

The Great Grid Upgrade

Eastern Green Link 3 (EGL 3) and
Eastern Green Link 4 (EGL 4)

Preliminary environmental information report (PEIR)

Volume 1, Part 2, Chapter 15: Socio-economics, Recreation and
Tourism
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15. Socio- economics, Recreation and Tourism

15. Socio-economics, Recreation and Tourism

15.1 Introduction

- 15.1.1 This chapter presents the preliminary findings of the Environmental Impact Assessment (EIA) undertaken to date for the Eastern Green Link 3 (EGL 3) and Eastern Green Link 4 (EGL 4) English Onshore Scheme, with respect to Socio-economics, Recreation and Tourism. The preliminary assessment is based on information obtained to date. It should be read in conjunction with the description of the English components of EGL 3 and EGL 4 (hereafter described in this document as 'the Projects') provided in **Volume 1, Part 1, Chapter 4: Description of the Projects**.
- 15.1.2 This chapter describes the methodology used, the datasets that have informed the preliminary assessment, baseline conditions, embedded environmental measures, and the preliminary Socio-economic, Recreation and Tourism effects that could result from the English Onshore Scheme during the construction and operation (and maintenance) phases. Specifically, it relates to the English onshore elements of EGL 3 and EGL 4 (the English Onshore Scheme) landward of Mean Low Water Springs (MLWS).
- 15.1.3 This chapter should be read in conjunction with:
- **Volume 1, Part 2, Chapter 8: Landscape and Visual Amenity** (due to the close association between some landscape receptors and recreational and tourism features and the potential for overlapping embedded environmental measures);
 - **Volume 1, Part 2, Chapter 12: Traffic and Transport** (due to the potential for traffic/plant emissions associated with the English Onshore Scheme to negatively affect some Socio-economic, Recreation and Tourism receptors);
 - **Volume 1, Part 2, Chapter 13: Noise and Vibration** (due to the potential for noise and vibration effects associated with the English Onshore Scheme to negatively affect some Socio-economic, Recreation and Tourism receptors);
 - **Volume 1, Part 2, Chapter 14: Air Quality** (due to the potential for air quality and dust effects associated with the English Onshore Scheme to negatively affect some Socio-economic, Recreation and Tourism receptors); and
 - **Volume 1, Part 2, Chapter 16: Health and Wellbeing** (due to the close association between some receptors and the potential for overlapping embedded environmental measures).
 - **Volume 1, Part 3, Chapter 25: Other Marine Users** which will identify and assess the wider potential impact to other marine users (including recreational boating) beyond collision risk and potential disruption. Reference has been made to third-party assets within the Shipping and Navigation assessment due to their status as navigational features, however the assessment of any effects to these assets is referenced within the Other Marine Users chapter.

- 15.1.4 This chapter is supported by the following figures:
- **Volume 3, Part 2, Figure 15-1: Socio-economics, Recreation and Tourism Study Areas**
- 15.1.5 This chapter is supported by the following appendices:
- **Volume 2, Part 1, Appendix 1.2.A: Regulatory and Planning Context;**
 - **Volume 2, Part 1, Appendix 1.5.A: Outline Register of Design Measures;**
 - **Volume 2, Part 1, Appendix 1.5.B: Outline Code of Conduction Practice;** and
 - **Volume 2, Part 2, Appendix 2.15.A: Socio-economics, Recreation and Tourism Receptors**

Limitations

- 15.1.6 The information provided in this Preliminary Environmental Information Report (PEIR) is preliminary, the final assessment of potential significant effects will be reported in the Environmental Statement (ES). The PEIR has been produced to fulfil National Grid Electricity Transmission (NGET)'s consultation duties in accordance with Section 42 of the PA2008 and enable consultees to develop an informed view of the preliminary potential significant effects of the English Onshore Scheme.
- 15.1.7 This assessment has relied, 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 writing. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment. Baseline data will be kept under review throughout the production of the EIA in order to ensure that (where practicable) the most recently published data is utilised.
- 15.1.8 No site survey has been undertaken for the purpose of this chapter. However, this is not considered to affect the robustness of the assessment for EIA purposes due to baseline information being publicly available.
- 15.1.9 It should be noted that the assessment of Human Health has been included within **Volume 1, Part 2, Chapter 16: Health and Wellbeing**. The assessment of agricultural businesses has been assessed in **Volume 1, Part 2, Chapter 11: Agriculture and Soils**.

Preliminary significance conclusions

- 15.1.10 For ease of reference, a summary of the significant and potential significant effects from the preliminary Socio-economics, Recreation and Tourism assessment is provided in **Table 15-1**. All other effects in relation to Socio-economics, Recreation and Tourism have been assessed as not significant. Further details of the methodology behind the assessment, and a detailed narrative of the assessment itself are provided within the sections below.

Table 15-1 – Preliminary summary of significance of effects

Receptor and summary of predicted effects	Sensitivity/ importance/ value of receptor¹	Magnitude of change²	Significance³	Summary rationale
Socio-economics: Employment and the Economy – employment generation as a result of the construction of the English Onshore Scheme	N/A	N/A	To be assessed within the ES, following refinement of the assessment of effects	
Socio-economics: Private Property and Housing – changes to amenity for residents as a result of the construction of the English Onshore Scheme	High to Medium	To be assessed within the ES, following refinement of the assessment of effects	To be assessed within the ES, following refinement of the assessment of effects	
Recreation: Public Access for Walkers, Cyclists and Horse Riders - changes to the accessibility and amenity of recreational routes as a result of the construction of the English Onshore Scheme	Very High to Medium	To be assessed within the ES, following refinement of the assessment of effects	To be assessed within the ES, following refinement of the assessment of effects	
Tourism: Tourist Attractions - changes to amenity for users of tourist attractions and facilities as a result of the construction of the English Onshore Scheme	High to Low	To be assessed within the ES, following refinement of the assessment of effects	To be assessed within the ES, following refinement of the assessment of effects	
Tourism: Tourist Accommodation - changes to amenity for users of tourist accommodation, and the availability of tourist accommodation due to increased demand from construction workers as a result of the construction of the English Onshore Scheme	High to Low	To be assessed within the ES, following refinement of the assessment of effects	To be assessed within the ES, following refinement of the assessment of effects	
Tourism: Tourist Accommodation - changes to the availability of tourist accommodation due to increased demand from construction workers as a result of the construction of the English Onshore Scheme	N/A	N/A	To be assessed within the ES, following refinement of the assessment of effects	

1. The sensitivity/importance/value of a receptor is defined using the criteria set out in **Section 15.9** and is defined as negligible to very high for Private Property and Housing, and Access to PRoW for Walkers, Cyclists and Horse Riders; and low to very high for Tourist Attractions and Tourist Accommodation.
2. The magnitude of change on a receptor resulting from activities relating to the development is defined using the criteria set out in **Section 15.9** and is defined as no change to major for Private Property and Housing; Access to PRoW for Walkers, Cyclists and Horse Riders; Tourist Attractions; and Tourist Accommodation.
3. The significance of the environmental effects is based on the combination of the sensitivity/importance/value of a receptor and the magnitude of change and is expressed as major (significant), moderate (potentially significant) or minor/negligible (not significant), for Employment Generation; and neutral (not significant), to very large (significant) for Private Property and Housing; Access to PRoW for Walkers, Cyclists and Horse Riders; Tourist Attractions; and Tourist Accommodation, subject to the evaluation methodology outlined in **Section 15.9**.

15.2 Relevant technical guidance

15.2.1 The legislation and planning policy which has informed the assessment of effects with respect to Socio-economics, Recreation and Tourism is provided within **Volume 2, Part 1, Appendix 1.2.A Regulatory and Planning Context**. Further information on policies relevant to the English Onshore Scheme is provided in **Chapter 2: Regulatory and Policy Overview**. Relevant technical guidance, specific to Socio-economics, Recreation and Tourism, that has informed this PEIR and will inform the assessment within the ES is summarised below.

Technical guidance

15.2.2 A summary of the technical guidance for Socio-economics, Recreation and Tourism is given in **Table 15-2**.

Table 15-2 – Technical guidance relevant to the Socio-economics, Recreation and Tourism assessment

Technical guidance document	Context
National Planning Practice Guidance (NPPG), 2021 (Ref 15.1)	This accompanies the National Planning Policy Framework (NPPF) and sets out guidance on how NPPF policy should be interpreted and implemented. It has influenced the production of this PEIR chapter.
NPPG - Open Space, Sports and Recreation Facilities, Public Rights of Way (PRoW) and Local Green Space, 2014 (Ref 15.2)	This sets out guidance on how new planning proposals should consider potential impacts on open space, sports and recreation facilities and PRoW.
Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health, 2020 (Ref 15.3)	Whilst it is acknowledged that the DMRB is the standard for assessment of road schemes in Great Britain and Northern Ireland, this guidance provides a useful reference point for assessing recreational, land use and community impacts of linear infrastructure, in the context of non-residential projects. It has informed the production of this PEIR chapter in providing a basis for assigning sensitivity and magnitude for receptors.
DMRB LA 104 Environmental Assessment and Monitoring, 2020 (Ref 15.4)	DMRB LA 104 provides context for assigning value to receptors in terms of magnitude of impact and significance. This provides a useful reference for the assessment methodology for recreation and tourism related effects.
Homes and Community Agency (HCA) (now known as Homes England): Employment Density Guide 3 rd Edition, 2015 (Ref 15.5)	The document provides guidance on the assessment of employment generation and associated densities for socio-economic assessments. It is relevant to the sections of

Technical guidance document	Context
English Partnerships: Additionality Guide 4 th Edition, 2014 (Ref 15.6)	<p>this PEIR chapter relating to employment and the economy.</p> <p>The document provides guidance on the assessment of indirect and induced effects associated with employment generation and relevant metrics which can be applied to the assessment of employment generation for socio-economic assessments. It is relevant to the sections of this PEIR chapter relating to employment and the economy.</p>

15.3 Consultation and engagement

Overview

- 15.3.1 The assessment has been informed by consultation responses and ongoing stakeholder engagement. An overview of the approach to consultation is provided in **Section 5.9 of Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology**.

Scoping Opinion

- 15.3.2 A Scoping Opinion was adopted by the Secretary of State, administered by the Planning Inspectorate, on 05 September 2024. A summary of the relevant responses received in the Scoping Opinion in relation to Socio-economics, Recreation and Tourism and confirmation of how these have been addressed within the assessment to date is presented in **Table 15-3**.
- 15.3.3 Since issue of the Scoping Opinion changes to the Projects design has resulted in Fenland District Council and Cambridgeshire County Council falling within the draft Order Limits. Whilst the preliminary assessment has taken account of the relevant baseline information for these local planning authorities the scope of the assessment remains unchanged.
- 15.3.4 The information provided in the PEIR is preliminary and not all of the Scoping Opinion comments have been addressed at this stage, however all comments will be addressed within the ES.

Table 15-3 – Summary of EIA Scoping Opinion responses for Socio-economics, Recreation and Tourism

Consultee	Consideration	How addressed in this PEIR
Planning Inspectorate	In relation to operational phase employment generation, the Planning Inspectorate agrees that this is unlikely to result in potential significant effects and this matter can be scoped out (on the basis the employment generated by the English Onshore Scheme would be	Noted and agreed. Matter to be scoped out in line with the Socio-economics, Recreation and Tourism Scoping Chapter and will not be considered within the PEIR.

Consultee	Consideration	How addressed in this PEIR
	<p>limited to approximately six full-time staff).</p>	<p>Noted and agreed. The approach to managing construction impacts, including to business and other receptors, will be outlined as part of the environmental measures (Volume 2, Part 1, Appendix 1.5.A: Outline Register of Design Measures and Volume 2, Part 1, Appendix 1.5.B Outline Code of Construction Practice) which accompany the PEIR. Compliance with these measures will be secured by the way of a requirement in the Development Consent Order (DCO)/via DCO submission. This will clearly demonstrate how disruption would be minimised for receptors. Matter to be scoped out in line with the Socio-economics, Recreation and Tourism Scoping Chapter and will not be considered within the PEIR.</p>
	<p>In relation to operational phase impacts to business amenity, the Planning Inspectorate agrees that this is unlikely to result in potential significant effects and this matter can be scoped out (on the basis that the permanent above ground structures associated with the Projects would be located away from key settlements).</p>	<p>Noted and agreed. Matter to be scoped out in line with the Socio-economics, Recreation and Tourism Scoping Chapter and will not be considered within the PEIR.</p>
	<p>In relation to operational phase impacts to private property and housing, the Planning Inspectorate agrees that this is unlikely to result in potential significant effects and this matter can be scoped out (on the basis that the permanent above ground structures associated with the Projects would be located away from dwellings and there would be no impact to access for private properties).</p>	<p>Noted and agreed. Matter to be scoped out in line with the Socio-economics, Recreation and Tourism Scoping Chapter and will not be considered within the PEIR.</p>
	<p>In relation to operational phase impacts to Walkers, Cyclists, and Horse Riders (WCH), the Planning Inspectorate agrees that this is unlikely to result in</p>	<p>Noted and agreed. Matter to be scoped out in line with the Socio-economics, Recreation and Tourism</p>

Consultee	Consideration	How addressed in this PEIR
	potential significant effects and this matter can be scoped out (on the basis that all WCH routes affected during construction would be reinstated or permanently diverted during operation).	Scoping Chapter and will not be considered within the PEIR.
	In relation to construction and operational phase impacts to community land and recreational facilities, the Planning Inspectorate agrees that this is unlikely to result in potential significant effects and this matter can be scoped out (on the basis that access to these receptors would be maintained during construction and operation, and amenity effects such as air quality, noise and vibration will be assessed by other topic chapters).	Noted and agreed. Matter to be scoped out in line with the Socio-economics, Recreation and Tourism Scoping Chapter and will not be considered within the PEIR.
	In relation to operational phase impacts to tourist attractions and accommodation, the Planning Inspectorate agrees that this is unlikely to result in potential significant effects and this matter can be scoped out (on the basis that tourist attractions would be reinstated once the Projects are operational, and the small numbers of permanent staff associated with the Onshore Scheme would not require temporary or tourist accommodation).	Noted and agreed. Matter to be scoped out in line with the Socio-economics, Recreation and Tourism Scoping Chapter and will not be considered within the PEIR.
	The Planning Inspectorate requests that further justification and information on the study areas used is included. These should also be depicted on a corresponding figure for clarity.	Noted – the ‘study area’ section will provide further detail and justification, including a figure. See Section 15.4 for further details.

Technical engagement

- 15.3.5 Technical engagement with consultees in relation to Socio-economics, Recreation and Tourism is ongoing. Whilst no technical engagement has been undertaken to date, engagement with local authority PRoW Officers (in conjunction with the Traffic and Transport team and production of the Outline PRoW Management Plan (PRoWMP)) will be undertaken prior to completion of the ES, to understand the requirements for temporary and permanent diversions, management of routes during construction, and usage levels.

15.4 Data gathering methodology

Study area

- 15.4.1 The study area for Socio-economics, Recreation and Tourism is detailed below for each element of the assessment and varies according to the receptor. In the absence of statutory guidance for socio-economics, reference has been made to planning policy, best practice guidance, and professional judgement and experience.
- 15.4.2 As outlined in **Table 15-2**, DMRB LA 112 Guidance (Ref 15.3) provides the best methodology for assessing many of the tourism and recreation receptors in the context of the English Onshore Scheme. For these receptors, the draft Order Limits (which encompasses the cable route between landfall at Anderby Creek and the indicative zone for converter stations) has been used to define the study area, incorporating a catchment from the edge of the draft Order Limits for each element of the assessment outlined below.

Socio-economics

- **Employment Generation:** The study area for employment generation follows guidance¹ set out within the Employment Density Guide 3rd Edition (Ref 15.5) and Additionality Guide 4th Edition (Ref 15.6). A 'local' (Lincolnshire County Council, Norfolk County Council, and Cambridgeshire County Council) and 'regional' (East Midlands and East of England) study area will be used for construction employment generation, as this represents the principal labour market catchment area. The English Onshore Scheme is likely to be highly accessible from most areas of the East Midlands and East of England, and this labour market incorporates the population that may reasonably be expected to travel to and benefit from employment associated with construction of the English Onshore Scheme.
- **Private Property and Housing:** Private properties and dwellings that lie within the within the draft Order Limits and a 500 m study area (or those which have a direct means of access within the draft Order Limits or study area) in line with guidance in DMRB LA 112 (Ref 15.3).

Recreation

- **Public access for WCH:** Those PRoW located within the draft Order Limits and a 500 m study area (or those which have a direct means of access within the draft Order Limits or study area) will be used for the assessment of change in accessibility and amenity value of recreational routes used by WCH, in line with guidance in DMRB LA 112 (Ref 15.3).

¹ Whilst the Employment Densities Guide was withdrawn in 2022 due to the Homes and Communities Agency being replaced by Homes England, no statement on replacement guidance published by the United Kingdom Government has been made, with the document still available for reference. It is considered that in the absence of any further guidance on employment density, this document remains relevant and appropriate, and is accepted industry current 'best practice'.

Tourism

- **Tourist attractions and tourist accommodation:** Tourist attractions and accommodation providers located within the draft Order Limits and a 5 km study area from the draft Order Limits (or those which have a direct means of access within the draft Order Limits or study area) will be used in order to capture those attractions or accommodation providers most likely to be affected by the English Onshore Scheme. There is no specific legislation or guidance on catchments relating to tourism assessments; as such this study area is based on prior experience and professional judgement, capturing those receptors most likely to experience effects.

Desk study

15.4.3 The following data sources have been used to inform the baseline for socio-economics, recreation and tourism, as outlined in **Table 15-4**. All data is publicly available and the most recently available data at the time of writing has been used to inform the baseline for this assessment.

Table 15-4 – Data sources used to inform the Socio-economics, Recreation and Tourism assessment

Organisation	Data type
Official Census and Labour Market Statistics (NOMIS) (Ref 15.7).	Data from the 2021 Census on population demographics, the economy and employment (the most recently published census data at the time of writing).
English Indices of Multiple Deprivation (IMD) (Ref 15.8).	Deprivation data by local authority from the 2019 IMD (the most recently published IMD at the time of writing).
Ordnance Survey Mapping (Ref 15.9)	Ordnance Survey basemaps, to inform production of figures.

15.5 Overall baseline

Current baseline

15.5.1 It should be noted that the Socio-economics, Recreation and Tourism Scoping Chapter presented baseline information for Businesses and Development Land (as part of the assessment of Socio-economic receptors) and Community Land, Assets and Recreational Facilities (as part of the assessment of Recreational receptors). These elements of the assessment have been excluded from the baseline within this PEIR chapter, based on the Scoping Response received and the agreement to scope out these elements, in line with the Scoping Opinion detailed in **Table 15-3**.

Socio-economics

Population

15.5.2 The 2021 population estimates (Ref 15.10) for East Lindsey, Boston, South Holland, King's Lynn and West Norfolk, and Fenland were 142,900, 70,800, 95,500, 154,900 and 102,700 residents respectively. In Lincolnshire, Norfolk and Cambridgeshire there

were a total of 769,400, 918,500 and 680,700 residents respectively, compared with approximately 4.8 million in the East Midlands and 6.3 million in the East of England as a whole. The estimated working age population (residents aged 16-64 years) as a percentage of the total resident population is shown for these geographies in **Table 15-5**.

Table 15-5 – Population aged 16-64 (% of the resident population)

Local Authority / District level					County level	Regional level	National level			
East Lindsey	Boston	South Holland	Kings Lynn and West Norfolk	Fenland	Lincolnshire	Norfolk	Cambridgeshire	East Midlands	East of England	England
54.9%	61.2%	59.2%	57.7%	59.9%	59.8%	59.3%	63.7%	62.3%	61.6%	62.9%

- 15.5.3 As shown above, the proportion of working age individuals aged 16-64 in East Lindsey is slightly lower than the other Lincolnshire districts of Boston and South Holland, and the county as a whole. Similarly, the working age population within Fenland is slightly lower than the Cambridgeshire average. The proportion of working age individuals aged 16-64 in Kings Lynn and West Norfolk is broadly in line with the Norfolk average, however. At a county level, Lincolnshire and Norfolk are broadly in line, as are the East Midlands and East of England at a regional level.
- 15.5.4 Further baseline conditions relating to Population are outlined in **Volume 1, Part 2, Chapter 16: Health and Wellbeing**.

Economy and Employment

- 15.5.5 According to NOMIS data (Ref 15.7), the proportion of individuals aged 16-64 estimated to be economically active between October 2022 and September 2023 (the most recently published data at the time of writing) was 76.9% (365,600 people) in Lincolnshire. At a district level, both East Lindsey and Boston are broadly similar (76.2% and 78.2% respectively) however in South Holland, economic activity (89.2%) is higher than these two districts, and the Lincolnshire level. The district of Kings Lynn and West Norfolk also has a slightly higher economic activity rate (86%) than the Norfolk County level (80.6%), contrasting with Fenland district (73.2%) which has a lower economic activity rate than the Cambridgeshire County level (83.5%). Whilst there is therefore some variation at a district and county level, overall this variation is not statistically significant compared with the regional averages of 80.8% in the East of England, and 77.8% in the East Midlands.
- 15.5.6 The NOMIS Job Densities Report (Ref 15.7) is available on a local authority-wide and sub-regional level and indicates the availability of employment and labour demand. As of 2022 (the most recently available data at the time of writing), the job density levels (i.e. the ratio of total jobs to the population aged 16-64) in Boston (0.79) and South Holland (0.78) are broadly in line with Lincolnshire (0.77), and slightly lower in East Lindsey (0.72). The job density levels in Kings Lynn and West Norfolk (0.83) are in line with Norfolk (0.81), however those in Fenland (0.68) are lower than in Cambridgeshire

(0.89). Job densities at these district and county geographies are mostly comparable with the regional levels in East Midlands (0.81) and the East of England (0.84). Whilst rates are below 1.0 in all geographies (indicating that there is fewer than one job available per member of the population aged 16-64) suggesting fewer employment opportunities within these areas; this aligns with current job density rates at the national level (0.88 in England as a whole).

- 15.5.7 **Table 15-6** shows the proportion of total employees working in each industry sector² in 2022 (the most recently published data at the time of writing). Across the five local authority districts, a significant proportion of employee jobs were in Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles sector (Sector G) at 18.2% in East Lindsey, 20.0% in Boston, 21.6% in South Holland, 17.5% in Kings Lynn and West Norfolk and 16.7% in Fenland. This is similar in comparison to Lincolnshire (18.0%) and Norfolk (16.8%); however, it shows a slightly higher proportion in comparison to the East Midlands (15.6%), East of England (15.5%) and England (14.4%).
- 15.5.8 The largest employment sector within East Lindsey was in Accommodation and Food Service activities (Sector I) at 20.5%; likely representing the district's coastal location with tourist services and accommodation highly represented in the local employment market. In Boston and in Kings Lynn and West Norfolk, Human Health and Social Work activities (Sector Q) were highly represented (20.0% and 17.5% respectively) aligning with the large hospitals located in Boston and Kings Lynn.

² The results in the table show data from the NOMIS Job Densities Report which is sourced from the open access ONS Business Register and Employment Survey. The data presents a proportion of total employee jobs in each industry sector, excluding farm-based agriculture; this is to ensure anonymity of data due to small sample sizes.

Table 15-6 – Overview of employee jobs by industry sector in 2022 (%)

Industry Sector	Local Authority / District level					County level			Regional level		National level
	East Lindsey	Boston	South Holland	Kings Lynn and West Norfolk	Fenland	Lincolnshire	Norfolk	Cambridgeshire	East Midlands	East of England	England
B: Mining and quarrying	0.2	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.2	0.0	0.1
C: Manufacturing	10.2	13.3	18.9	12.3	16.7	11.9	9.5	9.4	11.4	7.4	7.6
D: Electricity, gas, steam and air conditioning supply	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.6	0.2	0.4
E: Water supply; sewerage, waste management and remediation activities	0.9	0.6	0.7	0.8	1.0	1.2	0.7	1.0	0.7	0.8	0.7
F: Construction	5.7	4.2	6.1	7.0	6.2	5.8	6.0	4.7	5.5	6.7	4.9
G: Wholesale and retail trade; repair of motor vehicles and motorcycles	18.2	20.0	21.6	17.5	16.7	18.0	16.8	12.1	15.6	15.5	14.4

Industry Sector	Local Authority / District level					County level			Regional level		National level
	East Lindsey	Boston	South Holland	Kings Lynn and West Norfolk	Fenland	Lincolnshire	Norfolk	Cambridgeshire	East Midlands	East of England	England
H: Transportation and storage	3.4	5.0	8.1	3.5	8.3	4.1	3.5	3.5	6.7	5.6	5.1
I: Accommodation and food service activities	20.5	5.0	4.7	10.5	5.6	9.5	10.3	6.8	7.5	7.9	7.5
J: Information and communication	1.4	0.8	0.8	1.1	0.8	2.0	1.9	6.2	2.7	3.6	4.5
K: Financial and insurance activities	0.7	0.8	0.8	2.6	0.6	0.8	3.3	1.0	1.7	2.4	3.6
L: Real estate activities	1.4	1.3	0.8	1.6	1.2	1.4	1.9	1.5	1.3	1.9	1.8
M: Professional, scientific and technical activities	3.4	2.7	3.4	3.5	4.9	4.7	5.4	14.5	6.9	8.0	8.9
N: Administrative and support service activities	6.8	15	16.2	7.0	12.5	9.5	6.5	6.8	9.0	11.0	8.9
O: Public administration and	2.3	2.0	1.1	3.5	2.8	3.7	4.6	3.2	4.0	3.5	4.6

Industry Sector	Local Authority / District level					County level		Regional level		National level	
	East Lindsey	Boston	South Holland	Kings Lynn and West Norfolk	Fenland	Lincolnshire	Norfolk	Cambridgeshire	East Midlands	East of England	England
defence; compulsory social security											
P: Education	8.0	6.7	5.4	7.9	8.3	8.5	8.7	12.1	8.6	8.7	8.8
Q: Human health and social work activities	11.4	20.0	8.1	17.5	11.1	14.9	16.3	12.4	13.8	12.4	13.7
R: Arts, Entertainment and Recreation	4.5	1.5	1.1	1.8	1.7	2.0	2.4	2.1	2.1	2.2	2.3
S: Other service activities	2.3	0.7	0.7	0.9	1.4	1.5	1.4	2.1	1.4	1.7	1.9

Index of Multiple Deprivation

- 15.5.9 The English IMD (Ref 15.8) uses a combination of information relating to seven 'domains': income; employment; health deprivation and disability; education, skills and training; barriers to housing and services; crime; and living environment to create an overall score of deprivation. Deprivation is scored between 1 and 317 (representing the 317 local authority districts within England), with a score of 1 being most deprived and 317 being least deprived.
- 15.5.10 The IMD 2019 (the most recently published at the time of writing) ranks East Lindsey 30th most deprived of the 317 local authority districts in England. Fenland ranks 51st, followed by Kings Lynn and West Norfolk at 79th, Boston at 85th, and South Holland the 144th. This suggests a moderate to high level of deprivation within the local study area, with all districts aside from South Holland falling within the 30% most deprived in England (with East Lindsey in the top 10%).

Private Property and Housing

- 15.5.11 The draft Order Limits and associated 500 m study area encompass the boundaries of a number of rural settlements within the five local authority districts, although the indicative cable route has been identified to avoid routeing in proximity to residential dwellings where practicable. Private properties and housing allocations located within the draft Order Limits and study area are outlined in **Volume 2, Part 2, Appendix 2.15.A Socio-economics, Recreation and Tourism Receptors**, with detail on the approximate numbers of dwellings by settlement or area.
- 15.5.12 A summary of the dwellings according to their sensitivity is outlined in **Table 15-7** below. There are no residential dwellings or land allocations which fall within the draft Order Limits; however, a considerable number of properties are situated within the 500 m study area. Whilst many of these are scattered dwellings or small groups of properties, there are certain settlements (including those identified as 'high' sensitivity below) where larger numbers of dwellings lie within the study area. Further detail on the sensitivity assigned to residential receptors is contained in **Volume 2, Part 2, Appendix 2.15.A Socio-economics, Recreation and Tourism Receptors**

Table 15-7 – Private Property and Housing within the Study area

Receptor description	Sensitivity
41 properties on the south side of Sea Road, Anderby	High - existing housing and land allocated for housing (e.g. strategic housing sites) with >30-150 houses
Approximately 105 properties within the village of Huttoft	
Approximately 175 properties in the village of Willoughby	
Approximately 100 properties in the village of Welton Le Marsh	
Approximately 150 properties in the village of Orby	
Approximately 40 properties in the village of Candlesby	
Approximately 100 dwellings in the village of Great Steeping	
Approximately 75 dwellings in the village of Firsby	
Approximately 40 dwellings in the village of Little Steeping	
Approximately 40 dwellings on Halton Fenside, Little Steeping	
Land within the residential land allocation south of North Forty Foot Drain - (Wes002) Sustainable Urban Extension	

Receptor description	Sensitivity
<p>60 properties on Old Main Road, Mill Lane and Bell Lane, Fosdyke</p> <p>Approximately 60 properties in Saracens Head</p> <p>Approximately 50 properties in Holbeach Clough</p> <p>Approximately 50 properties in Holbeach Bank</p> <p>Approximately 100 properties in the village of Fleet Hargate</p> <p>Approximately 100 properties in the village of West Walton</p> <p>Approximately 100 properties in the village of Walton Highway</p>	<p>Medium - existing housing and land allocated for housing (e.g. strategic housing sites) with <30 houses</p>
<p>8 properties on Sandy Lane, Anderby Creek</p> <p>5 properties on Roman Bank, Anderby Creek</p> <p>2 houses on Jolly Common Lane, Anderby Creek</p> <p>8 properties on Pinfold Lane, Anderby</p> <p>5 properties on the north side of Sea Road, Anderby</p> <p>2 properties on the south side of Sea Road, Anderby</p> <p>14 properties on the north side of Sea Road, Anderby</p> <p>1 property on the north side of Sea Road, Anderby</p> <p>1 property, unnamed lane south of Rectory Road, Anderby</p> <p>2 properties to the north side of Rectory Road, Anderby</p> <p>1 property to the south side of Rectory Road, Anderby</p> <p>6 properties on the A52 between Long Lane and Rectory Road, Anderby</p> <p>6 properties on Long Lane, Anderby</p> <p>1 property, unnamed road off Alford Road, Huttoft</p> <p>2 properties off Huttoft Road, Huttoft</p> <p>3 properties associated with Orchard Leaze Holiday Park, off Huttoft Road, Huttoft</p> <p>1 property off Alford Road, Thurlby</p> <p>8 properties in Thurlby</p> <p>5 properties on Westifeld Lane, Cumberworth</p> <p>5 properties on Farlethorpe Road, Cumberworth</p> <p>2 properties on Cumberworth Road, Bonthorpe</p> <p>Approximately 20 properties on Mill Lane, Willoughby</p> <p>2 properties off Hanby Lane, Willoughby</p> <p>3 properties at Hasthorpe</p> <p>5 properties on an unnamed road between Welton Le Marsh and Habertoft</p> <p>Approximately 5 scattered properties, predominantly farm houses, near Welton Le Marsh</p> <p>2 properties in Monksthorpe</p> <p>2 properties on Gunby Lane</p> <p>2 properties on Mill Lane</p> <p>3 properties on North Road</p>	

Receptor description	Sensitivity
3 dwellings on Bakers Lane, Firsby	
2 dwellings on Pinfold Lane, Firsby	
3 properties on Fendyke Lane, Firsby	
Approximately 10 dwellings between Sibsey and Frithville	
Approximately 20 dwellings on Boardsides between Hubberts Bridge and Boston	
Scattered dwellings between Kirton Holme, Kirton End, and Kirton	
Approximately 20 dwellings on Church Lane and Lee Avenue, Algarkirk	
Approximately 20 dwellings on Eley's Lane and Washdike Road, Algarkirk	
Approximately 5 properties on Surfleet Bank, Fosseyke	
Approximately 15 properties on Wash Road and Old Inn Lane, Fosseyke	
3 properties off the A17, between the River Welland and Washway Road	
1 property on the A17	
3 properties on the A17, south of Red Cow Drove	
3 properties on Common Road, off the A17	
8 properties on Common Road, north of Moulton Seas End	
15 properties on Roman Bank, Moulton Seas End	
Approximately 5 properties on Flinthouse Road	
Approximately 10 properties on Washway Road	
Approximately 25 properties in the village of Fleet	
Approximately 20 properties in the village of Tydd Gote	
Approximately 20 properties in the village of Foul Anchor	
Approximately 20 properties in Walpole Marsh	
Approximately 10 dwellings on West Drove South	

15.5.13 Further detail on the numbers of dwellings, their location and distance from the draft Order Limits, will be incorporated into the ES following evolution and refinement of the English Onshore Scheme design.

Recreation

Public access for Walkers, Cyclists, and Horse Riders

15.5.14 The study area contains numerous PRoW and designated routes, some of which fall within the draft Order Limits and the 500m study area. These PRoW are typical local routes, many of which provide essential, daily connections for WCH undertaking recreation within their local area or accessing local services and facilities without using a vehicle. Some of these PRoW also connect to other PRoW to form a wider network, allowing WCH access across a local authority district or county. An overview is provided in **Volume 1, Part 2, Chapter 12: Traffic and Transport**. A comprehensive

baseline for PRow and designated routes within the draft Order Limits and study area will be compiled as part of the ES, as the design of the Projects is further refined.

- 15.5.15 Whilst the majority of PRow within the draft Order Limits and study area are 'local', there are also several routes of national importance - one National Trail (long distance footpaths and bridleways in England and Wales) and one National Cycle Network (NCN) routes. The National Trail identified is the King Charles III England Coast Path National Trail, this National Trail is comprised of numerous established regional paths within the UK and is being upgraded in sections to form one continuous national trail (which will be the longest continuous national trail in Britain once completed). Within the study area, the section of the King Charles III England Coast Path comprises an already established regional trail and intersects the draft Order Limits at the landfall. The NCN identified is NCN Route 1, this NCN passes through the study area at various points; connecting to the wider NCN routes within England, and to local cycle routes. At a regional level, the South Wolds and Skegness Local Cycle Routes C3 and C7 are also present and intersect the draft Order Limits and study area boundary in multiple locations.
- 15.5.16 For the purposes of undertaking a preliminary assessment within the PEIR, an initial sensitivity has been assigned for the national and regional routes identified as passing through the draft Order Limits and study area, as outlined in **Table 15-8**. It has been assumed that all other PRow within the draft Order Limits and study area have a Medium sensitivity, as outlined below; it is acknowledged however that as part of refinement of the assessment of PRow, the sensitivity of some PRow is likely to decrease or increase.

Table 15-8 – PRow within the draft Order Limits and study area

Receptor description	Sensitivity
King Charles III England Coast Path National Trail NCN Route 1	Very high - national trails and routes likely to be used for both commuting and recreation that record frequent (daily) use. Such routes connect communities with employment land uses and other services with a direct and convenient WCH route. Little or no potential for substitution.
South Wolds and Skegness Local Cycle Route C3 South Wolds and Skegness Local Cycle Route C7	High - regional trails and routes (e.g. promoted circular walks) likely to be used for recreation and to a lesser extent commuting, which record frequent (daily) use, with limited potential for substitution.
Other PRow within the draft Order Limits and study area	Medium - PRow and other routes close to communities which are used for recreational and access purposes (e.g. dog walking, travel to local centres or facilities), but for which alternative routes can be taken. These routes are likely to link to a wider network of routes to provide options for longer, recreational journeys.

- 15.5.17 Further detail on the numbers of PRow and their location from the draft Order Limits, will be incorporated into the ES following evolution and refinement of the English Onshore Scheme design. Information on the usage levels of these routes would also be obtained (where possible) through consultation with the district and county councils

in conjunction with development of the Outline PRowMP and incorporated as part of the ES baseline.

Tourism

Tourist Attractions

- 15.5.18 Tourist attractions typically comprise facilities such as museums, zoos and farm parks, heritage assets, country parks, theme parks, and points of interest. For the purposes of this assessment, beaches and nature reserves (which offer areas for bird watching, education, and outdoor activities) have also been included within the scope for tourist attractions, given the high volume of tourist visits within the region, and the likelihood of these types of assets being frequented by tourist visitors from outside of the region, as well as residents. Tourist attractions located within the draft Order Limits and study area are outlined in **Volume 2, Part 2, Appendix 2.15.A Socio-economics, Recreation and Tourism Receptors**.
- 15.5.19 A summary of the tourist attractions according to their sensitivity is outlined in **Table 15-9** below. There is no legislation specific to the assessment of tourism and tourist attractions. Furthermore, it is generally understood that there is no industry standard accepted definition of ‘significance’ regarding tourism. As such, sensitivity has been assessed based on prior experience and professional judgement and described in line with the scale outlined in **Table 15-20** in the **Section Assessment methodology 15.9**; considering the type and size of attraction, uniqueness, and anticipated customer base.
- 15.5.20 There are no tourist attractions which fall within the draft Order Limits, however a number of attractions of varying types are situated within the 5 km study area. Whilst some of these are likely to be frequented by residents as well as tourists, many attractions (such as National Trust properties, Royal Society for the Protection of Birds and National Landscape designations, and beaches) are also likely to attract regional and national tourists.

Table 15-9 – Tourist attractions within the Study area

Receptor description	Sensitivity
National Trust Sandilands, Sandilands National Trust Gunby Hall Estate, Gunby ARK Wildlife & Dinosaur Park, Stickford Lincolnshire Wildlife Park, Eastville National Trust Peckover House, Wisbech Lincolnshire Wolds National Landscape, Chapel Saint Leonards	High – an attraction or facility that serves a local, regional and national visitor base, likely attracting visitors that have specifically planned to visit the attraction or facility for a day trip or part of a visit to the area. Offers the opportunity to undertake more than one activity (e.g. a historic property with a park or garden, and / or children’s play area) and offers associated car parking, café, and toilet facilities
Anderby Creek Beach, Anderby Creek Moggs Eye Beach, Anderby Creek Huttoft Beach, Huttoft Sandilands Pit Nature Reserve, Sandilands	Medium – an attraction or facility that serves a local, and wider regional visitor base. Offers the opportunity to undertake activities during the visit, with associated facilities such as car parking and / or a café.

Receptor description	Sensitivity
<p>Wolla Bank Beach, Chapel Saint Leonards Scremby Park, Scremby Batoft Hall, Bratoft Kelsey Wood Country Park, Bratoft Northcote Heavy Horse Centre, Great Steeping Sibsey Trader Windmill, Sibsey The Bubblecar Museum, Sibsey Witham Way Country Park, Boston Boston Guildhall Museum, Boston Blackfriars Arts Centre, Boston Maud Foster Windmill, Boston RSPB Frampton Marsh, Frampton Fosdyke Wash Nature Reserve, Fosdyke Moulton Marsh Nature Reserve, Fosdyke Moulton Windmill, Fosdyke Tydd St Giles Golf and Country Club, Tydd St Giles Fenrock Climbing Centre, Wisbech Wisbech and Fenland Museum, Wisbech</p>	<p>Low – an attraction or facility that serves a predominantly local visitor base, with few people likely to travel from the wider region. May have some associated facilities such as car parking, but unlikely to offer facilities or activities which would enable visitors to spend a full day there.</p>

15.5.21 Further detail on tourist attractions and their location in relation to the draft Order Limits, will be incorporated into the ES following evolution and refinement of the English Onshore Scheme design.

Tourist Accommodation

15.5.22 Tourist accommodation typically comprises temporary, short term, accommodation. There are a number of hotels, guesthouses, campsites and holiday parks located within close proximity to the study area, most notably large caravan and camping pitches throughout the area particularly focused towards the coast. Tourist accommodation located within the draft Order Limits and study area are outlined in **Volume 2, Part 2, Appendix 2.15.A Socio-economics, Recreation and Tourism Receptors** .

15.5.23 A summary of tourist accommodation providers according to their sensitivity is outlined in **Table 15-9** below. There is no legislation specific to the assessment of tourism and tourist accommodation. Furthermore, it is generally understood that there is no

industry standard accepted definition of ‘significance’ regarding tourism. As such, sensitivity has been assessed based on prior experience and professional judgement, and described in line with the scale outlined in **Table 15-23**; considering the type of accommodation and associated facilities, whether it is a standalone premise, and estimated number of visitors it can accommodate.

- 15.5.24 There are no tourist accommodation providers which fall within the draft Order Limits; however, a number of accommodation providers of varying types are situated within the 5 km study area. The majority of these are likely to be frequented by visitors and holiday makers from outside the local area.

Table 15-10 – Tourist attractions within the study area

Receptor description	Sensitivity
Tomlinsons Leisure Park, Chapel Saint Leonards Golden Palm Resort, Chapel Saint Leonards Premier Inn, Boston Travelodge Boston, Wyberton Travelodge Kings Lynn, Long Sutton	High – a larger holiday park, or medium – large hotel, offering accommodation >50-250 bedspaces or pitches (for camping and caravan parks). Also has associated facilities such as a restaurant, bar, play area, and swimming pool.
Sandy Feet Retreat, Anderby Creek Sunkist Retreat, Anderby Creek Broadgates Holiday Cottages, Anderby Creek Creekside Family Camping, Anderby Creek Beachside Caravan Park, Anderby Creek Ravena Holiday Park, Anderby Creek Sutton on Sea Caravan and Motorhome Club Campsite, Sandilands Cherry Tree Springs Touring Park, Sandilands Country Meadow Caravan Park, Sandilands Manor Farm bed and breakfast (B&B) and Glamping, Sandilands Rosa Campsite, Chapel Saint Leonards Littlehaven Caravan Park, Chapel Saint Leonards New Trend Chalet Park, Chapel Saint Leonards Beachways Caravan Park, Chapel Saint Leonards Oaklands Caravan Park, Chapel Saint Leonards Orchard Leaze holiday Park, Thurlby The Nurseries Caravan Site, Mumby Cottage Waters Caravan Park, Cumberworth Gunby Lake Holiday Park, Gunby Waltonholt Campsite, Orby Home Farm Park, Burgh Le Marsh The Chestnuts Holiday Cottages, Burgh Le Marsh Lakeside Naturist Holiday Resort, Little Steeping	Medium – a small holiday park, small grouping of premises (e.g. multiple cottages on a farm) or hotel, offering accommodation with up to 50 bedspaces or pitches (for camping and caravan parks). May also have associated facilities such as a restaurant, green space, or park (in the case of caravan, camping, and holiday parks) or a bar and restaurant open throughout the day (in the case of a hotel).

Receptor description	Sensitivity
Midville Caravan Park, Stickford	
New Farm Holidays Campsite, Stickford	
Medlam Barns, Stickford	
Bailey Bridge Farm Camping, Sibsey	
Big Sky Hideaway Camping, Sibsey	
Orchard Holiday Park, Hubberts Bridge	
Appletree Holiday Park, Hubberts Bridge	
Boston West Hotel, Hubberts Bridge	
The Kings Arms Hotel, Boston	
The New England Hotel, Boston	
Carpenters Arms Hotel, Boston	
No.20 Hotel and Bar, Boston	
The Arundell Hotel, Boston	
The White Hart Hotel, Boston	
The Stanley Hotel, Boston	
Magnet Tavern, Boston	
The Coaching Inn, Boston	
The Firs Country Park Lodges, Wyberton	
Westwood Lakes Lodges, Wyberton	
The Ship Inn Surfleet, Surfleet Seas End	
Whaplode Manor Hotel, Whaplode	
Hagbeach Manor Caravan Park, Whaplode	
The Horse and Groom, Holbeach	
The Red Lion Hotel, Holbeach	
Delph Bank Touring Park, Fleet Hargate	
Le Muy Holiday Park, Gedney	
Hedgerow Campsite, Fleet	
Laurel Park Campsite, Long Sutton	
Homefields Farm Caravan Park, Long Sutton	
Foremans Bridge Holiday Park, Long Sutton	
The Anchor Inn, Long Sutton	
The Ship, Long Sutton	
Parklands Holiday Park, Foul Anchor	
Branley House Campsite, Walpole	
Strattons Farm Campsite, Walpole	
Seven Ducks Caravan and Camping, Walpole	
Llamas Glamping, West Walton	
Virginia Lake Caravan Park, Terrington St John	
Woodmans Cottage Inn, Walsoken	
The Rose and Crown, Wisbech	
The White Lion Hotel, Wisbech	

Receptor description	Sensitivity
Marmion House Hotel, Wisbech Elme Hall Hotel, Wisbech The Elm Inn, Wisbech	Low – a standalone premise (such as a cottage) or small B&B, offering accommodation with approximately 10 bedspaces or fewer. Not part of a chain, or accommodation group
Beach cottage, Anderby Creek Moggs Retreat, Anderby Creek White Cottage B&B, Keal Coates Barn Owl Cottage Self Catering, Stickford Boston Lodge B&B, Hubbert’s Bridge The Elms Cottages, Hubbert’s Bridge Quayside Hotel and Bar, Boston The Lord Grey B&B, Boston Bramley House B&B, Boston Westwood Lodge B&B, Wyberton Westwing Challet Cottage, Wyberton Fern Lodge B&B, Fleet Hargate Rectory Roost B&B, Gedney Labbadax House B&B, Walpole Elmtree Inn, Walsoken	

15.5.25 Further detail on tourist accommodation providers and their location in relation to the draft Order Limits, will be incorporated into the ES following evolution and refinement of the English Onshore Scheme design

Future baseline

15.5.26 The future baseline relates to known or anticipated changes to the current baseline in the future which should be assessed in conjunction with the English Onshore Scheme in the PEIR and ES.

15.5.27 It is anticipated that there would be natural changes to the distribution and structure of the population over time. According to the ONS 2018-based sub-national population projections³ (the most recently available data at the time of writing) the population in Lincolnshire (769,400) is anticipated to grow by 11.7% between 2018 and 2043. Norfolk is projected to increase by 13.1% (2018-2043), and Cambridgeshire by 7.2% (2018-2043). This growth is likely to put strain on existing services and require additional housing, with the allocated residential site identified within the baseline likely built out over the next 20 year period.

15.5.28 Whilst it is anticipated that there would be demographic and physical changes to the baseline environment over time, this is unlikely to change significantly should development of the English Onshore Scheme not proceed, or be delayed. No demographic changes of significance are anticipated to arise in the period that the English Onshore Scheme is constructed and becomes operational.

³ ONS Population Projections

15.6 Environmental measures

- 15.6.1 As set out in **Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology**, the embedded environmental measures are characterised as design measures or control and management measures. A range of embedded environmental measures would be implemented as part of the English Onshore Scheme and will be secured in the DCO as relevant.
- 15.6.2 **Table 15-11** outlines how these design and control measures would influence the Socio-economic, Recreation and Tourism assessment. Measures listed in **Table 15-11** have been assigned references, for example (GG01). These align with the references provided in **Table 3.1** of **Volume 2, Part 1, Appendix 1.5.B: Outline CoCP** in Volume 2 for ease of cross-reference. Any references identified with ID MT (for example, MT01) include measures which may also be listed in other aspects considered as part of this PEIR therefore have been identified as measures which apply to multiple aspects.
- 15.6.3 In addition to the measures listed in **Table 15-11**, standard mitigation measures, comprising management activities and techniques, would be implemented during construction of the Projects to limit effects through adherence to good site practices and achieving legal compliance. These are listed in **Volume 2, Appendix 1.5.B: Outline CoCP** and are not repeated below.
- 15.6.4 No environmental measures have been provided for the operational phase as this has been scoped out (as outlined in **Section 15.3**).

Table 15-11 – Summary of the environmental measures

Receptor	Potential changes and effects	Embedded measures	ID reference
Construction			
Employment and the economy	The potential for impacts on the local and regional employment market as a result of construction employment generation associated with the English Onshore Scheme.	The Contractor would be committed to promoting the use of local workforce and suppliers, wherever practicable.	S01
Private property and housing; WCH; Tourist attractions; Tourist accommodation	The potential for impacts on receptors as a result of amenity effects associated with construction activities, including Air Quality, Noise, Landscape and Visual effects.	The Contractor would liaise with residents, and other recreational and tourist users prior to the commencement of construction works to ensure they are aware of the programme and nature of the works, in particular, any works which are planned to take place at night. Any out of hours construction work to be agreed	S02

Receptor	Potential changes and effects	Embedded measures	ID reference
		with the relevant local authority in advance.	
Private property and housing; WCH; Tourist attractions; Tourist accommodation	The potential for impacts on receptors as a result of amenity effects associated with construction activities, including Air Quality, Noise, Landscape and Visual effects.	Construction traffic routes would be selected to avoid impacts on sensitive receptors and communities through routeing plans, restrictions and vehicle choices. Good practice measures outlined within the Outline CoCP and Outline Construction Traffic Management Plan (CTMP) would be implemented in order to avoid conflict with WCHs, local residents, nearby businesses, and other community or tourist users.	MT13
Private property and housing; WCH; Tourist attractions; Tourist accommodation	The potential for impacts on receptors as a result of delays, diversions, or temporary changes to access as a result of the construction activities.	Access to residential properties, tourist attractions and accommodation would be maintained throughout the construction period, in agreement with occupants and operators.	S03
WCH	The potential for impacts on WCH as a result of delays, diversions, or temporary changes to access as a result of the construction activities.	Appropriate diversions and two-way gated systems would be considered and implemented for any PRow or footway obstructed during construction to minimise effects on accessibility and severance for WCHs. Where appropriate diversions are not available, temporary closures may be required. These measures would be identified and detailed within an Outline PRow	S04
WCH	The potential for impacts on WCH as a result of diversions, or temporary changes to access as a result of the construction activities.	Design of any diverted routes for WCH to consider vulnerable user groups and ensure accessibility is maintained for users with limited mobility where practicable	S05
Private property and housing; WCH;	The potential for impacts on receptors as a result of delays,	All PRowS which have the potential to be impacted by the Projects will be identified in an	MT11

Receptor	Potential changes and effects	Embedded measures	ID reference
Tourist attractions; Tourist accommodation	diversions, or temporary changes to access as a result of the construction activities.	Outline PRowMP. The PRowMP would set out the measures required (including any potential temporary closures applied for/detailed in the DCO) to ensure that that PRow remain safe to use and any that any potential disruption PRow is minimised. All designated PRow crossing the working area would be managed in discussion with the relevant local authority, with access only closed for short periods while construction activities occur. Any required temporary diversions or closures of PRow, footways or carriageways undertaken during construction would be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns. The signage will display the temporary diversion routes in place.	

15.7 Scope of the assessment

Spatial scope and study area

15.7.1 The spatial scope of the assessment of Socio-economics, Recreation and Tourism covers the area of the English Onshore Scheme contained within the draft Order Limits, together with the study areas described as follows. The study areas for Socio-economics, Recreation and Tourism are shown on **Volume 3, Part 2, Figure 15-1: Socio-economics, Recreation and Tourism Study Areas**, as described in paragraph 15.4.1.

Temporal scope

15.7.2 The temporal scope of the assessment of Socio-economics, Recreation and Tourism is consistent with the period over which the English Onshore Scheme would be constructed. It covers the construction period only, as operational phase receptors and effects have been scoped out of further assessment within this PEIR and the ES.

15.7.3 The English Onshore Scheme is expected to have a life span of more than 40 years. If decommissioning is required at this point in time, then activities and effects associated with the decommissioning phase are expected to be of a similar level to those during the construction phase works, albeit with a lesser duration of two years.

Acknowledging the complexities of completing a detailed assessment for decommissioning works up to 40 years in the future, it is considered that the significance of effects relating to the decommissioning phase would be no greater than those from the construction phase assessment and decommissioning effects are not discussed in detail in this chapter; however, **Table 4.21** in **Volume 1, Part 1, Chapter 4: Description of the Projects** provides a high level summary assessment of the likely potential significant effects associated with decommissioning. Furthermore, should decommissioning take place it is expected that an assessment in accordance with the legislation and guidance at the time of decommissioning would be undertaken.

Identification of receptors

15.7.4 The principal Socio-economics, Recreation and Tourism receptors that have been identified as being potentially subject to potential significant effects are summarised in **Table 15-12**.

Table 15-12 – Socio-economics, Recreation and Tourism receptors subject to potential effects

Receptor	Reason for consideration
Working age residents	There is the potential for direct and indirect beneficial impacts on the local and regional economy through the creation of jobs. Construction of the English Onshore Scheme is anticipated to generate direct, temporary employment opportunities from construction workers throughout the construction period; and indirectly through manufacturing services and suppliers of the construction process; and by construction workers spending part of their income in the area local to the English Onshore Scheme.
Residents of private properties	During construction there is potential for private property and housing to be adversely affected by the English Onshore Scheme, through potential disruption and delays to access, as well as amenity effects associated with construction (such as potential noise and dust). Where construction vehicle routes and indicative zone for construction compounds are located close to dwellings, access would be maintained throughout the construction period. As such, this would reduce the potential for disruption to residents. However, there remains the potential for delays to access, and amenity effects on private property and housing as a result of other environmental effects (e.g. air quality, noise and vibration, landscape and visual) and this has the potential to give rise to significant construction phase effects for residents.
WCH using PRoW and other designated routes	During construction there is potential for WCH using PRoW and other designated routes to be adversely affected by the English Onshore Scheme. This could arise through potential temporary disruption or severance to access, as well as amenity effects associated with construction (such as potential noise and dust). The draft Order Limits have been based on the alignment which

Receptor	Reason for consideration
Visitors and users of tourist attractions	<p>would minimise impacts and disruption to PRoW and designated routes where practicable, however there are a number which fall within the study area and may be disrupted by the English Onshore Scheme. There is therefore the potential for significant construction phase effects on PRoW and their users as a result of amenity effects, and / or temporary (or permanent) diversion. As such, there is the potential for significant construction phase effects on users of PRoW and designated routes.</p> <p>During construction there is potential for tourist attractions to be adversely affected by the English Onshore Scheme, through potential disruption to access, as well as amenity effects associated with construction. This could arise through potential temporary disruption to access as a result of delays, as well as amenity effects associated with construction (such as potential noise and dust). There is therefore the potential for significant construction phase effects on tourist attractions and their users as a result of amenity effects and / or temporary (or permanent) disruption or severance.</p>
Users of tourist accommodation	<p>During construction there is potential for tourist accommodation to be adversely affected by the English Onshore Scheme, through potential disruption to access, as well as amenity effects associated with construction (such as potential noise and dust). Where construction vehicle routes and indicative zone for construction compounds are located close to accommodation providers, access would be maintained throughout the construction period. As such, this would reduce the potential for disruption to visitors. However, there remains the potential for delays to access, and amenity effects. There is therefore the potential for significant construction phase effects on the users of tourist accommodation as a result of amenity effects and / or temporary (or permanent) disruption or severance.</p> <p>The construction of the English Onshore Scheme also has the potential to affect the availability of tourist accommodation in the locality due to the influx of construction workers who are required to reside close to the English Onshore Scheme construction routes on a temporary basis, and may require access to short term accommodation. This has the potential to give rise to significant construction phase effects on the users of tourist accommodation due to changes in the availability of accommodation.</p>

Potential effects considered within this assessment

15.7.5 The effects on Socio-economics, Recreation and Tourism receptors which have the potential to be significant and have been taken forward for detailed assessment are summarised in **Table 15-13**.

Table 15-13 – Socio-economics, Recreation and Tourism receptors scoped in for further assessment

Receptor	Likely potential significant effects
Working age residents (in the local and regional study area).	Construction Employment Generation – direct, indirect, and induced.
Residents of Private Properties (in the 500 m study area).	Temporary disruption and delays to access, and amenity effects for residents.
WCH using PRoW and other designated routes (in the draft Order Limits and the 500 m study area).	Temporary disruption or diversions to PRoW and designated routes, and amenity effects for users.
Visitors and users of tourist attractions (in the 5 km study area).	Temporary disruption and delays to access, and amenity effects for visitors and users.
Users of tourist accommodation (in the 5 km study area).	Temporary disruption and delays to access, and amenity effects for visitors. Temporary reduction in the availability of tourist accommodation for visitors.

15.7.6 There are no effects that are to be scoped out of the assessment at this stage, beyond those identified in **Table 15-3 Scoping Opinion responses**, as agreed with the Planning Inspectorate.

15.8 Key parameters for assessment

Realistic worst-case design scenario

- 15.8.1 The assessment has followed the Rochdale Envelope approach as outlined in **Volume 1, Part 1, Chapter 4: Description of the Projects** and **Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology of the PEIR**. The assessment of effects has been based on the description of the Projects and parameters outlined in **Volume 1, Part 1, Chapter 4: Description of the Projects**. However, where there is uncertainty regarding a particular design parameter, the realistic worst-case design parameters are provided below with regards to Socio-economics, Recreation and Tourism along with the reasons why these parameters are considered worst-case. The preliminary assessment for Socio-economics, Recreation and Tourism has been undertaken on this basis. Effects of greater adverse significance are not likely to arise should any other development scenario, based on details within the Rochdale Envelope (e.g., different infrastructure layout within the draft Order Limits), to that assessed here be taken forward in the final design programme.
- 15.8.2 In relation to Socio-economics, Recreation and Tourism, the following assumptions are made regarding the Project design parameters in order to ensure a realistic worst-case assessment has been undertaken.
- With regards to the assessment of amenity effects as part of this assessment, where the findings of other topics (e.g. Air Quality, Noise and Vibration, and Landscape and Visual) are considered as part of the assessment of potential for amenity effects, these topics have also applied a worst case scenario as defined in

their chapters as a realistic worst-case approach for their assessments. The pre-mitigation findings of these assessments (incorporating embedded environmental measures) have been considered in relation to significance, in informing the Socio-economics, Recreation and Tourism assessment, as this represents a worst case scenario approach.

- As set out in **Volume 1, Part 1, Chapter 4: Description of the Projects**, and specifically in **Section 4.4**, at this stage in the design process, four options have been identified with regards to the proposed siting of the Walpole converter stations. All four options (Options A-D) have been included within the baseline study. At this preliminary stage in the design development it is considered that there are no clear differences in effects between the four options for the Walpole converter stations with regards to Socio-economics, Recreation and Tourism receptors, and as such, **Sections 15.10 to 15.12** have not made reference to the different effects from specific options.

Consideration of construction scenarios

- 15.8.3 As detailed in **Volume 1, Part 1, Chapter 4: Description of the Projects**, the timing of construction activities set out within this PEIR is indicative. It has been identified that elements of the Projects could be constructed sequentially or concurrently. Given that the previously described embedded environmental measures associated with construction would be in place until commission and testing was complete, effects relating to construction employment generation are anticipated to be materially the same whether some elements of the Projects are installed concurrently or sequentially. In relation the amenity effects associated with the construction phase, the Socio-economics, Recreation and Tourism assessment draws upon the Air Quality, Noise and Vibration, Landscape and Visual, and Traffic and Transport chapters, which assume a peak traffic year of 2031 to present a worst case scenario when construction vehicle movements are likely to be greatest.

15.9 Assessment methodology

Overview

- 15.9.1 The generic project-wide approach to the assessment methodology is set out in **Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology**, and specifically in **Sections 5.4 to 5.6**. However, whilst this has informed the approach that has been used in this Socio-economic, Recreation and Tourism assessment, it is necessary to set out how this methodology has been applied, and adapted as appropriate, to address the specific needs of this Socio-economic, Recreation and Tourism assessment. Details are provided below.

Socio-economics

Employment Generation

Approach to Assessment

- 15.9.2 The assessment of likely potential significant effects relating to employment generation during the construction phase has been undertaken using Excel based analysis. Employment is based on the construction duration and cost and is estimated

by applying an average gross output per construction industry employee to the estimated total construction cost. Leakage, displacement, and multiplier effects are then accounted for to determine the total net employment. Discussions with the Applicant also inform the approach to assessment, drawing on previous experience of delivering similar developments.

Leakage

15.9.3 Leakage effects are the “*proportion of outputs that benefit those outside of the intervention’s target area or group*”⁴. Leakage rates has been applied to construction employment calculations. Based on travel to work data, prior experience and professional judgement, a medium leakage rate (as set out in the HCA Additionality Guidance)⁴ of 25% has been applied.

Displacement

15.9.4 Displacement measures the extent to which the benefits of a given development are offset by reduction of output or employment elsewhere. Additional demand for labour as a result of the construction phase of the English Onshore Scheme cannot simply be treated as a net benefit as it has the potential to remove workers from other positions, and the net benefit is therefore reduced by the extent that this occurs.

15.9.5 Overall, it is assumed that due to the flexibility of the labour market and the fact that construction workers delivering the English Onshore Scheme are likely to represent a small proportion of the regional construction labour force, displacement of the direct construction employment would be low. In the context of the East of England and East Midlands region, a low level of displacement of 25% is considered appropriate, where “*there are expected to be some displacement effects, although only to a limited extent*”⁵.

Multiplier Effects

15.9.6 In addition to the direct construction employment generated by the English Onshore Scheme, there would be an increase in local employment arising from “*further economic activity (jobs, expenditure or income) associated with additional local income and local supplier purchases*”; the indirect and induced effects of the construction activity⁵.

15.9.7 Employment growth would arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, part of the income of the construction workers and suppliers would be spent in the region, generating further employment (induced or income multipliers).

15.9.8 The applicable multiplier is dependent on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The Additionality Guidance⁴ provides a guide to the composite multipliers (the combined effect of indirect and induced multiplier effects) which should be applied. A medium multiplier of 1.5 will be applied on the basis that there are likely to be average supply linkages associated with the English Onshore Scheme, based on their location within the East of England.

⁴ Additionality Guidance

⁵ Ibid

Significance of Effect Criteria

- 15.9.9 The methodology for assessing employment generation has considered the likely direct, indirect and induced impacts associated with the English Onshore Scheme during construction. For socio-economics there is no accepted definition of what constitutes a significant (or not significant) socio-economic effect. It is however recognised that classification of an effect reflects the relationship between the scale of an impact (magnitude) and the sensitivity (or value) of the affected resource or receptor. As such socio-economic effects have been assessed on the basis of:
- Consideration of sensitivity to effects: Specific values in terms of sensitivity are not attributed to socio-economic resources/receptors due to their diverse nature and scale. However, the assessment takes account of the qualitative (rather than quantitative) 'sensitivity' of the receptor (employment and the economy).
 - Magnitude of the impact: This entails consideration of the size of the effect on people (employees) in the context of the area in which effects will be experienced (the local and regional economy).
- 15.9.10 Effects are defined as follows:
- **Beneficial** classifications of significance indicate an advantageous or beneficial effect on an effect area, which may be minor, moderate, or major in effect.
 - **Negligible** classifications of significance indicate imperceptible effects on an effect area.
 - **Adverse** classifications of significance indicate a disadvantageous or adverse effect on an effect area, which may be minor, moderate or major in effect.
- 15.9.11 Based on consideration of the above, where an effect is assessed as being beneficial or adverse, significance has been assigned using the scale below based on professional judgement:
- Negligible: no receptors (or very few) are beneficially or adversely affected. The effect is unlikely to make a measurable difference on the receptors in the relevant areas of effect.
 - Minor: a small number of receptors are beneficially or adversely affected. The effect is likely to make a small measurable positive or negative difference on receptors in the relevant area(s) of effect.
 - Moderate: a moderate number of receptors are beneficially or adversely affected. The effect is likely to make a measurable positive or negative difference on receptors in the relevant area(s) of effect.
 - Major: all or a large number of receptors are beneficially or adversely affected. The effect is likely to make a substantial positive or negative difference on receptors in the relevant area(s) of effect.
- 15.9.12 The duration of effect is also considered, with more weight given to permanent changes than to temporary ones. Temporary effects are those associated with the construction phase, and may be short, medium or long term.
- 15.9.13 Effects that are deemed to be significant for the purposes of this assessment are those that are described as being moderate or major beneficial or adverse.

Private Property and Housing

Approach to Assessment

- 15.9.14 The assessment of private property and housing during construction is qualitative and informed by desk based study. The following methodology for the assessment of likely significant is proposed in accordance with DMRB LA 104⁶ and DMRB LA 112⁷. Despite the DMRB being the standard for the assessment of road schemes, this guidance provides an appropriate methodology for assessing the effects on residents in the context of the English Onshore Scheme.
- 15.9.15 Properties (or housing development land) which are subject to disruption through land, take, where access would be affected, or amenity effects may arise (on a temporary or permanent basis) are identified. An assessment of sensitivity and magnitude has been undertaken, applying professional judgement and prior experience on similar developments.

Receptor sensitivity/value

- 15.9.16 The sensitivity criteria for Private Property and Housing will be assigned in line with DMRB LA 112⁷ as shown in **Table 15-14** below.

Table 15-14 – Private Property and Housing – Sensitivity Criteria

Sensitivity	Description
Very high	Existing private property or land allocated for housing located in a local authority area where the number of households are expected to increase by >25% by 2041 (ONS data); and/or Existing housing and land allocated for housing (e.g., strategic housing sites) covering >5ha and / or >150 houses.
High	Private property or land allocated for housing located in a local planning authority area where the number of households are expected to increase by 16-25% by 2041 (ONS data); and/or Existing housing and land allocated for housing (e.g. strategic housing sites) covering >1-5ha and / or >30-150 houses
Medium	Houses or land allocated for housing located in a local authority area where the number of households are expected to increase by >6-15% by 2041 (ONS data); and/or Existing housing and land allocated for housing (e.g. strategic housing sites) covering <1ha and / or <30 houses.
Low	Proposed development on unallocated sites providing housing with planning permission/ in the planning process.
Negligible	Not Applicable.

⁶ LA104

⁷ LA112

Magnitude of impact

15.9.17 The magnitude of impact for Private Property and Housing has been assigned in line with DMRB LA 112⁷ as shown in **Table 15-15** below.

Table 15-15 – Private Property and Housing – Magnitude of Impact

Sensitivity	Description
Major	<p>Major effect: where the English Onshore Scheme could be expected to have a considerable effect (either beneficial or adverse) on receptors.</p> <p>Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of buildings and direct development of land; and/or</p> <p>Introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision.</p>
Moderate	<p>Moderate effect: where the English Onshore Scheme could be expected to have a perceptible effect (either beneficial or adverse) on receptors.</p> <p>Partial loss of/damage to key characteristics, features or elements, e.g., partial removal or substantial amendment to access or acquisition of land compromising viability of property; and/or</p> <p>Introduction (adverse) or removal (beneficial) of severe severance with limited / moderate accessibility provision.</p>
Minor	<p>Minor effect: where the English Onshore Scheme could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors.</p> <p>A discernible change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g., amendment to access or acquisition of land resulting in changes that do not compromise overall viability of property; and/or</p> <p>Introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision.</p>
Negligible	<p>Negligible effect: Where no discernible effect is expected as a result of the English Onshore Scheme on receptors.</p> <p>Very minor loss or detrimental alteration to one or more characteristics, features or elements, e.g., acquisition of non-operational land or buildings not directly affecting the viability of property; and/or very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision.</p>
No change	<p>No loss or alteration of characteristics, features, elements or accessibility; no observable impact in either direction.</p>

Significance of effect

15.9.18 The level of significance has been assigned in line with Table 3.8.1 in DMRB LA 104⁶. Potential significant effects for the assessment of private property and housing comprise those which are assigned as moderate, large or very large. The remaining effects has been categorised as non-significant.

Table 15-16 – Private Property and Housing – Significance of Effect

		Magnitude				
		No Change	Negligible	Minor	Moderate	Major
Sensitivity	Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate
	Negligible	Neutral	Neutral or Slight	Neutral or Slight	Neutral or Slight	Slight

Recreation

Public Access for Walkers, Cyclists and Horse Riders

Approach to Assessment

- 15.9.19 The assessment of PRoW and designated routes, and potential disruption to WCH during construction are qualitative and informed by desk based study. The following methodology for the assessment of likely significant is proposed in accordance with DMRB LA 104⁶ and DMRB LA 112⁷. Despite the DMRB being the standard for the assessment of road schemes, this guidance provides an appropriate methodology for assessing the effects on WCH in the context of the English Onshore Scheme.
- 15.9.20 PRoW, NCN and other designated routes which are subject to disruption or diversion (on a temporary or permanent basis) will be identified. An assessment of sensitivity and magnitude has been undertaken, applying professional judgement and prior experience on similar developments.

Receptor sensitivity/value

- 15.9.21 The sensitivity criteria for WCH has been assigned in line with DMRB LA 112⁷ as shown in **Table 15-17** below.

Table 15-17 – Walkers, Cyclists and Horse Riders – Sensitivity Criteria

Sensitivity	Description
Very high	National trails and routes likely to be used for both commuting and recreation that record frequent (daily) use. Such routes connect communities with employment land uses and other services with a direct and convenient WCH route. Little / no potential for substitution.

Sensitivity	Description
High	PRoW frequently used by WCH for commuting, recreational and leisure purposes (e.g. National Trails). Also, for use by vulnerable travellers (e.g. elderly, school children and people with disabilities).
Medium	PRoW moderately used by WCH for commuting, recreational and leisure purposes (e.g. regional trails).
Low	Locally designated PRoW and other routes close to communities which are used by WCH mainly for recreational purposes (for example dog walking), but for which alternative routes can be taken.
Negligible	PRoW not/infrequently used by WCH for recreational purposes.

Magnitude of impact

15.9.22 The magnitude of impact for Walkers, Cyclists and Horse Riders has been assigned in line with DMRB LA 112⁷ as shown in **Table 15-18** below.

Table 15-18 – Walkers, Cyclists and Horse Riders – Magnitude of Impact

Sensitivity	Description
Major	Major effect: where the English Onshore Scheme could be expected to have a considerable effect (either beneficial or adverse) on receptors. Permanent loss/severance of an existing recreational or commuting route/resource used by WCH.
Moderate	Moderate effect: where the English Onshore Scheme could be expected to have a perceptible effect (either beneficial or adverse) on receptors. Disruption of a recreational or commuting route/resource used by WCH with significant increase/decrease in journey length/time.
Minor	Minor effect: where the English Onshore Scheme could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors. Alteration of a recreational or commuting route/resource used by WCH but with no significant increase in journey length/time.
Negligible	Negligible: Where no discernible effect is expected as a result of the English Onshore Scheme on receptors. No change to recreational or commuting route/resource used by WCH.
No change	No loss or alteration of characteristics, features, elements or accessibility; no observable impact.

Significance of effect

15.9.23 The level of significance has been assigned in line with Table 3.8.1 in DMRB LA 104⁶. Potential significant effects for the assessment of WCH comprise those which are assigned as moderate, large or very large. The remaining effects are categorised as non-significant.

Table 15-19 – Walkers, Cyclists and Horse Riders – Significance of Effect

		Magnitude				
		No Change	Negligible	Minor	Moderate	Major
Sensitivity	Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate
	Negligible	Neutral	Neutral or Slight	Neutral or Slight	Neutral or Slight	Slight

Tourism

Tourist Attractions

Approach to Assessment

- 15.9.24 The assessment of tourist attractions during construction are qualitative and informed by desk based study.
- 15.9.25 There is no accepted methodology for the assessment of effects on tourist attractions, with studies generally relying on anecdotal evidence or bespoke criteria. For the purposes of establishing a methodology for the assessment of likely significance, this assessment has defined broad categories for receptor sensitivity, magnitude of change, and overall significance, based on prior experience and professional judgement and considering factors such as type and size of attraction, uniqueness, and anticipated customer base. This is an appropriate approach to assign an overall level of significance when assessing the effects on visitors and tourists accessing tourist attractions in the context of the English Onshore Scheme.

Receptor sensitivity/value

- 15.9.26 The sensitivity criteria for Tourist Attractions has been assigned in line with the criteria in **Table 15-20** below.

Table 15-20 – Tourist Attractions – Sensitivity Criteria

Sensitivity	Description
Very high	Attraction or facility that has a regional, national and / or international visitor base, attracting visitors that are likely to make a planned trip to visit the attraction. Activities are likely to be whole day trips, and have associated facilities such as car parking, cafés, toilets, and other assets. Or an attraction

Sensitivity	Description
	that has national or international renown (e.g. the Houses of Parliament) and attract daily, very frequent visitors.
High	Attraction or facility that serves a local, regional and national visitor base, likely attracting visitors that have specifically planned to visit the attraction or facility for a day trip or part of a visit to the area. Offers the opportunity to undertake more than one activity (e.g. a historic property with a park or garden, and / or children's play area) and offers associated car parking, café, and toilet facilities.
Medium	Attraction or facility that serves a local, and wider regional visitor base. Offers the opportunity to undertake activities during the visit, with associated facilities such as car parking and / or a café.
Low	Attraction or facility that serves a predominantly local visitor base, with few people likely to travel from the wider region. May have some associated facilities such as car parking, but unlikely to offer facilities or activities which would enable visitors to spend a full day there.

Magnitude of impact

15.9.27 The magnitude of impact for Tourist Attractions has been assigned in line with the criteria in **Table 15-21** below.

Table 15-21 – Tourist Attractions – Magnitude of Impact

Sensitivity	Description
Major	<p>Major effect: where the English Onshore Scheme could be expected to have a considerable effect (either beneficial or adverse) on receptors.</p> <p>Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of the tourist attraction; and/or</p> <p>Introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision preventing visitors from accessing the attraction.</p>
Moderate	<p>Moderate effect: where the English Onshore Scheme could be expected to have a perceptible effect (either beneficial or adverse) on receptors.</p> <p>Partial loss of/damage to key characteristics, features or elements, e.g., partial removal or loss of access to an element of the attraction, or change to access, or partial acquisition of land, partially compromising the viability of the attraction; and/or</p> <p>Introduction (adverse) or removal (beneficial) of severe severance with limited / moderate accessibility provision for visitors.</p>
Minor	<p>Minor effect: where the English Onshore Scheme could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors.</p> <p>A discernible change in attributes or quality; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g.,</p>

Sensitivity	Description
	amendment to access or acquisition of land resulting in changes that do not compromise overall viability of property; and/or Introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision which is not likely to change visitors' behaviour of choice to access the attraction.
Negligible or No Change	Negligible effect: Where no discernible effect is expected as a result of the English Onshore Scheme on receptors. Very minor loss to one or more characteristics, features or elements, e.g., acquisition of non-operational land or buildings not directly affecting the viability of property; and/or very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision. No notable change for visitors, with no change to their experience of the attraction.

Significance of effect

15.9.28 Potential significant effects for the assessment of Tourist Attractions comprise those which are assigned as moderate, large or very large. The remaining effects are categorised as non-significant.

Table 15-22 – Tourist Attractions – Significance of Effect

		Magnitude			
		No Change or Negligible	Minor	Moderate	Major
Sensitivity	Very High	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or Slight	Slight	Slight or Moderate

Tourist Accommodation

Approach to Assessment

15.9.29 The assessment of tourist accommodation during construction are qualitative and informed by desk based study.

Demand for Temporary Accommodation

15.9.30 Tourist accommodation would be assessed in relation to the demand for temporary accommodation from construction workers, and whether there is the potential to create a shortage in the supply of tourist accommodation for visitors to the area. Consideration will be given to the types of tourist accommodation, including

approximate number of bedrooms, to determine whether additional pressure may arise on local accommodation facilities, in the context of existing availability for tourists visiting the local area.

- 15.9.31 An evaluation of the likely number of construction employees who may reside in the locality on a temporary basis will be undertaken; based on the total number of construction employees combined with assumptions made by the Applicant associated with travel planning, construction methodologies, and the construction programme. A percentage of the overall construction employment workforce is determined based on these factors. No sensitivity or magnitude is assigned on this basis; however, an overall conclusion is made based on the likely overall percentage of accommodation within the study area which may be accessed by construction workers, and a conclusion of 'significant' or 'not significant' made on this basis.
- 15.9.32 For the purposes of this assessment, a significant effect is moderate or major, and will be based on the below criteria (based on prior experience and professional judgement):
- **Major** – where 25% or more of the bedspaces, rooms, or pitches within the study area are likely to be taken up by temporary construction workers.
 - **Moderate** - where 15-24% of the bedspaces, rooms, or pitches within the study area are likely to be taken up by temporary construction workers.
 - **Minor** - where 5-14% of the bedspaces, rooms, or pitches within the study area are likely to be taken up by temporary construction workers.
 - **Negligible** – where less than 5% of the bedspaces, rooms, or pitches within the study area are likely to be taken up by temporary construction workers.

Disruption to Tourist Accommodation

15.9.33 Tourist accommodation has been assessed from the perspective of temporary disruption and delays to access, and amenity effects for visitors, for which significance of effect will be assigned. There is no accepted methodology for the assessment of effects on tourist accommodation with studies generally relying on anecdotal evidence or bespoke criteria. For the purposes of establishing a methodology for the assessment of likely significance, this assessment has defined broad categories for receptor sensitivity, magnitude of change, and overall significance, based on prior experience and professional judgement. This is an appropriate approach to assign an overall level of significance when assessing the effects on visitors and tourists accessing tourist accommodation in the context of the English Onshore Scheme.

Receptor sensitivity/value

15.9.34 The sensitivity criteria for Tourist Accommodation has been assigned in line with the criteria in **Table 15-23** below.

Table 15-23 – Tourist Accommodation – Sensitivity Criteria

Sensitivity	Description
Very high	Large purpose built holiday park (e.g. Butlins, Center Parcs) or large hotel, offering accommodation >250 bedspaces or pitches (for camping and caravan parks). A range of associated facilities such as events spaces,

Sensitivity	Description
	entertainment, multiple cafe / restaurant / bar facilities, dedicated areas for children’s play, swimming pool and / or spa.
High	Larger holiday park, or medium – large hotel, offering accommodation >50-250 bedspaces or pitches (for camping and caravan parks). Also has associated facilities such as a restaurant, bar, play area, and swimming pool.
Medium	Small holiday park, small grouping of premises (e.g. multiple cottages on a farm) or hotel, offering accommodation with up to 50 bedspaces or pitches (for camping and caravan parks). May also have associated facilities such as a restaurant, green space, or park (in the case of caravan, camping, and holiday parks) or a bar and restaurant open throughout the day (in the case of a hotel).
Low	Standalone premise (such as a cottage) or small B&B, offering accommodation with approximately 10 bedspaces or fewer. Not part of a chain, or accommodation group.

Magnitude of impact

15.9.35 The magnitude of impact for Tourist Accommodation has been assigned in line with the criteria in **Table 15-24** below.

Table 15-24 – Tourist Accommodation – Magnitude of Impact

Sensitivity	Description
Major	Major effect: where the English Onshore Scheme could be expected to have a considerable effect (either beneficial or adverse) on receptors. Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of the accommodation; and/or Introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision preventing visitors from accessing the accommodation.
Moderate	Moderate effect: where the English Onshore Scheme could be expected to have a perceptible effect (either beneficial or adverse) on receptors. Partial loss of/damage to key characteristics, features or elements, e.g., partial removal or loss of access to an element of the accommodation or its facilities, or change to access, or partial acquisition of land, partially compromising the viability of the accommodation or facilities; and/or Introduction (adverse) or removal (beneficial) of severe severance with limited / moderate accessibility provision for visitors.
Minor	Minor effect: where the English Onshore Scheme could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors. A discernible change in attributes or quality; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g.,

Sensitivity	Description
	amendment to access or acquisition of land resulting in changes that do not compromise overall viability of the accommodation; and/or Introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision which is not likely to change visitors' behaviour of choice to stay at the accommodation.
Negligible or No Change	Negligible effect: Where no discernible effect is expected as a result of the English Onshore Scheme on receptors. Very minor loss to one or more characteristics, features or elements, e.g., acquisition of non-operational land or buildings not directly affecting the viability of the accommodation; and/or very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision. No notable change for visitors, with no change to their experience of the accommodation or associated facilities.

Significance of effect

15.9.36 Potential significant effects for the assessment of Tourist Accommodation comprise those which are assigned as moderate, large or very large. The remaining effects are categorised as non-significant.

Table 15-25 – Tourist Accommodation – Significance of Effect

		Magnitude			
		No Change or Negligible	Minor	Moderate	Major
Sensitivity	Very High	Slight	Moderate or Large	Large or Very Large	Very Large
	High	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
	Medium	Neutral	Slight	Moderate	Moderate or Large
	Low	Neutral	Neutral or Slight	Slight	Slight or Moderate

Preliminary assessment of cumulative effects

15.9.37 At the current stage of the Projects (PEIR stage), design information for the Projects is insufficient to allow for a robust cumulative assessment to be undertaken. Furthermore, given the current position in relation to baseline data collection, with much of the environmental surveys still to be undertaken during 2025, the baseline identified at this PEIR stage cannot be taken as a complete picture of the potential presence and significance of sensitive receptors. Therefore, a cumulative assessment has not been undertaken at this stage; however, **Volume 1, Part 4, Chapter 28 Cumulative Effects**, presents the long and short lists of 'other developments' which will be considered at the ES stage, and the methodology which allowed for the identification of these other developments, to allow consultation bodies to form a view

and provide comment on the other developments included. The long-list will be reviewed and if necessary, updated, in the lead up to the ES, as the Projects design further evolves and in response to any comments raised at statutory consultation.

- 15.9.38 Combined effects (sometimes called intra-project effects) result principally from different types of impacts from one development acting in combination on a specific receptor. In this chapter, combined effects on the local population (those people residing in dwellings, using PRoW, and accessing tourist attractions) arising from air quality, dust, noise, vibration, views, and traffic impacts during construction (see **Section 15.10**) have been considered. For further information, please also refer to:
- **Volume 1, Part 2, Chapter 14: Air Quality;**
 - **Volume 1, Part 2, Chapter 13: Noise and Vibration;**
 - **Volume 1, Part 2, Chapter 8: Landscape and Visual Amenity;** and
 - **Volume 1, Part 2, Chapter 12: Traffic and Transport.**

15.10 Preliminary assessment of effects: Socio-economics

Construction Employment Generation

- 15.10.1 Construction employment represents a positive economic effect that can be estimated as a function of the scale and type of construction. The construction of the Projects would generate jobs which, while temporary, would provide local and regional benefits.
- 15.10.2 As set out in **Volume 1, Part 1, Chapter 4: Description of the Projects**, the estimated main construction period is approximately five years (Q4 2028 to Q4 2033). The construction work is not permanent and therefore the effect would be temporary and medium-term⁸ in nature. The capital and revenue expenditure involved in the construction period would lead to increased economic output in the local (Lincolnshire, Norfolk, and Cambridgeshire), and the wider (East of England and East Midlands) regional economy.
- 15.10.3 Based on the design of the English Onshore Scheme at the time of writing, a projected number of annual gross employees (based on 2031 peak year construction) has been estimated by the Applicant, based on prior experience of delivering similar schemes. It is anticipated that approximately 1,130 gross construction employees would be required at the peak of the construction phase (487 on-site construction staff, 403 staff based at Contractor office compound and satellite compound locations, and 240 based at substation locations). The estimate of gross construction employees is likely to be refined as part of the ES, due to the outline nature of the English Onshore Scheme design at this PEIR stage. To determine the net benefit, leakage, displacement, and multiplier effects must also be considered (see **Section 15.9**). Gross and net full time equivalent (FTE) construction phase employment generation would therefore be calculated within the ES when details of the English Onshore Scheme are further defined.

⁸ In socio-economic terms, short term effects are considered to temporary and <1 year in duration, medium term effects are temporary and between 1 and 5 years in duration, and long term effects are considered to permanent and 5+ years in duration.

- 15.10.4 For the PEIR, no assessment has been provided in relation to the proportion of workers who would live in the local or regional area and commute, or are likely to live outside of the local and regional area and require access to temporary accommodation. This information is currently being reviewed by the Applicant, with further analysis to follow in the ES.
- 15.10.5 Whilst it is not possible to refine the gross numbers of construction workers at this stage for the PEIR or provide a breakdown of net construction employee numbers per annum, the preliminary assessment of gross construction employment generation considers that there is the potential for a **minor beneficial (not significant), medium term, temporary effect** during construction. This assessment is based on the information available at the time of writing. The degree of this effect may change in the ES, once the full assessment is carried out.

Private Property and Housing

- 15.10.6 There are approximately 1,750 private properties located in the 500 m study area, in addition to the parcel of allocated residential land (which is currently undeveloped). Most of these properties are anticipated to remain unaffected by the construction of the English Onshore Scheme. It is not anticipated that there would be any effects on residential receptors associated with changes to access, or delays to access due to the presence of construction traffic, with the embedded environmental measures outlined in **Table 15-11** above to ensure access to residential properties throughout construction. This will be reviewed in the ES assessment as the design of the English Onshore Scheme evolves; however a preliminary assessment of magnitude indicates that there would be no significant adverse effects in relation to changes in access or delays to access for residential receptors due to the presence of construction works and traffic.
- 15.10.7 It is anticipated that during construction, there are a number of properties which have the potential to experience disruption as a result of amenity effects. The assessment of amenity in relation to residential receptors considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to residential receptors. The preliminary findings of these topic assessments are considered below, in relation to the residential receptors they identify as having the potential to experience potential significant effects.
- 15.10.8 **Volume 1, Part 2, Chapter 14: Air Quality** does not assign a level of significance to individual receptors within the PEIR chapter, due to the evolving design of the English Onshore Scheme and the outline nature of assessment undertaken at this stage. It does however identify the potential for significant Air Quality and Dust effects associated with construction vehicle emissions and non-road mobile machinery at construction compounds. Residential receptors in the following locations have been identified within **Volume 1, Part 2, Chapter 14: Air Quality** as potentially experiencing construction phase air quality related effects:
- Properties to the west of Boston (proximate to an existing AQMA) associated with construction vehicle emissions;
 - Properties on Rectory Road, Anderby associated with non-road mobile machinery;
 - Scattered properties west of Kirton End associated with non-road mobile machinery; and

- Properties on Waste Green Lane, west of Fosdyke associated with non-road mobile machinery.

- 15.10.9 **Volume 1, Part 2, Chapter 13: Noise and Vibration** does not assign significance within the PEIR chapter, due to the evolving design of the English Onshore Scheme and the requirement for additional assessment to be undertaken. It does identify the potential for noise related effects associated with converter station construction, underground HVAC and HVDC cable installation, haulage routes, and construction compounds for sensitive residential receptors located closest to the works. In relation to construction traffic, the noise assessment concludes that at the 47 links that have the potential to be used for construction routes as a result of the English Onshore Scheme: 42 are predicted to experience no change or a negligible change in road traffic noise levels; four links are predicted to experience a minor change in road traffic noise levels; and one link is predicted to experience a major change in road traffic noise levels during the peak year of construction (assumed to be 2031). This has the potential to give rise to noise related effects associated with construction traffic for properties on Scarborough Bank, Stickford.
- 15.10.10 **Volume 1, Part 2, Chapter 8: Landscape and Visual** outlines a preliminary assessment of significance within the PEIR chapter, with residential receptors within 250 m of the indicative zone for underground cable assets, and residential receptors up to 2 km from Walpole B Substation and Converter Station Options A - D are most likely to experience visual effects. These properties are located where the presence of construction activity may be highly noticeable. Residential receptors within these distances are also identified as potentially experiencing night-time effects, due to their relative proximity to the indicative zone for construction compounds (subject to night-time lighting requirements).
- 15.10.11 **Volume 1, Part 2, Chapter 12: Traffic and Transport** does not identify any specific residential receptors, however, outlines the requirement to consider 'sensitive locations' which includes 'people at home'. In line with this, **Volume 1, Part 2, Chapter 12: Traffic and Transport** notes that residences are categorised as sensitive receptors in relation to changes in traffic flows, with the Sensitivity Criteria for residential receptors categorising these as having 'high' sensitivity where dwellings do not have pedestrian footways, and 'low' sensitivity where there is adequate pedestrian footway provision surrounding dwellings. There are no specific sensitive locations identified where residents have the potential to experience adverse traffic or transport effects as a result of construction, however due to the evolving design of the English Onshore Scheme and the high level nature of assessment undertaken at this stage, this may be updated as part of the traffic and transport ES chapter.
- 15.10.12 Based on the above, there are a number of properties within the 500 m study area that have the potential to experience disruption as a result of amenity effects associated with construction. Based on the sensitivity criteria outlined in **Table 15-14**, the sensitivity of the of these dwellings is deemed to be either medium or high. The magnitude of change as a result of the construction stage cannot be assigned, as this relates to the findings of pre-mitigation significance in the air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined however, there is the potential for significant (moderate or major) adverse effects at some properties as a result of amenity effects. This is a preliminary conclusion however and will be revisited and assessed fully as part of the ES chapter where conclusions of magnitude will be drawn, and effect significance may be increased or decreased.

15.11 Preliminary assessment of effects: Recreation

Walkers, Cyclists and Horse Riders

- 15.11.1 Whilst many of the PRoW which fall within the draft Order Limits and study area would be unaffected by the construction stage, there are some PRoW which have been identified as potentially affected by the construction of the English Onshore Scheme.
- 15.11.2 There are a number of locations where PRoW are crossed by the draft Order Limits and study area, or which pass within close proximity to the draft Order Limits, and there is the potential for temporary disruption to PRoW access for those routes. The incorporation of embedded environmental measures in the form of an Outline PRoWMP (to be developed and agreed with the relevant host authorities) to ensure management of these PRoW during the construction stage will be agreed, as part of ongoing discussions. The principles of management of the PRoW with the potential to be affected will adhere to the following standards and be managed by either: remaining open (either with no intervention or including marshalling); temporary closure with diversions (including sequenced diversions); or temporary closure without diversion.
- 15.11.3 With these embedded environmental measures, the magnitude of change is anticipated to be low or medium for the majority of PRoW, however the outcome of this assessment is subject to change as the design of the English Onshore Scheme is refined. This will be reviewed in the ES assessment as the design of the English Onshore Scheme evolves, however a preliminary assessment of magnitude indicates that there would be no significant adverse effects in relation to changes in access for WCH due to the presence of construction works and traffic.
- 15.11.4 It is anticipated that during construction, there are a number of PRoW which have the potential to experience disruption as a result of amenity effects. The assessment of amenity in relation to recreational receptors considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to WCH receptors. The preliminary findings of these topic assessments are considered below, in relation to the recreational PRoW they identify as having the potential to experience potential significant effects.
- 15.11.5 **Volume 1, Part 2, Chapter 14: Air Quality** does not identify any specific PRoW receptors. It does assess 'human receptors'⁹ however, and the Sensitivity Criteria outlined in **Volume 1, Part 2, Chapter 14: Air Quality** notes that human receptors may also refer to users of recreational facilities such as parks or PRoW which have the potential to experience adverse air quality or dust effects. There are no specific human receptors relevant to PRoW identified within the air quality assessment in the PEIR chapter, however due to the evolving design of the English Onshore Scheme and the outline nature of assessment undertaken at this stage, this may be updated as part of the ES chapter.
- 15.11.6 **Volume 1, Part 2, Chapter 13: Noise and Vibration** does not identify any recreational receptors (categorised in the noise assessment as 'leisure receptors', including PRoW) where users have the potential to experience adverse noise or

⁹ The Institute of Air Quality Management construction dust guidance defines a human receptor as "*any location where a person or property may experience the adverse effects of airborne dust or dust soiling, or exposure to PM over a time period relevant to the air quality objectives*". The Sensitivity Criteria outlined in Chapter 14: Air Quality also refers to users of recreational facilities such as parks or PRoW as human receptors.

vibration. Due to the evolving design of the English Onshore Scheme and the requirement for additional assessment to be undertaken, this may be updated as part of the ES chapter.

- 15.11.7 **Volume 1, Part 2, Chapter 8: Landscape and Visual** outlines a preliminary assessment of significance within the PEIR chapter, identifying local PRoW and cycle routes within 500 m of the indicative zone for underground cable assets and up to 2 km from Walpole B Substation and Converter Station Options A - D (where the focus of activity involves an appreciation of the surrounding landscape) or where construction visibility against the skyline would be noticeable. The chapter identifies that where routes would approach and cross the indicative zone for underground cable assets, there is the potential for a medium or high magnitude of visual change for WCH using the following designated routes:
- PRoW at Anderby Creek and Anderby;
 - The King Charles III England Coast Path National Trail; and
 - NCN Route 1.
- 15.11.8 **Volume 1, Part 2, Chapter 12: Traffic and Transport** does not identify any specific PRoW where non-motorised users (NMUs) are anticipated to experience either severance and delay (where PRoW diversions are in place) or amenity effects. It does outline the requirement to consider ‘sensitive locations’ which include ‘recreational areas’ however, and the potential for changes in traffic flow to affect NMUs will be identified through further assessment. There are no specific PRoW identified where NMUs have the potential to experience adverse traffic or transport effects as a result of construction, however due to the evolving design of the English Onshore Scheme and the requirement for additional assessment to be undertaken, this will be refined and assessed in relation to individual PRoW within the traffic and transport ES chapter.
- 15.11.9 Based on the above, there are a number of WCH routes within the 500 m study area that have the potential to experience disruption as a result of amenity effects associated with construction. Based on the sensitivity criteria outlined in **Table 15-17**, the sensitivity of the of these WCH routes is deemed to be very high, high, or medium. The magnitude of change as a result of the construction stage cannot be assigned, as this relates to the findings of pre-mitigation significance in the air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined however, there is the potential for significant (moderate) adverse effects for some PRoW as a result of amenity effects. This is a preliminary conclusion however and will be revisited and assessed fully as part of the ES chapter (where conclusions of magnitude will be drawn, and effect significance may be increased or decreased).

15.12 Preliminary assessment of effects: Tourism

Tourist Attractions

- 15.12.1 There are an estimated 30 tourist attractions and assets located in the 5 km study area (although none are situated within the draft Order Limits). These include: beaches; historical properties; museums; nature reserves and country parks; zoos; and arts venues. Most of these attractions are anticipated to remain unaffected by the construction of the English Onshore Scheme, due to their distance from the draft Order Limits.

- 15.12.2 It is not anticipated that there would be any effects on tourist attractions associated with changes to access, or delays to access due to the presence of construction traffic, with the embedded environmental measures outlined in **Table 15-11** to ensure access throughout construction. An Outline CTMP will be implemented, which will ensure liaison with tourist attractions to minimise traffic disruption. This will be reviewed in the ES assessment as the design of the English Onshore Scheme evolves; however a preliminary assessment of magnitude indicates that there would be no significant adverse effects in relation to changes in access or delays to access for users accessing tourist attractions due to the presence of construction works and traffic.
- 15.12.3 It is anticipated that during construction, there may be tourist attractions which have the potential to experience disruption as a result of amenity effects; predominantly those attractions which rely on outdoor facilities as part of the attraction (such as beaches, country parks, and nature reserves), as these outdoor elements of the tourist attractions are where users are most likely to experience amenity effects. The assessment of amenity in relation to tourist attractions considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to tourist receptors. The preliminary findings of these topic assessments are considered below, in relation to the tourist receptors they identify as having the potential to experience potential significant effects.
- 15.12.4 **Volume 1, Part 2, Chapter 14: Air Quality** does not identify any specific tourist receptors. It does assess 'human receptors'⁹ however, and the Sensitivity Criteria outlined in **Volume 1, Part 2, Chapter 14: Air Quality** notes that human receptors may also refer to users of cultural attractions such as museums, and recreational and amenity facilities such as country parks which have the potential to experience adverse air quality or dust effects. There are no specific human receptors relevant to tourist attractions or facilities where users have the potential to experience adverse air quality or dust effects within the PEIR chapter, however due to the evolving design of the English Onshore Scheme and the high level nature of assessment undertaken at this stage, this may be updated as part of the ES chapter.
- 15.12.5 **Volume 1, Part 2, Chapter 13: Noise and Vibration** does not identify any tourist attractions or facilities (categorised in the noise assessment as 'commercial receptors' such as entertainment venues or 'leisure receptors' such as nature reserves) where users have the potential to experience adverse noise or vibration. Due to the evolving design of the English Onshore Scheme and the requirement for additional assessment to be undertaken, this may be updated as part of the ES chapter.
- 15.12.6 **Volume 1, Part 2, Chapter 8: Landscape and Visual** outlines a preliminary assessment of significance within the PEIR chapter, identifying local recreational receptors such as beaches (which have been classed as 'tourist attractions' as part of the Socio-economics, Recreation and Tourism assessment scope) within 500 m of the indicative zone for underground cable assets and up to 2 km from Walpole B Substation and Converter Station Options A - D (where the focus of activity involves an appreciation of the surrounding landscape) or where construction visibility against the skyline would be noticeable. The chapter identifies the potential for a medium or high magnitude of visual change for users of Anderby Creek Beach and Moggs Eye Beach.
- 15.12.7 **Volume 1, Part 2, Chapter 12: Traffic and Transport** does not identify any specific tourist attractions or facilities. It does assess 'sensitive locations' which include 'tourist areas' and 'recreational areas' however, and the Sensitivity Criteria outlined in

Volume 1, Part 2, Chapter 12: Traffic and Transport notes that receptors may also refer to leisure users and people accessing tourist / visitor attractions. There are no specific sensitive locations identified where tourists have the potential to experience adverse traffic or transport effects as a result of construction, however due to the evolving design of the English Onshore Scheme and the high level nature of assessment undertaken at this stage, this may be updated as part of the traffic and transport ES chapter.

- 15.12.8 Based on the above, there are a limited number of tourist attractions within the 500 m study area that have the potential to experience disruption as a result of amenity effects associated with construction. These are predominantly those which have an outdoor element or are solely outdoor based tourist attractions. Based on the sensitivity criteria outlined in **Table 15-20**, the sensitivity of the of these tourist attractions is deemed to be medium. The magnitude of change as a result of the construction stage cannot be assigned, as this relates to the findings of pre-mitigation significance in the air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined however, there is limited potential for significant adverse effects due to the distance of the majority of tourist attractions from the draft Order Limits. This is a preliminary conclusion however and will be revisited and assessed fully as part of the ES chapter where conclusions of magnitude will be drawn, and effect significance may be increased or decreased.

Tourist Accommodation

Users of Tourist Accommodation

- 15.12.9 There are an estimated 90 tourist accommodation providers located in the 5 km study area (although none are situated within the draft Order Limits). These include: camping and caravan pitches, lodges and static caravan parks, B&Bs, small hotels, larger chain hotels, and holiday cottages and apartments. Most of these accommodation providers are anticipated to remain unaffected by the construction of the English Onshore Scheme, due to their distance from the draft Order Limits.
- 15.12.10 It is not anticipated that there would be any effects on tourist accommodation providers associated with changes to access, or delays to access due to the presence of construction traffic, with the embedded environmental measures as outlined in **Table 15-11** to ensure access throughout construction. An Outline CTMP will be implemented, with measures to ensure liaison with accommodation providers to minimise traffic disruption. This will be reviewed in the ES assessment as the design of the English Onshore Scheme evolves; however a preliminary assessment of magnitude indicates that there would be no significant adverse effects in relation to changes in access or delays to access for users accessing tourist accommodation due to the presence of construction works and traffic.
- 15.12.11 It is anticipated that during construction, there may be tourist accommodation providers which have the potential to experience disruption as a result of amenity effects; particularly caravan and camping parks which provide pitches for tents or mobile homes and rely on the relative tranquillity of outdoor facilities as part of the accommodation. The assessment of amenity in relation to tourist accommodation considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to tourist accommodation. The preliminary findings of these topic assessments are considered below, in relation to the tourist accommodation receptors they identify as having the potential to experience potential significant effects.

- 15.12.12 **Volume 1, Part 2, Chapter 14: Air Quality** does not identify any specific tourist accommodation receptors. It does assess ‘human receptors’⁹ however, which the Sensitivity Criteria outlined in **Volume 1, Part 2, Chapter 14: Air Quality** note are typically associated with residential dwellings and also refer to other premises “*where a person or property may experience the adverse effects of airborne dust or dust soiling, or exposure to PM over a time period relevant to the air quality objectives*”. This is therefore also considered as relevant to tourist accommodation. There are no specific human receptors relevant to tourist accommodation where users have the potential to experience adverse air quality or dust effects within the PEIR chapter, however due to the evolving design of the English Onshore Scheme and the high level nature of assessment undertaken at this stage, this may be updated as part of the ES chapter.
- 15.12.13 **Volume 1, Part 2, Chapter 13: Noise and Vibration** does not identify any tourist accommodation where users have the potential to experience adverse noise or vibration. Due to the evolving design of the English Onshore Scheme and the requirement for additional assessment to be undertaken, this may be updated as part of the ES chapter.
- 15.12.14 **Volume 1, Part 2, Chapter 8: Landscape and Visual** outlines a preliminary assessment of significance within the PEIR chapter, identifying local residential receptors (which in the landscape and visual chapter include tourist accommodation) where the where the presence of construction activity may be highly noticeable for those receptors located within approximately 250 m of the indicative zone for underground cable assets and indicative zone for construction compounds. The chapter identifies the potential for a medium or high magnitude of visual change for users of caravan and camping facilities at:
- Simon Field Farm Camp Site, Anderby;
 - Bluebells Farm Camping / Captain Bluebells Touring Park, Anderby;
 - Sunny Ridge Caravan Park, Anderby; and
 - Strattons Farm Camp Site, near Walton Highway.
- 15.12.15 **Volume 1, Part 2, Chapter 12: Traffic and Transport** does not identify any specific tourist facilities. It does assess ‘sensitive locations’ which include ‘tourist areas’ however, and the Sensitivity Criteria outlined in **Volume 1, Part 2, Chapter 12: Traffic and Transport** notes that receptors may also refer to leisure users and people accessing tourist facilities, as well as residents within dwellings. There are no specific sensitive locations identified where tourist facilities have the potential to experience adverse traffic or transport effects as a result of construction, however due to the evolving design of the English Onshore Scheme and the high level nature of assessment undertaken at this stage, this may be updated as part of the traffic and transport ES chapter.
- 15.12.16 Based on the above, there are a number of tourist accommodation providers within the 500 m study area that have the potential to experience disruption as a result of amenity effects associated with construction. Based on the sensitivity criteria outlined in **Table 15-23**, the sensitivity of the of these accommodation providers is deemed to be medium. The magnitude of change as a result of the construction stage cannot be assigned, as this relates to the findings of pre-mitigation significance in the air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined however, there is the potential for significant (moderate or major) adverse effects at some tourist accommodation providers (predominantly likely to be caravan and camping sites) as a result of amenity effects.

This is a preliminary conclusion however and will be revisited and assessed fully as part of the ES chapter (where conclusions of magnitude will be drawn, and effect significance may be increased or decreased).

Availability of Tourist Accommodation

- 15.12.17 Given the design for the English Onshore Scheme is still being developed, it is not possible to anticipate the number of gross direct jobs generated employing construction workers from outside of the region during construction. Whilst it is anticipated that the English Onshore Scheme would predominantly employ construction workers and contractors from the local (Lincolnshire, Norfolk and Cambridgeshire) and regional (East Midlands and East Anglia) area, dependent on the specialist nature of some construction activities, there may be the requirement to employ specialist contractors who would relocate to the area temporarily. This would result in increased demand for temporary accommodation.
- 15.12.18 It is anticipated that the effect of any influx of construction workers on the capacity of temporary accommodation would be limited, given the number and wide range of providers within the locality which are likely to be able to accommodate new customers / users. However, given that it is not possible to estimate the numbers of construction workers at this stage for the PEIR, there remains the possibility that an influx of construction workers on the capacity of temporary accommodation could result in a minor adverse, medium term, temporary effect during construction. This assessment is based on a reasonable worst-case scenario due to the limited information at the time of writing. The degree of this effect may be reduced in the ES, once the full assessment is carried out.

15.13 Further work to be undertaken

- 15.13.1 The information provided in this PEIR is preliminary, the final assessment of potential significant effects will be reported in the ES. This section describes the further work to be undertaken to support the Socio-economics, Recreation and Tourism assessment presented in the ES.

Baseline

- 15.13.2 Additional work to update the list of baseline receptors will be undertaken, including reviewing those which fall within the draft Order Limits and study areas, as part of the ES following refinement of the English Onshore Scheme design and layout. As part of this, a comprehensive list of PRoW will be compiled and sensitivity assigned (in conjunction with consultation planned to be undertaken with PRoW officers at the relevant local authorities) in relation to the production of a PRoWMP.

Assessment

- 15.13.3 The assessments within this PEIR chapter will be reviewed following further design refinement, taking into account the updated assessments within **Volume 1, Part 2, Chapter 14: Air Quality, Chapter 13: Noise and Vibration, Chapter 8: Landscape and Visual, and Chapter 12: Traffic and Transport**. A magnitude of change will be assigned to all Socio-economics, Recreation and Tourism receptors, and a conclusion of significance made. In addition, the assessment of Employment Generation and availability of Tourist Accommodation will be undertaken. Further work will be undertaken with regards to design elements including the River Nene Temporary

Quay (as described in **Section 4.5 of Volume 1, Part 1, Chapter 4: Description of the Projects**) to identify if there could be potential effects for Socio-economic, Recreation and Tourism receptors and if required, assessment of these potential effects undertaken and reported in the ES.

- 15.13.4 Should any additional environmental measures be required, these will also be determined and detailed as part of the embedded mitigation for the English Onshore Scheme, or as additional mitigation as required.

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