impact is assessed as negligible. Overall, this results in a permanent **negligible** effect, which is **not significant**.

Water-based

17.9.90 As set out in **Application Document 7.22 Navigational Risk Assessment** where feasible, the programming of works/closure periods in relation to canals will be aligned with periods of reduced navigation activity (e.g. Winter months). However, as this is not guaranteed, closures are assessed as being programmed during the Summer when use of the waterways for navigational and other recreational purposes are assumed to be higher, representing a worst case.

17.9.91 A 120 m-long section of the Stainforth and Keadby Canal, which forms part of the Sheffield and South Yorkshire Navigation, falls within the Order Limits, together with the existing bridge crossing the canal that connects Bonnyhale Road and Keadby Two Lane and would be used as a construction access route. This section of canal lies within a longer approximately 12 km stretch rented by Scunthorpe Amalgamated Anglers, over which members of the angling society have access to fish from the southern bank. While the section within the Order Limits contributes to the overall angling resource available to members, there is no identified evidence that it

performs a distinct functional role or offers materially different angling conditions compared with adjacent accessible sections of the same canal. Alternative angling locations are therefore readily available within the wider stretch under the same access arrangement, allowing activity to continue elsewhere without substantial loss of function. On this basis, the angling function associated with this section of canal is assessed as being of low sensitivity.

17.9.92 As set out in **Application Document 7.6 Outline Public Rights of Way Management Plan** closure of this section of the canal is anticipated to last a total of two days: one day to install the crossing protection scaffolding and a further day to remove it. Works would not be restricted to daylight hours, minimising the window of disruption to angling activity. The closure duration is short and temporary, with no permanent alteration to the canal's angling resource. The affected section forms part of a substantially longer stretch available to Scunthorpe Amalgamated Anglers, and adjacent sections of the southern bank would remain accessible for fishing throughout the construction period. Communication of the closure would be undertaken through signage and online circulation via the Canal & River Trust alert system, providing advance notice to users, together with spotters located on either side of the closure to inform approaching vessels. Given the brief and temporary nature of the disruption and the ability to continue angling elsewhere along the same accessible stretch, the magnitude of impact on the angling function of this section of canal is assessed as negligible. Overall, this results in a temporary **negligible** effect, which is **not significant**.

17.9.93 A 130 m-long section of the Chesterfield Canal falls within the Order Limits, together with a 250 m stretch of towpath to the west of the proposed overhead line alignment that would be used as a construction access track. This section forms part of an approximately 11 km stretch rented by Scunthorpe Amalgamated Anglers, over which members have fishing access, primarily from the northern towpath. As with the Stainforth and Keadby Canal, the section within the Order Limits forms part of a wider continuous angling resource and there is no identified evidence that it provides materially different fishing conditions or a distinct functional role relative to adjacent accessible sections. Alternative locations are readily available within the same managed stretch, allowing fishing activity to continue without substantial loss of function. On this basis, the angling function associated with this section of canal is assessed as being of low sensitivity.

17.9.94 A closure of 25 days is required for bridge installation, and a one-day closure is required for installation of crossing protection scaffolding. On completion of the works, further closures of the same durations will be required to remove the bridge and scaffolding. The total closure duration would be 52 days. The affected section forms part of an approximately 11 km stretch accessible to members of Scunthorpe Amalgamated Anglers, with alternative angling locations available throughout the closure along the same managed stretch from the northern towpath. Communication of the closure would be undertaken through a formal closure request and online circulation via the Canal & River Trust alert system, together with signage at the Manor Farm Winding Hole and Drakeholes Tunnel Visitor Mooring, providing advance notice to anglers. While the closure duration totals 52 days the impact on angling is temporary in nature. Recreationally equivalent angling opportunities remain available elsewhere along the 11 km stretch, and there would be no permanent change to the canal's functionality as an angling resource. The magnitude of impact on the angling function of this section of canal is assessed as medium. Overall, this results in a temporary **minor adverse** effect, which is **not significant**.

17.9.95 A 120 m-long stretch of the Market Weighton Canal is also within the Order Limits. The canal is accessible for angling to any rod-licensed fishers and is used by Hull and District Anglers' Association. This section forms part of an approximately 7.5 km-long stretch of navigable canal. Similarly to the other canals, the section within the Order Limits forms part of this wider continuous angling resource and there is no identified evidence that it offers materially different fishing conditions or performs a distinct functional role relative to adjacent accessible sections. Alternative fishing locations are available within the same stretch, allowing activity to continue without substantial loss of function. On this basis, the angling function associated with this section of canal is assessed as being of low sensitivity.

17.9.96 Although the navigational closure of this section of the Market Weighton Canal is anticipated to last for the duration of the works due to the bridge being installed at bank level, closures relating to angling activities are limited to a 25-day closure for bridge installation plus a one-day closure for installation of crossing protection scaffolding, and the same again for removal of this temporary infrastructure. The total closure duration for these works will be 52 days. Alternative fishing locations would remain accessible within the same 7.5 km-long stretch throughout the closure period. Signage in advance of the closure would also be installed. The impact on angling is temporary in nature and would not materially alter the recreational value of the canal as an angling resource. The magnitude of impact on the angling function of this section of canal is assessed as small. Overall, this results in a temporary **negligible** effect, which is **not significant**.

17.9.97 Two moorings have been identified within the baseline assessment that could experience disruption during the construction of the Project. The first of these is the Wooden Beck visitor mooring which provides short-stay mooring provision for recreational canal users along the Chesterfield Canal and contributes to the visitor and leisure function of this section of the canal. Visitor moorings support temporary stopping points for navigation, rest, and local access, but are not fixed to a particular operator or user group in the same way as permanent mooring infrastructure. While the mooring has value as part of the canal's recreational network, alternative visitor moorings are available elsewhere along the canal within a reasonable travelling distance. On this basis, the receptor is assessed as being of medium sensitivity.

17.9.98 The Wooden Beck visitor mooring is located adjacent to, but not within, the section of the Chesterfield Canal which will be subject to navigational closure for approximately 52 days. The mooring itself would not be directly closed or physically affected by construction works. However, the closure of the adjacent canal section would temporarily restrict through-navigation, which could prevent vessels from reaching or departing the mooring during the closure period. Communication of the closure would be undertaken through formal notice, the Canal & River Trust alert system, and physical signage at the Manor Farm Winding Hole and Drakeholes Tunnel Visitor Mooring extents, providing advance notice to canal users. As a short-stay visitor mooring, individual visits are flexible in timing and planning, and users would be able to adapt plans in response to advance notification. The impact is temporary in nature, with no permanent change to the mooring's availability or function. The magnitude of impact on the Wooden Beck visitor mooring is assessed as small. Overall, this results in a **minor adverse** effect, which is **not significant**.

17.9.99 The second mooring that could experience disruption during the construction of the Project is Misterton Bridge mooring. This provides long-term mooring provision along the Chesterfield Canal, and supports more fixed patterns of occupation and boat use than short-stay visitor moorings. Long-term moorings are typically associated with

regular occupancy or residential use, making their location more closely tied to established access arrangements and user preference. Long-term alternative mooring opportunities exist elsewhere along the canal, though these are not immediately interchangeable and relocation may involve some disruption to users. On this basis, the receptor is assessed as being of medium sensitivity.

17.9.100 The Misterton Bridge mooring is located a few hundred metres from the section of the Chesterfield Canal subject to navigational closure and would not fall within the closure extent itself. However, the closure of the intervening canal section would temporarily prevent vessels moored at Misterton Bridge from navigating through to the wider waterway network for the duration of the closure. Communication would be undertaken through the Canal & River Trust alert system and formal closure notification, providing advance notice to affected users. Given the long-term and potentially residential nature of occupation at this mooring, boats moored here would not be actively navigating on a regular basis, and their primary use of the mooring (occupation and access to the boat) would not be prevented by the navigational closure of the adjacent canal section. The magnitude of impact on the Misterton Bridge mooring is therefore assessed as small. Overall, this results in a temporary **minor adverse** effect, which is **not significant**.

17.9.101 The sections of the Stainforth and Keadby Canal and Chesterfield Canal within the Order Limits also contribute to the wider recreational and navigational function of these waterways, including use by boats, paddleboards, and other non-motorised water-based recreation. Both canals are used almost entirely by leisure craft, with 597 transits recorded at Keadby Lock and 507 at Gringley Lock in 2025. In both cases, the affected sections form short parts of substantially longer continuous canal corridors (14.9 miles and 46 miles respectively) and do not contain identified infrastructure or features that make them uniquely important for navigation or recreational use relative to adjacent stretches. While alternative sections of each canal are available, boating and non-motorised recreational activity is dependent on continuity of navigation and access along the wider waterway, meaning substitute locations are not fully interchangeable where movement through the network is constrained. These canals therefore represent recreational assets for which alternatives exist, but with only moderate potential for substitution in functional terms. On this basis, the recreational and boating function associated with these canal sections is assessed as being of medium sensitivity.

17.9.102 There would be no full navigational closure of the Stainforth and Keadby Canal. No temporary bridge is required. Traffic would instead be managed dynamically through two short closures of approximately two hours on the impacted area, with an active work exclusion zone of ±50 m either side of the proposed overhead line. Trained towpath spotters positioned ±200 m either side of the crossing would hold and inform approaching vessels, with timings and controls agreed with the Canal & River Trust. Advance communication would be provided through signage, online circulation via the Canal & River Trust stoppage notices and MyTrust alerts, and direct communication with local boating groups, allowing canal users to plan accordingly. The affected section is short (less than 200 m) relative to the overall length of the canal corridor (approximately 24 km) and does not contain infrastructure critical to navigation. Therefore, recreational users should still be able to utilise the majority of the Canal without having their recreational experience impaired. Whilst boating and non-motorised recreational activity depends on continuity of access along the waterway, two holds of approximately two hours represent a very short-term delay rather than a prevention of navigation for boat and non-motorised recreational users, including paddleboarders and kayakers, with navigation possible for the rest of the

works period. This is a minimal restriction on that continuity, with no permanent change to the navigational or recreational character of the canal. The magnitude of impact on the boating and non-motorised recreational function of this section of the Stainforth and Keadby Canal is assessed as negligible. Overall, this results in a temporary **negligible** effect, which is **not significant**.

17.9.103 The navigational closure of approximately 150 m of the Chesterfield Canal is required for the installation and removal of a temporary access bridge. Installation and removal would each take 25 days, giving two separate closures totalling 50 days, during which navigation of this specific section of the canal would not be possible. As the bridge is clear span, navigation would be possible at other times during the construction period. Advance communication would be provided through appropriate channels (such as signage at key winding holes, formal closure requests to the Canal & River Trust, and a Canal & River Trust alert via MyTrust) allowing canal users to plan accordingly. The affected section is short (at approximately 150 m) relative to the overall length of the canal corridor at 76 km and does not contain infrastructure critical to navigation. Therefore, recreational users should be able to utilise the majority of the Canal without having their recreational experience impaired. The two 25-day closures represent a short-term restriction on that continuity, with through-navigation and associated recreational activity not possible within the affected section during those periods. However, all impacts would be short-term and temporary in nature, with full restoration of navigational access anticipated following completion of construction works, resulting in no permanent change to the navigational or recreational character of the canal. The magnitude of impact on the boating and non-motorised recreational function of this canal section is assessed as small. Overall, this results in a temporary **minor adverse** effect, which is **not significant**.

17.9.104 The Market Weighton Canal has no statutory right of navigation and there is no navigation authority. Weighton Lock is inoperable and the canal is navigable only in an informal sense by unpowered craft. Use is infrequent and limited to canoes and kayaks, and no transit data is available due to low activity levels. Because use is informal and infrequent, is limited to unpowered craft that can readily enter and exit the canal and does not depend on network-wide continuity of navigation, the potential for substitution is high. On this basis, the recreational function associated with this canal section is assessed as being of low sensitivity.

17.9.105 A temporary bank-level access bridge would be installed across the Market Weighton Canal, severing navigation of this section for the duration of the works. Active stoppage extends ±50 m south and to the Order Limits to the north. Spotters at ±200 m north and south would warn approaching paddlers, and signage would state that navigation is closed. Any canoe, kayak or paddleboard user on the canal would likely be able to exit before reaching the Order Limits. Advance notice would be given through articles on the Inland Waterways Association website, and the works would be coordinated with the Internal Drainage Board as landowner. The magnitude of impact on informal recreational use of this canal section is assessed as small, reflecting the severance for the duration of the works. Overall, this results in a temporary **negligible** effect, which is **not significant**.

17.9.106 The River Ouse is a tidal navigation with a statutory public right of navigation, managed by Associated British Ports (ABP). A 98 km-long portion of the river is navigable by recreational craft. Recreational usage comprises approximately 200 pleasure craft locked into Goole in 2025. Passage on the river is dependent on tidal conditions and shared with commercial traffic. On this basis, the recreational and

boating function of this section of the River Ouse is assessed as being of medium sensitivity.

17.9.107 The works would require a formal watercourse closure of an approximately 200 m-long section of the river to suspend navigation during conductor stringing, over multiple 6-hour daylight windows across an indicative 8 to 10-week period, with active closure limits extending ±80 m either side of the proposed overhead line. Advance communication would be provided through Local Notices to Mariners issued by ABP and through notices circulated across marine and recreational user channels, with operational windows coordinated with ABP. The closures would be confined to portions of daylight hours rather than full days, with the period in which closures could be experienced being short-term. Users would be able to plan passage around each defined window, supported by advance notices, Local Notices to Mariners and two safety boats, and the closures represent a delay to passage rather than a prevention of navigation. Given the short cumulative duration of closure, the small proportion of the river that is impacted, and the ability to plan around closures, the magnitude of impact on the recreational and boating function of this section of the River Ouse is assessed as small. Overall, this results in a temporary **minor adverse** effect, which is **not significant.**

17.9.108 The River Idle has a public right of navigation in principle between Bawtry Bridge and Stockwith, but use is highly restricted due to high passage fees, lack of navigation authority and heavy silting along the river. There is no navigation authority, and vessel access from the River Trent is controlled by the Environment Agency through the West Stockwith tidal sluice, with high passage fees and advance notice requirements. The river is heavily silted and unmaintained near Haxey Gate, approximately 1 km downstream of the OHL. Use is infrequent and comprises mainly canoes and kayaks, with occasional small cruisers or narrowboats, and no transit data is available. Given the restricted and infrequent use, and the ability of users to leave the river readily, the recreational and navigational function of this section is assessed as being of low sensitivity.

17.9.109 Erection of the crossing protection across an approximately 150 m-long section of the 49 km-long River Idle (18 km of which is navigable in principle by boat) would require a single temporary stoppage of 1 to 2 hours, with an active exclusion zone of ±50 m. Trained spotters at ±200 m upstream and downstream would inform approaching craft, and any user on the river would likely be able to exit before reaching the Order Limits. Advance communication would be provided through signage on the river banks, coordination with the Environment Agency regarding operation of the West Stockwith tidal sluice, and notices circulated through the Inland Waterways Association digital channels. The stoppage is very short-term, affects a section with infrequent use as outlined above, and is followed by full restoration of access with no permanent change to the navigational or recreational character of the river. Recreational users should be able to use the majority of the River without having their recreational experience impaired. The magnitude of impact on the recreational function of this section is assessed as negligible. Overall, this results in a temporary **negligible** effect, which is **not significant.**

Development land

17.9.110 Planning applications and local planning applications that are expected to be operational before the commencement of construction of the Project, and development land within the study area, have been identified within the future

baseline in section 17.6. None of the identified developments or applications are expected to experience land take as a result of the construction of the Project.

17.9.111 Activities related to the construction of the Project may restrict, or create severance to, the accessibility of the identified development land. **Application Document 2.6 Access Rights of Way and Public Rights of Navigation Plans** outlines details of planned road closures, and **Application Document 6.14 Chapter 14 Traffic and Transport** considers potential further severance effects arising from the Project. No extant planning applications or allocations that are expected to be operational before the commencement of construction of the Project are anticipated to experience any significant severance effects during construction of the Project.

17.9.112 There is potential for noise, air quality, visual and traffic effects arising from construction of the Project to impact on the amenity of development land within the study area. The assessment of amenity effects has considered effects from **Application Document 6.7 Chapter 7 Visual**, **Application Document 6.14 Chapter 14 Traffic and Transport**, **Application Document 6.15 Chapter 15 Air Quality**, and **Application Document 6.16 Chapter 16 Noise and Vibration**.

17.9.113 Taking into account the residual effect assessment results of the visual, traffic and transport, air quality, and noise and vibration assessments relating to the construction activities, effects on amenity for development land would be **not significant**.

Public rights of way, access routes and recreational routes

17.9.114 Public rights of way, access routes and recreational routes are shown in **Application Document 6.17.F5 Figure 17.5 Recreational Land and Recreational Routes**.

17.9.115 As set out in **Application Document 7.6 Outline Public Rights of Way Management Plan**, management on PRoWs and recreational routes fall under three categories:

- Temporary Closure with Management/Access Control
- Temporary Closure with Temporary Diversion
- Temporary Closure (No Diversion)

17.9.116 A description of each of the categories is provided in **Application Document 7.6 Outline Public Rights of Way Management Plan**.

17.9.117 Table 17.34 below sets out the effects on PRoWs, NCN routes, and access routes. Commitment S02 in **Application Document 7.3 Register of Environmental Actions and Commitments**, detailed in section 17.8, is relevant to the assessment of PRoWs, access routes and recreational routes.

Table 17.34 – Effects on PRoWs, access routes, and recreational routes during construction

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
PRoWs					
Rowley Bridleway No.13	ROWLB13	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a construction access track and a bellmouth. A temporary closure would be implemented for the duration of the works.	High – Route forms part of a regional trail or equivalent recreational network[25], is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – See paragraph 17.9.118	**Minor adverse** (**not significant**)
Woodmansey Bridleway No.30	WOODB30	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a construction access track. Temporary Closure with Management/Access Control would be implemented for a duration of the works.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – See 17.9.118	**Minor adverse** (**not significant**)
Skidby Bridleway No.7	SKIDB07	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a third-party access. Temporary Closure with Management/Access control would be implemented for the duration of five days.	Medium – Route is considered to provide a moderately important recreational function, likely to be semi-regularly used and valued, and has some potential for comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Woodmansey Footpath No.7	WOODF07	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a construction access track, pylon conductor stringing position, and overhead conductor stringing. Temporary Closure with Temporary Diversion would be implemented for two months for the pylon conductor stringing position and overhead line conductor stringing. Temporary Closure would be implemented for up to four days with Management/Access Control for the duration of construction for the construction access track.	Medium – Route is considered to provide a moderately important recreational function, likely to be semi-regularly used and valued, and has some potential for comparable alternatives within the local area.	Small – The proposed diversion results in a substantial increase in journey length of approximately 2,870 m. However, the route is anticipated to be used primarily for recreational purposes, with the proposed diversion offering a comparable recreational experience to the existing route with similar character and amenity value for users. Furthermore, the associated closure will be short term and temporary in nature, lasting two months.	**Minor adverse** (**not significant**)
Rowley Footpath No.12	ROWLF12	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a construction access track, pylon working area, overhead conductor stringing, and third-party access and third-party modification works.	Medium – Route is considered to provide a moderately important recreational function, likely to be semi-regularly used and valued, and has some potential for comparable alternatives within the local area.	Negligible – The proposed diversion nonetheless results in only a minor increase in journey length of approximately 8 m and offers a comparable recreational experience to the existing route, with similar character and amenity value for users. The associated	**Negligible** (**not significant**)

[25] The associated regional trail or recreational route for each PRoW to which this is relevant, is outlined within Table 17.27.

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		Temporary Closure with Temporary Diversion would be implemented for a duration of one year for the pylon working area. Temporary Closure with Management/Access Control for the duration of the works would be implemented for the construction access track. Temporary Closure with Management/Access Control for a period of two months for overhead conductor stringing, during which there would be closures of up to five hours a day for a total of up to 20 days, third party access (65 days) and third party modification works (six days).		closure will be temporary in nature, lasting one year.	
Skidby Footpath No.17	SKIDF17	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access. Temporary Closure with Management/Access Control would be implemented for five days.	Medium – Route is considered to provide a moderately important recreational function, likely to be semi-regularly used and valued, and has some potential for comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Skidby Bridleway No.4	SKIDB04	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises pylon working areas and overhead conductor stringing. Temporary Closure with Temporary Diversion would be implemented for a duration of one year for the pylon working areas. Temporary Closure with Management/Access Control for a period of two months for overhead conductor stringing, during which there would be closures of up to five hours a day for a total of up to 20 days	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 27 m and offers a comparable recreational experience to the existing route, with similar character and amenity value for users. The associated closure will be temporary in nature, lasting one year.	**Minor adverse** (**not significant**)
Rowley Bridleway No.7	ROWLB07	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to four days in total for the construction access track.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
Rowley Footpath No.15	ROWLF15	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises pylon working areas, overhead conductor stringing, use of the operation and maintenance	Medium – Route is considered to provide a moderately important recreational function, likely to be semi-regularly used and valued, and has some potential for	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 15 m and offers a comparable recreational experience to the existing route, with similar character and amenity value for	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		access during pre-commencement and construction access track. Temporary Closure with Temporary Diversion would be implemented for a duration of one year for the pylon working area. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as one to two separate closure for the construction access track which would be managed for the duration of the works.	comparable alternatives within the local area.	users. The associated closure will be temporary in nature, lasting one year.	
Skidby Bridleway No.1	SKIDB01	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access and use of the operation and maintenance access during pre-commencement. Temporary Closure with Management/Access Control would be implemented for 34 days for the third party access.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Skidby Bridleway No.2	SKIDB02	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access. Temporary Closure with Management/Access Control would be implemented for 34 days for the third party access.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day . Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Rowley Bridleway No.4	R0WLB04	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and overhead conductor stringing and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration of the works for the construction access track.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
Rowley Bridleway No.5	R0WLB05	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and planting mitigation. Temporary Closure for two days, followed by Management/Access Control for the duration of the works for the construction access track would be required.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with a single closure lasting a maximum of two days, with further closures confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
Skidby Bridleway No.15	SKIDB15	The PRoW is crossed by the Order Limits. Temporary Closure with Management/Access Control would be implemented for the duration of the works period.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day . Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
Rowley Footpath No.3	ROWLF03	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, pylon conductor stringing position and pylon working areas. Temporary Closure with Temporary Diversion would be implemented for a duration of one year for the pylon working area and two months for the pylon conductor stringing position. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration of the works for the construction access track.	Medium – Route is considered to provide a moderately important recreational function, likely to be semi-regularly used and valued, and has some potential for comparable alternatives within the local area.	Small – The proposed diversion results in an increase in journey length of approximately 740 m. However, the route is anticipated to be primarily used for recreational purposes, with the proposed diversion offering a comparable recreational experience to the existing route with similar character and amenity value for users. Furthermore, the associated closure will be temporary in nature, lasting one year.	**Minor adverse** (**not significant**)
Ellerker Footpath No.3	ELLRF03	The PRoW is crossed by the Order Limits. Temporary Closure with Management/Access Control would be implemented for the duration of the pre-commencement works period.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Ellerker Footpath No.2 (also Yorkshire Wolds Way National Trail)	ELLRF02	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, crossing protection and planting mitigation. Temporary Closure with an alternative route available via the existing highway network for eight days with Management/Access Control for the duration of the works for the construction access track. Temporary Closure with an alternative route available via the existing highway network for 20 days in total for crossing protection.	Very high – Route forms part of a national trail, highly and regularly used and valued for its character and quality, with no comparable or accessible alternatives within the study area.	Negligible – See paragraph 17.9.119	**Minor adverse** (**not significant**)
Ellerker Footpath No.4	ELLRF04	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be rarely used, with some potential	Small – The proposed diversion results in an increase in journey length of approximately 756 m; however, it offers a comparable recreational experience to the existing route	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		stringing, third-party modification works and third party access. Temporary Closure with Temporary Diversion would be implemented for the duration of the works for the construction access track to the main construction compound M1.	substitution with comparable alternatives within the local area.	with similar character, amenity value and accessibility for users.	
Broomfleet Footpath No.12	BROOF12	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration of the works for the construction access track.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Broomfleet Footpath No.8	BROOF08	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, use of the operation and maintenance access during pre-commencement and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration of the works for the construction access track.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Broomfleet Footpath No.5	BROOF05	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and a working area for a temporary bridge. Temporary Closure with Temporary Diversion would be implemented for the duration of the works.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – Although the associated closure will be temporary in nature, the proposed duration is considered long term. The proposed diversion nonetheless results in only a minor increase in journey length of approximately 20 m and offers a comparable recreational experience to the existing route, with similar connectivity for users.	**Negligible** (**not significant**)
Broomfleet Footpath No.10	BROOF10	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, a working area for a temporary bridge and overhead conductor stringing. Temporary Closure with Temporary Diversion would be implemented for the duration of the works.	High – Route is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The proposed diversion results in a relatively small increase in journey length of approximately 420 m, additionally the route is anticipated to be primarily used for recreational purposes, with the proposed diversion offering a comparable recreational experience to the existing route with similar character and amenity value for users. The	**Minor adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
				associated closure will be temporary in nature, though the proposed duration is considered long term.	
Blacktoft Bridleway No.5	BLACB05	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing and third-party modification works. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing. Two separate closures for up to two days and management for the duration of the works is proposed for the construction access track. The third party modification works would be for 19 days.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Blacktoft Footpath No.9	BLACF09	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of eight to ten weeks, during which there would be closures of up to six hours a day for a total of up to 20 days for overhead conductor stringing	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures during the eight to ten week period being for no longer than six hours. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
Twin Rivers Footpath No. 5	TWINF05	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of eight to ten weeks, during which there would be closures of up to six hours a day for a total of up to 20 days for overhead conductor stringing	High – Route is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures during the eight to ten week period being for no longer than six hours. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
Former Parish of Ousefleet Bridleway No.1	OUSEB01	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and third-party access. Temporary Closure with a Temporary Diversion would be implemented for the duration of the works for the construction access track. Temporary Closure with Management/Access Control would be implemented for 12 days for the third party access if completed prior to the closure for the construction access track	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Small – The proposed diversion results in a substantial increase in journey length of approximately 4,150 m. However, the route is anticipated to be primarily used for recreational purposes, with the proposed diversion offering a comparable recreational experience to the existing route with similar character and amenity value for users. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Minor adverse** (**not significant**)
Former Parish of Ousefleet Bridleway No.2	OUSEB02	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third party access and construction access track.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be	Negligible – The proposed diversion does not result in any increase in journey length and can continue to serve users without	**Minor adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		Temporary Closure with a Temporary Diversion would be implemented for the duration of works. Temporary Closure with Management/Access Control would be implemented for 24 days for the third party access if completed prior to the closure for the construction access track	regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	significant inconvenience or detriment. The associated closure will be temporary in nature, though the proposed duration is considered long term.	
Former Parish of Adlingfleet Bridleway No.1	ADLFB01	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises overhead conductor stringing and construction access track. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration for the temporary access track.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
FOOTPATH GART1A	NI|GART|1A	The PRoW is crossed by the Order Limits. Temporary Closure with Management/Access Control would be implemented for the duration of the works period.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
FOOTPATH GART3	NI|GART|3	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party modification works. Temporary Closure with Management/Access Control would be implemented for eight days.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
FOOTPATH LUDD4	NI|LUDD|4	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises highway widening. Temporary Closure with Management/Access Control for two separate periods of twelve days for installation and reinstatement of highway widening and managed for the rest of the works period.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Small – The route will remain open and usable for its intended purpose for the vast majority of the time with two closures lasting 12 days and any further closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
FOOTPATH LUDD5	NI|LUDD|5	The PRoW is crossed by the Order Limits. Project interaction comprises planting mitigation. Temporary Closure with Management/Access Control for would be implemented for the duration of the works period.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
FOOTPATH AMCO5	NI|AMCO|5	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		overhead conductor stringing and construction access track. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days then managed for the duration of the works for the construction access track.	infrequently used, with comparable alternatives considered to exist within the local area.	from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	
RESTRICTED BYWAY LUDD5A	NI|LUDD|5A	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises, construction access track, a working area for a temporary bridge, overhead conductor stringing, third-party access, use of the operation and maintenance access during pre-commencement and third-party modification works. Temporary Closure with Temporary Diversion would be implemented for the duration of the works.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 40 m and offers a comparable recreational experience and connectivity to the existing route and the wider network. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Negligible** (**not significant**)
FOOTPATH LUDD9	NI|LUDD|9	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a working area for a temporary bridge, construction access track, pylon conductor stringing position, use of the operation and maintenance access during pre-commencement and overhead conductor stringing. Temporary Closure with Temporary Diversion would be implemented for the duration of the works.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Small – The proposed diversion results in a small increase in journey length of approximately 280 m and offers a comparable recreational experience and connectivity to the existing route. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Minor adverse** (**not significant**)
BRIDLEWAY CROW11	NI|CROW|11	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises bellmouth (site access point), highway widening and crossing protection. Temporary Closure would be implemented for a total of six days for highway widening and crossing protection. Temporary Closure with Management/Access Control for 20 days and then managed for the duration of the works for bellmouth (site access point).	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Medium – The route is anticipated to be closed for a total of 26 days. Any further closures will be confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
BRIDLEWAY CROW14	NI|CROW|14	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises bellmouth (site access point), construction access track and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has	Negligible – The route is anticipated to be closed for a total of ten days, split into two five-day periods split between the start and end of the works period, representing short-term periods. Any further closures will be confined to a short window within the working	**Minor adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as a separate closures for two five days periods and then managed for the duration of the works for the bellmouth (site access).	limited comparable or accessible alternatives within the local area.	day. Any inconvenience to users is limited and fully reversible.	
BRIDLEWAY CROW12	NI|CROW|12	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days, as well as two separate closures for up to two days then managed for the duration of the construction access track.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Small – The route will be subject to a short-term closure during the works, and the alternative route to CROW|13 is also applicable to this PRoW, and will provide similar recreational value and experience.	**Negligible** (**not significant**)
BRIDLEWAY CROW13	NI|CROW|13	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises bellmouth (site access point) and construction access track,. Temporary Closure with alternative routes available would be implemented for the duration of the works.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Small – The proposed alternative route results in a substantial increase in journey length of approximately 1,450 m. However, the route is anticipated to be primarily used for recreational purposes, with the proposed diversion offering a comparable recreational experience to the existing route with similar character and amenity value for users. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Negligible** (**not significant**)
FOOTPATH BELT25	NI|BELT|25	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises planting mitigation. Temporary Closure with Management/Access Control, closure would be avoided wherever possible and, if necessary, would be of very short duration.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
RESTRICTED BYWAY BELT2 (Trent Valley Way)	NI|BELT|2	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a working area for a temporary bridge, construction access track, overhead conductor stringing and third-party modification works, use of the operation and maintenance access during pre-commencement and third party access. Temporary Closure with Temporary Diversion and section of alternative route would be implemented for the duration of the works.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Small – The proposed diversion and section of alternative route results in an increase in journey length of approximately 600 m. However, the route is anticipated to be primarily used for recreational purposes, with the proposed diversion offering a comparable recreational experience to the existing route with similar character and amenity value for users. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Minor adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
BRIDLEWAY BELT28A and BRIDLEWAY BELT28B	NI|BELT|28 and 28B	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises planting mitigation. Temporary Closure with Management/Access Control, closure would be avoided wherever possible and, if necessary, would be of very short duration.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
FOOTPATH BELT148	NI|BELT|148	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises highway widening. Temporary Closure with Management/Access Control would be implemented for two 11-day closures totalling 22 days, with management/access control implemented for the rest of the works period	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route is anticipated to be closed for a total of 22 days, split into two 11-day periods split between the start and end of the works period, representing short-term periods.. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
BRIDLEWAY BELT29	NI|BELT|29	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises highway widening. Temporary Closure with Management/Access Control would be implemented for two 11-day closures totalling 22 days, with management/access control implemented for the rest of the works period.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route is anticipated to be closed for a total of 22 days, split into two 11-day periods split between the start and end of the works period, representing short-term periods.. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
FOOTPATH EPWO77	NI|EPWO|77	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises planting mitigation. Temporary Closure with Management/Access Control, closure would be avoided wherever possible and, if necessary, would be of very short duration	Medium – Route is considered to be of moderate importance for recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day . Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
FOOTPATH EPWO60	NI|EPWO|60	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, use of the operation and maintenance track during pre-commencement and crossing protection. Temporary Closure with Temporary Diversion would be implemented for a duration of two months for the crossing protection. Temporary Closure with Management/Access Control for two days for the construction access track if not diverted first.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Small – The proposed diversion results in an increase in journey length of approximately 140 m and offers a comparable recreational experience and connectivity to the existing route. The associated closure will be short-term and temporary in nature, lasting two months.	**Negligible** (**not significant**)
FOOTPATH EPWO78	NI|EPWO|78	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises highway widening and overhead conductor stringing.	Medium – Route is considered to be of moderate importance for recreational purposes, likely to be semi-regularly used, with some potential for substitution with	Small – The route is anticipated to be closed for a total of 44 days, split into two 22-day periods split between the start and end of the works period, representing short-term periods. Any further closures will be confined	**Minor adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		Temporary Closure with Management/Access Control for two 22-day closures totalling 44 days for highway widening. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing	comparable alternatives within the local area.	to a short window within the working day. Any inconvenience to users is limited and fully reversible.	
MistertonFP11	NT|Misterton|FP11	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, use of the operation and maintenance access during pre-construction and overhead conductor stringing. Temporary Closure with Temporary Diversion would be implemented for the duration of the works Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 33 m and offers a comparable recreational experience for users. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Negligible** (**not significant**)
MistertonBOAT18	NT|Misterton|BOAT18	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises a working area for a temporary bridge, construction access track, overhead conductor stringing, use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure would be implemented for the duration of the works.	Low – Route provides little connectivity to the wider PRoW network and is likely to be relied on for recreational or access purposes by a limited population, with comparable alternatives within the local area.	High– The PRoW will be closed for the duration of the works with pedestrians, but not other types of users who have right of way on a BOAT, able to use the alternative route of Cornley Road, which runs parallel to the route and does not lead to any increase in journey times. The closure is long-term but temporary in nature.	**Minor adverse** (**not significant**)
MistertonFP17	NT|Misterton|FP17	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration of the works for the construction access track.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Gringley On The HillBW15	NT|Gringley On The Hill|BW15	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, third-party access, use of the operation	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less	**Minor adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and managed for the duration for the construction access track and 19 days for the third party access.	limited comparable or accessible alternatives within the local area.	than five hours. Any inconvenience to users is limited and fully reversible.	
Gringley On The HillFP13	NT|Gringley On The Hill|FP13	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises pylon conductor stringing position, construction access track, overhead conductor stringing, third-party access and third-party modification works. Temporary Closure with Temporary Diversion would be implemented for a duration of two months.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 100 m and offers a comparable recreational experience and similar connectivity for users. The associated closure will be short-term and temporary in nature, lasting two months.	**Negligible** (**not significant**)
BeckinghamFP3	NT|Beckingham|FP3	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party modification works. Temporary Closure with Management/Access Control would be implemented for two days.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
BeckinghamFP12	NT|Beckingham|FP12	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, third-party access, third-party modification works, use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Temporary Diversion onto public highway would be implemented for 17 days for the third party modification works. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and managed for the duration for the construction access track.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 17 m and offers a comparable recreational experience and similar connectivity for users. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Negligible** (**not significant**)
BeckinghamFP4	NT|Beckingham|FP4	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, use of the operation and maintenance	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used,	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days for the construction access track.	with some potential for substitution with comparable alternatives within the local area.	than five hours. Any inconvenience to users is limited and fully reversible.	
SaundbyFP3	NT|Saundby|FP3	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, pylon conductor stringing position and overhead conductor stringing. Temporary Closure with Temporary Diversion would be implemented for a duration of two months. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days for the construction access track.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The proposed diversion results in a small journey length of approximately 123 m and offers a comparable recreational experience and similar connectivity for users. The associated closure will be short-term and temporary in nature, lasting two months.	**Minor adverse** (**not significant**)
SaundbyFP4	NT|Saundby|FP4	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, third-party access and third-party modification works. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration of the works for the construction access track and 48 days for the third party access/modification works.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
North WheatleyFP5	NT|North Wheatley|FP5	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access. Temporary Closure with Management/Access Control would be implemented for two days.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being for less than 15 minutes. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
North WheatleyFP4	NT|North Wheatley|FP4	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises	Medium – Route is considered to be of moderate importance for both access and recreational purposes,	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		construction access track and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration or the works for the construction access track.	likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	
North WheatleyFP8	NT|North Wheatley|FP8	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control, closure would be avoided wherever possible and, if necessary, would be of very short duration.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
North WheatleyFP3	NT|North Wheatley|FP3	The PRoW is crossed by the Order Limits. Temporary Closure with Management/Access Control would be implemented for the duration of the works period.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
West BurtonFP8	NT|West Burton|FP8	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing and a working area for a temporary bridge. Temporary Closure with Temporary Diversion would be implemented for the duration of the works.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Small – The proposed diversion results in a small journey length of approximately 27 m and offers a comparable recreational experience and similar connectivity for users. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Minor adverse** (**not significant**)
Sturton Le SteepleFP19	NT|Sturton Le Steeple|FP19	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days and then managed for the duration of the works for the construction access track.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
Sturton Le SteepleFP20	NT|Sturton Le Steeple|FP20	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, pylon working areas, overhead conductor stringing, third-party modification works, third party access and planting mitigation. Temporary Closure with Temporary Diversion would be implemented for a duration of one year for the pylon working area. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days for the construction access track and 41 days for the third party modification works/access.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Small – The proposed diversion results in a small journey length of approximately 90 m and offers a comparable recreational experience and similar connectivity for users. The associated closure will be temporary in nature, lasting one year.	**Minor adverse** (**not significant**)
Sturton Le SteepleRB31	NT|Sturton Le Steeple|RB31	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing as well as a ten day closure and then managed for the duration of the works for the construction access track..	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route is anticipated to be closed for a brief period of ten days. Any further closures will be confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Sturton Le SteepleBW25	NT|Sturton Le Steeple|BW25	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, pylon conductor stringing position use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Temporary Diversion would be implemented for a duration of two months for the pylon conductor stringing position. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as two separate closures for up to two days for the construction access track.	Medium – Route is considered to be of moderate importance for recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 68 m and offers a comparable recreational experience and amenity value for users. The associated closure will be short-term and temporary in nature, lasting two months.	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
North Leverton With HabblesthorpeFP24	NT|North Leverton With Habblesthorpe|FP24	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control, closure would be avoided wherever possible and, if necessary, would be of very short duration.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
North Leverton With HabblesthorpeBW10	NT|North Leverton With Habblesthorpe|BW10	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as a ten day separate closures and then managed for the duration for the construction access track.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route is anticipated to be closed for a brief period of ten days. Any further closures will be confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
South LevertonFP8	NT|South Leverton|FP8	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, pylon conductor stringing position, overhead conductor stringing and third-party modification works. Temporary Closure with Temporary Diversion would be implemented for a duration of two months. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as a ten day separate closures and then managed for the duration for the construction access track.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Medium – The proposed diversion results in a substantial increase in journey length of approximately 926 m. The associated closure will be short-term and temporary in nature, lasting two months.	**Minor adverse** (**not significant**)
South LevertonFP21	NT|South Leverton|FP21	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, pylon conductor stringing position. Temporary Closure with Temporary Diversion would be implemented for a duration of two months. Temporary Closure with Management/Access Control for two days then managed for the	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 53 m and offers a comparable recreational experience and amenity value for users. The associated closure will be short-term and temporary in nature, lasting two months.	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		duration of the works for the construction access track.			
South LevertonBW9	NT|South Leverton|BW9	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track use of the operation and maintenance access during pre-construction and overhead conductor stringing. Temporary Closure with Management/Access control will be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead line conductor stringing, as well as two separate closures for up to two days then managed for the duration for the construction access track.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
South Leverton FP11	NT|South Leverton|FP11	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track. Temporary Closure with Temporary Diversion would be implemented for the duration of works.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 67 m and offers a comparable recreational experience and amenity value for users.	**Negligible** (**not significant**)
South Leverton FP26	NT|South Leverton|FP26	The PRoW is crossed by the Order Limits. Temporary Closure with Management/Access Control would be implemented for the duration of the works period.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Treswell BW11	NT|Treswell|BW11	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, use of the operation and maintenance access during pre-construction, third-party access, and third part modification works Temporary Closure with Temporary Diversion would be implemented for the duration of the works.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The proposed diversion results in only a minor increase in journey length of approximately 30 m and offers a comparable recreational experience and amenity value for users. The associated closure will be short-term and temporary in nature, lasting two months.	**Negligible** (**not significant**)
TreswellBW14	NT|Treswell|BW14	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access and third-party modification works. Temporary Closure with Management/Access Control would be implemented for 51 days.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
East DraytonBW11	NT|East Drayton|BW11	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, overhead conductor stringing, third-party access, third-party modification works, use of the operation and	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as a two day separate closure then management for the duration for construction access and 25 days for third party access/modification works.	alternatives considered to exist within the local area.	than five hours. Any inconvenience to users is limited and fully reversible.	
East DraytonFP13	NT|East Drayton|FP13	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access, use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access control would be implemented for 25 days for the third party access. Temporary Closure with Management/Access Control for the use of the operation and maintenance track and mitigation planting, closure would be avoided wherever possible and, if necessary, would be of very short duration.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
East DraytonFP10	NT|East Drayton|FP10	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access, use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access control would be implemented for 25 days for the third party access. Temporary Closure with Management/Access Control for the use of the operation and maintenance track and mitigation planting, closure would be avoided wherever possible and, if necessary, would be of very short duration.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
East DraytonFP12	NT|East Drayton|FP12	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises third-party access use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access control would be implemented for 25 days for the third party access.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		Temporary Closure with Management/Access Control for the use of the operation and maintenance track and mitigation planting, closure would be avoided wherever possible and, if necessary, would be of very short duration			
East DraytonFP14	NT|East Drayton|FP14	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for conductor stringing, as well as a separate closures for up to two days then managed for the duration of the works for the construction access track	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
East DraytonFP3	NT|East Drayton|FP3	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, a working area for a temporary bridge use of the operation and maintenance access during pre-construction and overhead conductor stringing. Temporary Closure with Temporary Diversion would be implemented for the duration of the works.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The proposed diversion does not result in any increase in journey length or change in recreational value, access, or connectivity. The associated closure will be temporary in nature, though the proposed duration is considered long term.	**Negligible** (**not significant**)
DarltonFP3	NT|Darlton|FP3	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, use of the operation and maintenance access during pre-construction and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing, as well as a two day separate closure and then managed for the duration of the works for the construction access track.	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
DarltonBW1	NT|Darlton|BW1	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track use of the operation and maintenance access during pre-construction and overhead conductor stringing. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be	Medium – Route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with all closures apart from the two two-day closures being for less than five hours. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
		closures of up to five hours a day for a total of up to 20 days of overhead conductor stringing, as well as a two day separate closure and then managed for the duration of the works for the construction access track.			
FledboroughFP7	NT|Fledborough|FP7	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises construction access track, pylon working areas, overhead conductor stringing, use of the operation and maintenance access during pre-construction, third-party access and third-party modification works. Temporary Closure with Temporary Diversion would be implemented for a duration of one year for the pylon working area. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there will be closures of up to five hours a day for a total of up to 20 days of overhead conductor stringing, as well as a two day separate closure and then managed for the duration of the works for the construction access track and 50 days for the third party access/modification works.	Low – Route is considered to be of low importance for both access and recreational purposes, likely to be infrequently used, with comparable alternatives considered to exist within the local area.	Negligible – The proposed diversion does not result in any increase in journey length or change in recreational value, access, or connectivity. The associated closure will be temporary in nature, lasting one year.	**Negligible** (**not significant**)
MarnhamBOAT8	NT|Marnham|BOAT8	The PRoW is crossed by the Order Limits. Project interaction with the PRoW comprises overhead conductor stringing, third-party modification works use of the operation and maintenance access during pre-construction and planting mitigation. Temporary Closure with Management/Access Control would be implemented for a period of two months, during which there would be closures of up to five hours a day for a total of up to 20 days for overhead conductor stringing and a separate closure for five days for the third party modification works.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures during the two-month period being for no longer than five hours. Any inconvenience to users is limited and fully reversible.	**Minor adverse** (**not significant**)
NCN routes					
NCN Route 65		The NCN Route is crossed by the Order Limits, proposed overhead line and is on a number of a number roads that are proposed to be temporarily widened, that connect to a site access point (bellmouth) or that have third party modification works proposed on them. Temporary closures and diversions would be implemented, with individual closure durations lasting between 1 and 40 days depending on the activity.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Small – The proposed diversions for the route range from 2.5 km to 8.5 km depending on the construction activity. Both the closed section of the route and the proposed diversion follow minor countryside roads and so are expected to offer similar character and amenity, and therefore will have comparable recreational value. The closures will be short-term and temporary in nature.	**Minor Adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
NCN Route 647		The NCN Route is crossed by the Order Limits, proposed overhead line and is on a number of a number roads that are proposed to be temporarily widened, connect to a site access point (bellmouth) or that have third part modification works proposed to them. Two temporary closures with a diversion implemented, with individual closure durations lasting up to two weeks depending on the activity.	High – Route forms part of a regional trail or equivalent recreational network, is likely to be regularly used and valued for its character and quality, and has limited comparable or accessible alternatives within the local area.	Negligible – The proposed diversion for the route (using roads) would increase journey length by over 10 km. However, given the very short-term nature of the closures, it would be possible for recreational users to plan around the closure with little disruption.	**Minor adverse** (**not significant**)
Access Routes					
Path between Rowley Footpath no. 12 and Lazaat Hotel		Path intersects the Order Limits and a third-party access line. Will be subject to temporary closure with management/access control measures for the duration of the construction period to manage these interactions.	Medium – The route is considered to be of moderate importance for both access and recreational purposes, likely to be semi-regularly used, with some potential for substitution with comparable alternatives within the local area.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day. Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Path between Whin Moor Lane and Howden Croft Hill, Ellerker		Path intersects the Order Limits. Will be subject to temporary closure with management/access control measures for the for the duration of the construction period to manage these interactions.	Low – The route is considered to be of low importance for access purposes, offering limited meaningful access to services or community infrastructure, with strong potential for substitution with alternative routes to the wider network.	Negligible – The route will remain open and usable for its intended purpose for the vast majority of the time with any closures being confined to a short window within the working day . Any inconvenience to users is limited and fully reversible.	**Negligible** (**not significant**)
Provence Farm Access Path between Carr Dike Lane and Ings Lane		Path intersects the Order Limits, though does not interact with any working areas or construction access tracks, and would be able to remain open and accessible.	Low – The route is considered to be of low importance for access purposes, offering limited meaningful access to services or community infrastructure, with potential substitution for access to Provence Farm from the north.	Negligible – The path will remain open and will not be subject to any specific control measures.	**Negligible** (**not significant**)
Carr Dike Lane		Path intersects construction access, and will be subject to temporary closure with management/access control measures and inaccessible during construction.	Negligible – The route is considered to be of very low importance for both access and recreational purposes, with alternative routes considered to be readily available.	Medium – A small section of the route is considered likely to be partially closed for the duration of the construction works, during which the route is considered to be temporarily compromised and unusable for a proportion of its intended purpose.	**Negligible** (**not significant**)
Market Weighton Canal west bank pathway		Path intersects the Order Limits and construction access. Will likely be subject to temporary closure with management/access control measures during construction.	Low – Whilst the route is considered to be of moderate importance for recreational purposes given its proximity to the Market Weighton Canal, it is readily substitutable for the better-maintained and accessible east bank pathway.	Medium – A small section of the route is considered likely to be partially closed for the duration of the construction works, during which the route is considered to be temporarily compromised and unusable for a proportion of its intended purpose.	**Minor Adverse** (**not significant**)

Definitive map PRoW name	PRoW code	Project interaction with PRoW/route	Sensitivity of receptor	Magnitude of impact	Significance of effect
Pathway through farmland connecting Luddington Road and Carr Road through Keadby wind farm		Path intersects the Order Limits and construction access. Will likely be subject to temporary closure with management/access control measures during construction.	Negligible – The route is considered to be of very low importance for both access and recreational purposes, with alternative routes considered to be readily available.	Medium – A small section of the route is considered likely to be partially closed for the duration of the construction works, during which the route is considered to be temporarily compromised and unusable for a proportion of its intended purpose.	**Negligible** (**not significant**)
Access route connecting Curlews Farm to A161 and A18, Crowle		Path intersects the Order Limits, though does not interact with any working areas or construction access tracks and would be able to remain open and accessible.	Low – The route is considered to be of low importance for access purposes, offering limited meaningful access to services or community infrastructure, with meaningful access to Curlews Farm alone.	Negligible – The path will remain open and will not be subject to any specific control measures.	**Negligible** (**not significant**)
Access route connecting Hollingsworth Lane to Woods Farm, south of Beltoft		Path intersects the Order Limits, though does not interact with any working areas or construction access tracks and would be able to remain open and accessible.	Low – The route is considered to be of low importance for access purposes, offering limited meaningful access to services or community infrastructure, with meaningful access to Woods Farm alone.	Negligible – The path will remain open and will not be subject to any specific control measures.	**Negligible** (**not significant**)
Sand Road, off Hollingsworth Lane		Route intersects the Order Limits and a stringing position. Will likely be subject to temporary closure with management/access control measures during construction.	Low – The route is considered to be of low importance for access purposes, offering limited meaningful access to services or community infrastructure, with meaningful access to Butterwick Grange Farm alone, which can be accessed from Carr Lane to the east.	Medium – A small section of the route is considered likely to be partially closed for the duration of the construction works, during which the route is considered to be temporarily compromised and unusable for a proportion of its intended purpose.	**Minor Adverse** (**not significant**)
Track heading north from Burnham Road, High Burnham		Track falls within the Order Limits and is expected to be used as for NPG access. This would not involve closure of the track for access.	Low – The route is considered to be of low importance for access purposes, offering limited meaningful access to services or community infrastructure, with meaningful access to farmland alone.	Low – The track will remain open though will be required for use and access by third-party vehicles and machinery.	**Negligible** (**not significant**)
Track connecting Leys Farm to Cattle Road by Cornley Drain		Route intersects the Order Limits, construction access tracks and a stringing position. Will likely be subject to temporary closure with management/access control measures during construction.	Low – The route is considered to be of low importance for access purposes, offering limited meaningful access to services or community infrastructure, with meaningful access to farmland alone.	Medium – A small section of the route is considered likely to be partially closed for the duration of the construction works, during which the route is considered to be temporarily compromised and unusable for a proportion of its intended purpose.	**Minor Adverse** (**not significant**)

17.9.118 PRoWs ROWLB13 and WOODB30 will be subject to temporary closures as a result of the construction of the Project, however, the existing routes are already subject to an existing closure and diversion under Public Footpath Diversion and Definitive Map and Statement Modification Order (as required under the s257 of the Town and Country Planning Act 1990, and s53A(2) of the Wildlife and Countryside Act 1981) was confirmed 17 December 2025, to allow the permanent diversion of Rowley Bridleway No.13 and No.30. As such, the magnitude of impact of these closures in comparison to the baseline is negligible.

17.9.119 As outlined in Table 17.27, there is also one National Trail that crosses the Order Limits, namely the Yorkshire Wolds Way (Route Section A). The section of the National Trail within the Order Limits occupies the same pathway as PRoW ELLRF02 (as well as Dale Road) which has been assessed as being of very high sensitivity. The proposed closure of approximately a 2 km section of the Yorkshire Wolds Way along Dale Road will direct users onto an existing, already-waymarked alternative route which already forms part of the accessible PRoW and highway network in this location. This does not represent a diversion of the route, but the use of an established alternative already available to walkers. This alternative passes through the settlement of Brantingham via minor country roads that offer a comparable recreational experience and character to the affected section of Dale Road and Ellerker Wold Lane, being similarly rural, low-trafficked, and scenic in nature. The affected stretch also represents a small proportion of the overall length of the Yorkshire Wolds Way (a 79-mile/127 km long-distance trail), such that the closure would not compromise users' ability to complete the wider route or materially alter the overall continuity or character of the walking experience. Furthermore, the closure is temporary and time-limited, with works programmed to take a maximum of 28 days (comprising 20 days for construction/removal of scaffolding and a further 8 days associated with haul road closure at PRoW crossing points), after which the original route will be fully reinstated and reopened to users. Taking into account the short duration of the closure, the availability of an existing alternative route of similar recreational standard, and the limited extent of the affected section relative to the overall trail, the magnitude of effect on recreational receptors is assessed as negligible, resulting in a **minor adverse** effect which is **not significant**.

17.9.120 The same principle applies to the regional trails and promoted routes identified in Table 17.27. In each case, the routes of these trails coincide with either PRoWs or roads that have been individually considered within this assessment. Where a PRoW forms part of a regional trail, this has been taken into account when determining the sensitivity of that PRoW, with the recreational and amenity value afforded by its role within the wider trail network reflected accordingly. To assess the effect on a regional trail separately from the PRoW with which it shares its alignment would therefore constitute double counting, as the two are, for the purposes of this assessment, spatially and functionally inseparable. Given that safe pedestrian access will be maintained for all road closures which overlap a regional trail or recreational route, the assessments presented in Table 17.35 for the relevant PRoW represent the assessment of the effect of construction on the respective regional trails with which they are co-aligned.

17.9.121 One exception to this is Cuckoo Way, where the relevant section does not overlap a PRoW or Road, but is its own path along the Chesterfield Canal bank. As with similar recreational paths, the Cuckoo Way has been assessed to be of high sensitivity, owing to its unique recreational offer and quality. An approximately 120 m long section of Cuckoo Way will require closure for the duration of the works, with users required to be diverted onto the nearby PRoW NT|Gringley On The Hill|BW15. The

diversion does not increase journey length, and whilst it will take users away from the Chesterfield Canal briefly, it will not interrupt users' ability to experience the uniqueness of the location alongside the Chesterfield Canal for the vast majority of the length of the trail. As such, the magnitude of the impact has been assessed to be negligible, resulting in a **minor adverse** effect which is **not significant.**

Table 17.35 – Regional trail and recreational route assessment

Regional trail or promoted route	Shared PRoW alignment	PRoW assessment significance
Beverley Twenty	PRoW ROWLB13	**Minor adverse** (**not significant**)
	PRoW WOODB30	**Minor adverse** (**not significant**)
	PRoW SKIDB04	**Minor adverse** (**not significant**)
	PRoW ROWLB07	**Minor adverse** (**not significant**)
	PRoW ROWLB04	**Minor adverse** (**not significant**)
	PRoW ROWLB05	**Minor adverse** (**not significant**)
	PRoW SKIDB15	**Minor adverse** (**not significant**)
High Hunsley Circuit	PRoW ROWLB04	**Minor adverse** (**not significant**)
	PRoW ROWLB05	**Minor adverse** (**not significant**)
	PRoW ELLRF02	**Minor adverse** (**not significant**)
	PRoW SKIDB15	**Minor adverse** (**not significant**)
Skidby and Risby Walk	PRoW ROWLF15	**Negligible** (**not significant**)
	PRoW SKIDB04	**Minor adverse** (**not significant**)
	PRoW ROWLB07	**Minor adverse** (**not significant**)
Trans Pennine Trail	PRoW BLACF09	**Minor adverse** (**not significant**)
Broomfleet Circular/ Broomfleet-Blacktoft Linear	PRoW BROOF10	**Minor adverse** (**not significant**)
	PRoW BLACF09	**Minor adverse** (**not significant**)

Regional trail or promoted route	Shared PRoW alignment	PRoW assessment significance
Fockerby Ride	PRoW OUSEB01	**Minor adverse** (**not significant**)
	PRoW GART1A	**Negligible** (**not significant**)
Adlingfleet to Fockerby	PRoW GART1A	**Negligible** (**not significant**)
Adlingfleet Circular	PRoW OUSEB01	**Minor adverse** (**not significant**)
	PRoW OUSEB02	**Minor adverse** (**not significant**)
	PRoW ADLFB01	**Minor adverse** (**not significant**)
Peatlands Way	PRoW NI|CROW|14	**Minor adverse** (**not significant**)
	PRoW NI|BELT|25	**Minor adverse** (**not significant**)
	PRoW NI|BELT|2	**Minor adverse** (**not significant**)
Trent Valley Way	PRoW NI|BELT|25	**Minor adverse** (**not significant**)
	PRoW NI|BELT|2	**Minor adverse** (**not significant**)
	PRoW NT|Misterton|FP11	**Negligible** (**not significant**)
Cuckoo Way	None	**Minor adverse** (**not significant**) – see paragraph 17.9.121
Dukeries Trail 8	NCN Route 647	**Minor adverse** (**not significant**)

Operational Phase

Private, community, recreation, and tourism assets

17.9.122 No further land take of any community facilities, residential properties, business premises, or recreational land and open spaces would be required during the operational phase of the Project.

17.9.123 The assessment of indirect effects on these receptors has considered potential severance effects. **Application Document 6.14 Chapter 14 Traffic and Transport** has scoped out all traffic and transport effects during the operational phase on the basis that any traffic movements generated by operation or maintenance activities will have a negligible magnitude of change for all assessment categories including severance, with no potential for significant effects expected. As such, there is not

expected to be a significant severance effect on any private, community, recreation and tourism assets during operation and maintenance.

17.9.124 There is potential for noise and visual effects arising from the operation and maintenance of the Project to impact on the amenity of community facilities, residential properties, business premises, or recreational land and open spaces within the study area. The assessment of amenity effects has considered effects from **Application Document 6.7 Chapter 7 Visual** and **Application Document 6.16 Chapter 16 Noise and Vibration**.

17.9.125 Taking into account the residual effect assessment results of the visual and noise and vibration assessments relating to the operation and maintenance activities, there are no community facilities, residential properties, business premises, or recreational land and open spaces that would experience a significant effect on their amenity during the operational phase of the Project.

17.10 References

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