



Preliminary Environmental Information Report Volume 1

Chapter 16 Socio-economics, Recreation and Tourism

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LionLink:

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Glossary of Project Terminology

This Glossary has been provided to define terms used across a number of the LionLink Proposed Scheme documents.

Abbreviations contained herein are provided at the end of the document in the **Topic Glossary and Abbreviations**.

Term	Description
Amendment to Kiln Lane Substation Scenario	The scenario where the Proposed Scheme will comprise the amendments to Kiln Lane Substation that would be required if Kiln Lane Substation was built out pursuant to the EA1N/EA2 DCOs.
Applicant, the	National Grid Lion Link Limited (NGLL)
Bellmouth	A flared vehicular access/egress point connecting permanent route to the public highway.
Converter Station	A converter station changes electricity between High Voltage Alternating Current (HVAC), which power our homes, and High Voltage Direct Current (HVDC) which is more efficient for transporting electricity over long distances and vice versa. The proposed Converter Station is located to the east of Saxmundham.
Converter Station Site	The Converter Station Site as a whole, allowing for the co-location of the Converter Station with the Converter Station being separately consented as part of the Sea Link project.
Co-ordination	The process of people or entities working together.
Co-location	Where different elements of a project, or various projects, are located in one place.
Construction Compound	Temporary compounds installed during the construction phase of the Proposed Scheme. Each compound is likely to contain storage areas such as laydown areas, soils storage, and areas for equipment and fuel, drainage, generators, car parking and offices and welfare areas (portacabins).
Development Consent Order (DCO)	An order made by the Secretary of State pursuant to the Planning Act 2008 (as amended) granting development consent for a Nationally Significant Infrastructure Project. It grants consent to develop the approved project and may include (among other things) powers to compulsorily acquire land and rights where required and deemed marine licences for any offshore works.
Draft Order Limits	The area of land identified as being subject to the DCO application. The Draft Order Limits are made up of the land required both temporarily and permanently to allow for the construction, operation and maintenance, and decommissioning of the Proposed Scheme. All onshore parts of the Proposed

Term	Description
	Onshore Scheme are located within England and offshore parts of the Proposed Offshore Scheme are located within English territorial waters to 12 Nautical Miles and then up to the United Kingdom (UK) Exclusive Economic Zone (EEZ) boundary at sea.
Dutch Offshore Components	Is the term used when referring to the offshore elements of the Project within Dutch waters.
Eastern Route Option	As part of the Underground HVDC cable corridor, the Eastern Route Option would facilitate a degree of co-location with the Sizewell Link Road (SLR) scheme.
Environmental Impact Assessment (EIA)	The EIA is a systematic regulatory process that assesses the potential likely significant effects of a proposed project or development on the environment.
EIA Scoping Report	An EIA scoping report defines the proposed scope and methodology of the EIA process for a particular project or development. The EIA Scoping Report for the Proposed Scheme was submitted to the Planning Inspectorate with a request for the Secretary of State to adopt a scoping opinion in relation to the Proposed Scheme on 6 March 2024.
Environmental Statement (ES)	The ES is a document that sets out the likely significant effects of the project on the environment. The ES is the main output from the EIA process. The ES is published as part of the DCO application.
Exclusive Economic Zone (EEZ)	The zone in which the coastal state exercises the rights under Part V of the United Nations Convention on the Law of the Sea. These rights relate principally to the water column and may extend to 200 nautical miles from baselines. This is distinct from territorial waters, which for the UK extend 12 nautical miles from the coast.
Full Build Out of Kiln Lane Substation Scenario	The scenario if the Proposed Scheme was brought forward first, then it would be responsible for developing Kiln Lane Substation for the Proposed Scheme, with sufficient additional capacity for other projects.
Joint Bay	Underground structures constructed at regular intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Kiln Lane Substation	The proposed connection point for the Project to the British National Electricity Transmission System, located to the north of Friston. Formerly known as Friston Substation. The new name has recently been adopted by NGET. The substation is of the same footprint and in the same location. Friston Substation will, hereafter, be referred to as Kiln Lane Substation.
Landfall	The proposed Landfall is where the proposed offshore HVDC Submarine Cables are brought ashore and meets with the onshore proposed Underground HVDC Cables. This includes the Transition Joint Bay (TJB). The proposed Landfall will be located

Term	Description
	at Walberswick, and there will be no permanent above ground infrastructure at the proposed Landfall.
Landfall Site	The area where the Landfall may be located.
Limit of Deviation	A maximum distance or measurement of variation within which the works must be constructed. These are lateral (i.e. on the ground) and vertical limits (in relation to height).
Link Box Chamber	Link boxes are used at joint bays to facilitate grounding connections to ensure safety and enable maintenance. Link boxes can either be installed below ground, in a link box chamber, or in an above ground link pillar
Multi-purpose interconnector (MPI)	A project where GB interconnection is combined with transmission of offshore generation within GB (and optionally within a connecting state).
National Grid Electricity Distribution (NGED)	The local distribution network operator for the Midlands, the southwest of England and south Wales.
National Grid Electricity Transmission (NGET)	Operators of the national electricity transmission network across Great Britain and own and maintain the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises, but its role in the wholesale market is vital to ensuring a reliable, secure and quality supply to all.
National Grid Lion Link Limited (NGLL)	The Applicant, a joint venture between National Grid Ventures and TenneT. NGLL is a business within the wider National Grid Ventures portfolio.
National Grid Strategic Infrastructure (NGSI)	Part of NGET and responsible for delivering major strategic UK electricity transmission projects, focussed on connecting more clean, low-carbon power to England and Wales.
National Grid Ventures (NGV)	Operates and invests in energy projects, technologies and partnerships to accelerate the development of a clean energy future. This includes interconnectors (such as the LionLink Project), allowing trade between energy markets and the efficient use of renewable energy resources.
Nationally Significant Infrastructure Projects (NSIP)	Major infrastructure developments in England and Wales for which development consent is required, as defined within Section 14 of the Planning Act 2008 (as amended). This includes any development which is subject to a direction by the relevant Secretary of State pursuant to Section 35 of the Planning Act 2008.
Non-standard interconnector (NSI)	A project where GB interconnection is combined with transmission of offshore generation outside of GB.
Northern Route Option	A northern cable corridor option that would allow Underground HVAC Cable delivery for Proposed Scheme only.

Term	Description
Offshore Hybrid Asset (OHA)	A project that combines cross-border interconnection with the transmission of offshore generation, this is an overarching term which covers both multi-purpose interconnectors (MPI) and non-standard interconnectors (NSI).
Order Limits	The maximum extent of land within which the Proposed Scheme may take place, as consented.
Outline Offshore Construction Environmental Management Plan (Outline Offshore CEMP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Offshore Scheme.
Outline Onshore Code of Construction Practice (Outline Onshore CoCP)	Describes the control measures and standards proposed to be implemented to provide a consistent approach to the environmental management of the construction activities of the Proposed Onshore Scheme.
Overhead Lines (OHL)	Conductors (wires) carrying electric current, strung from Tower to Tower.
Planning Act 2008	The Planning Act 2008 being the relevant primary legislation for national infrastructure planning.
Planning Inspectorate (PINS)	The Planning inspectorate review DCO applications and make a recommendation to the Secretary of State, who will then decide whether to approve the DCO.
Preliminary Environmental Information Report (PEIR)	The PEIR is a document, compiled by the Applicant, which presents preliminary environmental information, as part of the statutory consultation process. This is defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 as containing information which “is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)” (Section 12 2. (b)). This PEIR describes the Proposed Scheme, sets out preliminary findings of the EIA undertaken to date, and the mitigation measures proposed to reduce effects. The PEIR is published at Statutory Consultation stage for information and feedback.
Project (the)	The LionLink Project (hereafter referred to as the ‘Project’) is a proposal by National Grid Lion Link Limited (NGLLL) and TenneT. The Project is a proposed electricity link between Great Britain (GB) and the Netherlands with a capacity of up to 2.0 gigawatts (GW) of electricity and will connect to Dutch offshore wind via an offshore platform in Dutch waters.

Term	Description
	The Project is the collective term used to refer to the proposal for all aspects (onshore and offshore) of the proposed interconnector between GB and the Netherlands.
Proposed Offshore Scheme	The term used when referring to the offshore elements of the Proposed Scheme, seaward of the mean high-water springs to the EEZ boundary at sea.
Proposed Onshore Scheme	<p>The term used when referring to the onshore elements of the Proposed Scheme, landward of the mean low water springs. Proposed Onshore Scheme components include:</p> <ul style="list-style-type: none"> a) Kiln Lane Substation. b) Underground High Voltage Alternating Current (HVAC) Cables; c) Converter Station. d) Underground High Voltage Direct Current (HVDC) Cables; and e) Landfall.
Proposed Scheme	Used when referring to the GB scheme components of the Project, not including Dutch components. This includes both the onshore and offshore scheme components which are within UK territorial waters and up to the UK EEZ boundary at sea.
Rochdale Envelope	The Rochdale Envelope or Design Envelope approach is employed where the nature of a proposed development means that some details of a project are not available in advance of, or at the time of submitting the DCO application. The Rochdale Envelope approach defines a design envelope and parameters within which the final design will sit and ensures a robust and reliable EIA can be undertaken.
Scoping Opinion	<p>A scoping opinion is requested from the Planning Inspectorate on behalf of the Secretary of State, to inform the requirements of EIA process and ultimately the ES which will be submitted as part of the application for development consent. Through the scoping process, the views of the statutory consultees and other relevant organisations on the proposed scope of the EIA are sought.</p> <p>A Scoping Opinion for the Proposed Scheme was issued by the Planning Inspectorate (on behalf of the Secretary of State) on 16 April 2024. The Applicant received a separate EIA Scoping Opinion from the Marine Management Organisation (MMO) (Reference DCO/2024/00005, dated 04 September 2024) as the MMO were unable to provide opinion to the Planning Inspectorate in time for the April 2024 deadline.</p>
Scottish Power Renewables (SPR) East Anglia One North (EA1N) and East Anglia 2 (EA2) Consents (SPR) EA1N and EA2 Consents	<p>The Orders made following the Scottish Power Renewables applications for development consent for the following projects:</p> <ul style="list-style-type: none"> a) The East Anglia ONE North Offshore Wind Farm Order 2022; and b) East Anglia TWO Offshore Wind Farm Order 2022

Term	Description
Southern Route Option	<p>A southern cable corridor option that would allow:</p> <ol data-bbox="557 370 1453 550" style="list-style-type: none"> <li data-bbox="557 370 1453 442">Underground HVAC Cable delivery for Proposed Scheme only, or <li data-bbox="557 442 1453 550">Underground HVAC Cable delivery for Proposed Scheme and ducting for Sea Links Underground HVAC and HVDC cables in that section.
Statutory Consultation	<p>Consultation undertaken with the community and stakeholders in advance of the application for development consent being submitted to the Planning Inspectorate, on behalf of the Secretary of state, in accordance with the PA 2008.</p>
Substation	<p>Substations are used to control the flow of power through the electricity system. They are also used to change (or transform) the voltage from a higher to lower voltage to allow it to be transmitted to local homes and businesses.</p>
TenneT	<p>Operator of the electricity transmission network across the Netherlands.</p>
Tower	<p>A structure used to carry overhead electrical conductors, insulators, and fittings. Often described as a pylon.</p>
Transition Joint Bay (TJB)	<p>An underground structure at the Landfall Site that house the joints between the offshore cables and the onshore cables.</p>
Underground Cable Corridors	<p>Collective term for the corridors within which HVAC and HVDC cables are planned.</p>
Underground High Voltage Alternating Current (HVAC) Cable Corridor	<p>A corridor in which the underground HVAC cables are planned to be installed.</p>
Underground High Voltage Alternating Current (HVAC) Cables	<p>Transmission cables which connect between the Converter Station and Substation. HVAC cables are designed to manage fluctuating flow of current.</p>
Underground High Voltage Direct Current (HVDC) Cable Corridor	<p>A corridor in which the underground HVDC cables are planned to be installed.</p>
Underground High Voltage Direct Current (HVDC) Cables	<p>Transmission cables which connect the Converter Station to the Landfall Site and then offshore. HVDC cables are designed to manage current flowing in one direction.</p>
Visibility Splay	<p>An area of land at a road junction that ensures drivers have an unobstructed view of oncoming traffic allowing them to safely join or cross the road.</p>
Western Route Option	<p>As part of the Underground HVDC cable corridor, the Western Route Option would deliver the Scheme within its own corridor with no co-location with the Sizewell Link Road (SLR) scheme.</p>

16 Socio-economics, Recreation and Tourism

16.1 Introduction

16.1.1 This chapter provides a preliminary assessment of the potential likely significant effects from the construction, operation and maintenance, and decommissioning of the Great Britain onshore components of LionLink (hereafter referred to as 'the Proposed Onshore Scheme') in relation to Socio-economics, Recreation and Tourism.

16.1.2 This chapter outlines legislation, policy and guidance that is relevant to Socio-economics, Recreation and Tourism, summarises the engagement undertaken to date, sets out the scope and methodology of assessment, and describes the baseline environment. Following this, a preliminary assessment of the likely significant effects of the Proposed Onshore Scheme on Socio-economic, Recreation and Tourism receptors is presented, taking account of mitigation measures within the design and control measures. The need for any additional mitigation is then considered along with any proposals for monitoring and/or enhancement. The chapter concludes with a summary of residual effects.

16.1.3 Socio-economic, Recreation and Tourism aspects considered within this chapter for the Proposed Onshore Scheme are:

- Employment and the labour market;
- Worker accommodation;
- Public Right of Way (PRoW) network;
- Promoted recreational routes;
- Community facilities and open space;
- Visitor/tourism facilities;
- Other local businesses; and
- Development land.

16.1.4 As recognised through the Scoping Report, there may be potential for in-combination effects on community amenity where effects such as noise and vibration, visual, and construction traffic occur in parallel. The Environmental Statement (ES) will report the in-combination effects on community amenity when the findings of other topic chapters are concluded and can be assessed.

16.1.5 At this stage in the design process, an assessment of effects on farm businesses has not been included as part of the Preliminary Environmental Information Report (PEIR). An assessment will be presented in the ES when further design information is available, and following further consultation with potentially affected farm businesses and landowners in order to understand the likely effects of the Proposed Onshore Scheme.

16.1.6 This chapter should be read in conjunction with **Chapter 2 Description of the Proposed Scheme** of this PEIR, which describes the development parameters against which the effects considered in this chapter have been assessed and **Chapter 5 Approach and Methodology** which describes the approach to the preliminary Environmental Impact Assessment (EIA) including the approach to the assessment scenarios considered.

16.1.7 In addition, there may be interrelationships between the potential effects on Socio-economic, Recreation and Tourism receptors and other disciplines. Therefore, this chapter should be read alongside relevant parts of other chapters; namely:

- Chapter 6 Agricultural Land and Soils** – which considers the impacts on agricultural land, soil as a resource, and agricultural schemes.
- Chapter 10 Health and Wellbeing** – which considers population, health and wellbeing.
- Chapter 13 Landscape and Visual** – which considers visual impacts on nearby settlements, recreational users of PRoW and Public Open Spaces, and visitors to Southwold Pier, boating lakes and associated tourist facilities.
- Chapter 15 Noise and Vibration** – which considers noise effects for residential and community receptors.
- Chapter 17 Traffic and Transport** – which covers PRoW and severance effects.
- Chapter 25 Other Marine Users** – which covers other marine users such as recreational activities in relation to the Proposed Offshore Scheme.

16.1.8 This chapter is supported by the following figures:

- Figure 2.2 Proposed Onshore Scheme;**
- Figure 2.3 Proposed Onshore Scheme Crossing Points;**
- Figure 16.1 Socio-economic, Recreation and Tourism Study Area; and**
- Figure 16.2 Community Facilities and Open Space, Visitor Attractions and Tourism Destinations, Other Local Businesses, Promoted Recreational Routes, and Development Land.**

16.2 Legislation, and policy framework

16.2.1 This section identifies the legislation, policy and guidance that has informed the assessment of the likely significant effects on Socio-economics, Recreation and Tourism.

16.2.2 **Table 16.1** lists the legislation relevant to the assessment of the likely significant effects on Socio-economics, Recreation and Tourism.

Table 16.1: List of relevant legislation for Socio-economics, Recreation and Tourism

Legislation	Relevance to assessment
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 1)	Regulation 5(2)(a) of the Infrastructure Planning (Environmental Impact Assessment)

Legislation	Relevance to assessment
The Planning Act 2008 (Ref 2)	<p>Regulations 2017 requires that the Environmental Impact Assessment (EIA) must identify, describe and assess in an appropriate manner, in light of each individual case, the likely significant direct and indirect effects of the Proposed Onshore Scheme on population and human health. This assessment considers potential impacts on the local population in terms of employment, recreational and community assets, and tourism.</p> <p>The main legislation relevant to the socio-economic and land use effects of the Proposed Scheme is The Planning Act 2008 (PA2008). The Proposed Scheme is not classified as Nationally Significant Infrastructure Project (NSIP) under Section 14 of the PA2008; however, the Applicant submitted a request for a direction pursuant to Section 35 of the Act in July 2022. The Secretary of State (SoS) issued a Direction in August that confirmed that the Proposed Scheme should be treated as a development for which a DCO under the PA2008 is required.</p> <p>Chapter 4 Legislation and Policy Overview provides further information regarding the PA2008.</p>

National policy

National Policy Statement for Energy

16.2.3 The primary policy consideration for the Secretary of State when deciding whether to grant a Development Consent Order (DCO) for the Proposed Scheme will be the National Policy Statements (NPSs) for Energy. Of specific relevance to the Proposed Scheme are the Overarching National Policy Statement for Energy (NPS EN-1) (Ref 3) and the National Planning Policy Framework (Ref 5). These set out a policy framework to guide how DCO applications for energy infrastructure should be decided and how the effects of such infrastructure are considered.

16.2.4 **Table 16.2** lists the paragraphs from the NPS and other national policy that are relevant to the Socio-economics, Recreation and Tourism assessment. It also sets out where these policy requirements are addressed within this chapter.

Table 16.2: List of relevant national policy for Socio-economics, Recreation and Tourism

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
National Policy Statement for Energy EN-1 (Ref 3)		
5.11.30	<p><i>“Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access.”</i></p>	<p>National Trails are assessed alongside promoted recreational routes in Table 16.20 of this chapter; the PRoW network is assessed in Section 16.8 of this chapter; individual PRoWs are identified and considered in Section 17.9 of Chapter 17 Traffic and Transport; and rights of access to land is considered within the assessment of each receptor group, presented in Table 16.20, Table 16.21, Table 16.22, Table 16.23 and Table 16.24.</p>
5.13.2	<p><i>“Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES.”</i></p>	<p>Socio-economic impacts at local and regional levels are considered in Section 16.8 of this chapter, following the methodology set out in Section 16.4.</p>
5.13.3	<p><i>“The applicant is strongly encouraged to engage with relevant local authorities during early stages of project development so that the applicant can gain a better understanding of local or regional issues and opportunities.”</i></p>	<p>Engagement with the relevant local authorities has taken place regarding the Proposed Onshore Scheme and has informed this preliminary assessment, as outlined in Section 16.3 of this chapter. Further engagement is planned as the assessment moves from PEIR to ES.</p>
5.13.4	<p><i>“The applicant’s assessment should consider all relevant socio-economic impacts with suggestions provided through this section of the NPS.”</i></p>	<p>The assessment considers the relevant potential socio-economic impacts from the list provided within the NPS, and as agreed/defined through the scoping process. This is considered in Section 16.8 of this chapter.</p>
5.13.5	<p><i>“Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development’s socio-economic impacts correlate with local planning policies.”</i></p>	<p>Existing socio-economic conditions are described within the baseline conditions in Section 16.6 of this chapter, in line with the approach agreed through the scoping process. An explanation as to how the development’s socio-economic impacts correlate with local planning policies is provided in Section 16.2 of this chapter.</p>

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
5.13.6	<p><i>“Socio-economic impacts may be linked to other impacts, for example visual impacts considered in Section 5.10 but may also have an impact on tourism and local businesses. Applicants are encouraged, where possible, to demonstrate that local suppliers have been considered in any supply chain.”</i></p>	<p>A preliminary assessment of employment and the labour market has been provided in Section 16.2 of this chapter. Further assessment in relation to indirect and induced effects as a result of construction will be presented within the ES. This will consider the potential benefits for local suppliers as a result of the Proposed Onshore Scheme.</p>
5.13.7	<p><i>“Applicants should consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to provide temporary accommodation for construction workers if required.”</i></p>	<p>A preliminary assessment of the construction worker requirements on accommodation, and consideration of whether accommodation strategies will be appropriate, is included in Section 16.8 of this chapter. This will be refined further as detail is made available on the construction approach and reported in the ES.</p>
National Planning Policy Framework (Ref 5)		
85	<p>Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.</p>	<p>The impact of the Proposed Onshore Scheme is considered in Section 16.8 of this chapter. The baseline in Section 16.6 of this chapter has identified receptors including local businesses. The significant effects assessment section of this chapter in Section 16.8 considers the impacts on the identified receptors.</p>
98 (c)	<p>Planning decisions should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.</p>	<p>Valued community facilities and services are identified in Section 16.6 of this chapter, and an assessment of the Proposed Onshore Scheme's impact on these is provided in Section 16.8 of this chapter.</p>
105	<p>Planning decisions should protect and enhance PRoW and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.</p>	<p>The PRoW network is identified as a receptor in the baseline conditions in Section 16.6 of this chapter, and an assessment of the Proposed Onshore Scheme's impacts on the network is provided in Section 16.8 of this chapter. Consideration in relation to potential effects on individual PRoWs is provided in Section 16.9 of Chapter 17 Traffic</p>

Relevant paragraph reference	Summary of policy requirement	Where addressed in PEIR
		and Transport. Opportunities for enhancement, if required, will be identified as in the ES.
200	Planning decisions should ensure that new development should integrate effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.	Existing businesses and community facilities are identified in Section 16.6 of this chapter, and an assessment is provided within Section 16.8 of this chapter.
16.2.5	In April 2025, the Department for Energy Security and Net Zero (DESNZ) published the consultation on the revised energy NPS's, with draft updates made to NPS EN-1, NPS EN-3 and NPS EN-5. The Applicant recognises the clarifications that are proposed in the draft NPS's, including specific reference to Offshore Hybrid Asset's directed into the NSIP regime under Section 35 of the PA2008 (draft NPS EN-1 paragraph 4.2.18 and draft NPS EN-3 paragraph 1.6.3).	
16.2.6	The Applicant acknowledges that the draft policy is subject to change and therefore all potentially relevant references that apply to the Proposed Scheme are not recorded within this PEIR.	
16.2.7	The Applicant will continue to monitor the progress of the designation of the draft NPS's and their applicability to the Proposed Scheme, as it progresses through Statutory Consultation and towards the submission of the application for development consent.	

Local policy

16.2.8 The local policies listed in **Table 16.3** are considered relevant to the Socio-economics, Recreation and Tourism assessment of the Proposed Onshore Scheme.

Table 16.3: List of relevant local policy for Socio-economics, Recreation and Tourism

Local planning authority	Relevant local policy/strategy	Relevance to assessment
East Suffolk Council (ESC)	Suffolk Coastal Local Plan (Ref 6) Policy SCLP3.1: Strategy for Growth States that the Council will support and facilitate economic growth in the area	Development land (in the form of development allocations and mineral resource areas) has been identified in Section 16.6 of this chapter and

Local planning authority	Relevant local policy/strategy	Relevance to assessment
	<p>through the supply of more than the baseline requirement of 11.7ha of land for employment uses and to deliver at least 6,500 jobs, to enable key economic activities to maintain and enhance their role within the UK economy. The Council is also committed to delivering at least 9,756 new homes over the plan period, along with infrastructure required to support this growth.</p>	<p>assessed in Section 16.8 of this chapter.</p>
ESC	<p>Suffolk Coastal Local Plan (Ref 6) Policy SCLP 3.4: Proposals for Major Energy Infrastructure Projects Notes that any proposals for major energy infrastructure projects in the plan area need to mitigate the impacts arising from them and have regard to maximising economic and community benefits where feasible, through agreement of strategies in relation to employment, education and training opportunities for the local community.</p>	<p>A preliminary assessment of the Proposed Onshore Scheme's economic benefits is included in Section 16.8 of this chapter. This will be refined further (alongside consideration of whether employment, education and training strategies will be appropriate) as detail is made available on construction approach and reported in the ES.</p>
ESC	<p>Suffolk Coastal Local Plan (Ref 6) Policy SCLP 6.1: Tourism States that tourism will be managed in order to protect features of the area that attract visitors and support local facilities.</p>	<p>The potential effects of the Proposed Onshore Scheme on tourism destinations are assessed in Section 16.8 of this chapter.</p>
ESC	<p>Suffolk Coastal Local Plan (Ref 6) Policy SCLP 8.2: Open Space States that proposals for development that results in the loss of open spaces will only be permitted in exceptional circumstances where the proposal is necessary to support open nature and will enhance local character, wildlife, increase local amenity and be of greater community.</p>	<p>Community facilities and open space receptors are identified in Section 16.6 and are assessed in Section 16.8 of this chapter.</p>
Suffolk County Council (SCC)	<p>Energy and Climate Adaptive Infrastructure Policy (Ref 7) Notes the strategic importance of Suffolk for the location of offshore wind and interconnection projects as well as the challenges that climate change poses to the County. The policy outlines</p>	<p>Impacts and effects to the local community are considered in Section 16.8 of this chapter.</p>

Local planning authority	Relevant local policy/strategy	Relevance to assessment
SCC	<p>how, in principle, the Council will engage and influence other parties to ensure adverse impacts to local communities are addressed by future decisions.</p> <p>Suffolk Minerals and Waste Local Plan (SMWLP) 2020 (Ref 8)</p> <p>The SMWLP contains planning policies for determining planning applications for minerals and waste development, as well as safeguarding the same from other forms of competing development. The SWMLP takes a positive approach to minerals and waste development that reflects the presumption in favour of sustainable development.</p>	<p>Impacts and effects to mineral safeguard areas are considered in Section 16.8 of this chapter.</p>
SCC	<p>Energy and Climate Adaptive Infrastructure Policy – Public Rights of Way and Green Access Supplementary Guidance Document (SGD) (Ref 9)</p> <p>Expects promoters of infrastructure projects to consider the importance of, and impacts upon, PRoW or Green Access when developing projects. The document emphasises how PRoW and Green Access make a significant contribution to the local communities' public amenity, sense of place, mental well-being, physical health, and overall well-being. It states, "<i>particularly in rural areas of Suffolk, the quality of the network strongly supports the visitor economy, and the offer to Suffolk's visitors</i>".</p>	<p>Open space receptors are identified in Section 16.6 and are assessed in Section 16.8 of this chapter. PRoWs are individually assessed in Section 17.9 of Chapter 17 Traffic and Transport, and the PRoW network is assessed in Section 16.8 of this chapter.</p>
ESC	<p>East Suffolk Economic Strategy 2022-2027 (Ref 10)</p> <p>The vision is focused around three priorities: to support and encourage local people, protect, and regenerate places, and grow and invest into local business. The strategy sets out the importance of the clean energy sector</p>	<p>Employment and the labour market are considered in Section 16.8 of this chapter.</p> <p>A preliminary assessment of the Proposed Onshore Scheme's economic benefits is included in Section 16.8 of this chapter. This will be refined further as detail is made available on construction approach and reported in the ES.</p>

Local planning authority	Relevant local policy/strategy	Relevance to assessment
	<p>as it will continue to maximise economic opportunities for East Suffolk.</p> <p>East Suffolk Visitor Economy Strategy 2022-2027 (Ref 11)</p> <p>The strategy aims to build a visitor economy that is sustainable, net-zero, inclusive, supports local businesses and scales-up the local economy. ESC is concerned about the potential conflict between tourism and the clean energy sector. The strategy addresses the challenge that the 'Energy Coast' will bring for the visitor economy, and initial plans to mitigate and limit disruption.</p>	<p>Potential effects on employment and the labour market, as well as effects on visitor/tourism facilities are considered in Section 16.8 of this chapter.</p>
SCC	<p>Suffolk Green Access Strategy 2020-2030 (Ref 12)</p> <p>The strategy aims to protect, maintain and develop the local right of ways and green access and to optimise the value of the network for residents and visitors. Following consultation with the public, user groups, parish councils and land managers, the strategy sets out a Delivery Plan, focusing on four themes. These are as follows:</p> <ul style="list-style-type: none"> - managing green access infrastructure; - improving green access infrastructure; - promoting green access; and - developing healthy and sustainable communities. 	<p>Potential effects to community facilities and open space are considered in Section 16.8 of this chapter.</p> <p>National Trails are assessed alongside promoted recreational routes in Table 16.20 of this chapter; the PRoW network is assessed in Section 16.8 of this chapter; and individual PRoW are identified in Section 17.9 of Chapter 17 Traffic and Transport. Opportunities for enhancement, if required, will be identified in the ES.</p>
Saxmundham Town Council	<p>Saxmundham Neighbourhood Plan 2022-2036 (Ref 13)</p> <p>The Saxmundham Neighbourhood Plan (Ref 13) policy of relevance to Socio-economics, Recreation and Tourism includes SAX6: PRoW, which states that existing PRoW, including bridleways and footpaths, should be protected and</p>	<p>The potential effects on the PRoW network is provided in Section 16.8 of this chapter, and the potential effects on individual PRoWs is provided in Section 16.9 of Chapter 17 Traffic and Transport.</p>

Local planning authority	Relevant local policy/strategy	Relevance to assessment
	enhanced to promote walking and cycling.	

16.3 Consultation and engagement

16.3.1 This section describes the outcome of, and response to, the **EIA Scoping Opinion** (Ref 14) in relation to the onshore Socio-economics, Recreation and Tourism assessment.

16.3.2 It also provides details of the ongoing and planned technical engagement that has or will be undertaken with key stakeholders and provides a brief overview of the non-statutory public consultation undertaken to date.

16.3.3 Feedback from engagement and consultation are used to define the assessment approach and to ensure that appropriate baseline information is used.

16.3.4 It should be noted that feedback is also used to drive the design of the Proposed Onshore Scheme to avoid, prevent and reduce likely environmental effects where reasonably practicable. PEIR **Chapter 3 Alternatives and Design Evolution** reports how the Proposed Scheme design has evolved in response to feedback. Details of proposed embedded design (Primary) mitigation and standard good practice (Tertiary) mitigation measures relevant to the Socio-economics, Recreation and Tourism assessment are provided in **Section 16.3** of this chapter.

Consultation

Non-Statutory Consultation

16.3.5 Feedback received from stakeholders during the Non-Statutory Consultation in 2022 and 2023 is outlined within the **Interim Non-Statutory Consultation Feedback Summary Report 2023** (Ref 15) and **Supplementary Non-Statutory Consultation Summary Report 2024** (Ref 16).

16.3.6 **Table 16.4** below includes a summary of key non statutory consultation feedback received to date and how this has been addressed within the PEIR or will be within the ES.

Table 16.4: Key non statutory consultation feedback for Socio-economics, Recreation and Tourism

Stakeholder	Comment	Applicant response
Suffolk Coast and Heaths Area of	The Proposed Scheme has the potential to negatively impact people's enjoyment of the National Landscape by significant development during the construction	A preliminary assessment of the likely effects on the statutory purpose and Special Qualities of the Suffolk and Essex Coast and Heaths National

Stakeholder	Comment	Applicant response
Outstanding Natural Beauty (AONB) (now known as Suffolk and Essex Coast and Heaths National Landscape)	phase. Any assessment of impacts on the AONB should be mirrored by similar assessments on the qualities of the Heritage Coast.	Landscape is provided in Chapter 13 Landscape and Visual . Promoted recreational routes are assessed in Section 16.8 of this chapter, including the King Charles III England Coast Path and the Suffolk Coast Path.
East Suffolk Council; Friston Parish Council; Dunwich Parish Council; Benhall and Sternfield Parish Council; and Aldeburgh Town Council	<p><u>Impact on Public Rights of Way and footpaths</u></p> <p>Recreation for local people and tourism could be impacted by the permanent or temporary closure or diversion of PRoWs, footpaths, and permitted routes. Greater consideration should be given to the popular coastal paths and public rights of way which will be affected by the works. Further detail is required in relation to the design of the works and timings.</p>	The PRoW network and promoted recreational routes are identified as receptors in Section 16.6 of this chapter, and a preliminary assessment is provided in Section 16.8 of this chapter. PRoWs that are within the Draft Order Limits or affected by the Proposed Onshore Scheme (for example as a result of diversion, re-routing and closure) are individually identified within Chapter 17 Traffic and Transport and Figure 17.3 .
East Suffolk Council	Greater consideration needs to be given to the impacts on residential amenity, commercial enterprises and public amenity from the works at the landfall.	An assessment of the potential for in-combination effects on community amenity will be presented in the ES as outlined in Chapter 28 Cumulative Effects .
East Suffolk Council	<p><u>Employment</u></p> <p>Any direct or indirect employment opportunities should be accessible to the resident population of East Suffolk, and any potentially negative effects on employment within the visitor economy and wider business population need to be suitably assessed and mitigated. Greater information about workforce planning is required.</p>	<p>Employment and the labour market has been scoped into the Socio-economic, Recreation and Tourism assessment. The receptor is identified in Section 16.6 of this chapter and preliminarily assessed in Section 16.8 of this chapter.</p> <p>The workforce profile alongside the feasibility of locally sourcing the workforce, will be refined and reported in the ES as further detail is made available on construction approach.</p>
Leiston Town Council; Snape	<p><u>Cumulative effects of energy projects</u></p> <p>Concerns that the cumulative impact of NSIPs in the area will adversely affect the local economy and displace the</p>	<p>Chapter 28 Cumulative Effects of this PEIR defines the methodology for the assessment of cumulative effects. The Socio-economics, Recreation and</p>

Stakeholder	Comment	Applicant response
Parish Council; Friston Parish Council; Dunwich Parish Council; and Leiston-cum-Sizewell Town Council	<p>resident population. These impacts will be particularly severe during the Spring and Summer when there are high levels of visitor traffic which is further exacerbated by the numerous festivals which take place during this period. This must be properly analysed and a full assessment made of the overall effect on the local economy.</p> <p>Coordination between energy projects for example Sizewell C, Friston substation, Sea Link, Euro Link, Nautilus, EA1, 2 and 3, is needed.</p>	<p>Tourism assessment of intra- and inter-project cumulative effects will be carried out and reported within the ES.</p>
Friston Parish Council	<p><u>Construction worker accommodation needs</u></p> <p>No assessment has been made of the accommodation needs of construction workers for Sea Link and Lion Link. It is vital that this assessment is made cumulatively with all known projects for the area, so that an assessment can be made to check that local people and visitors will not be displaced due to the numbers of construction workers seeking accommodation.</p>	<p>Worker accommodation has been scoped into the Socio-economic, Recreation and Tourism assessment. The receptor is identified in Section 16.6 of this chapter and preliminarily assessed in Section 16.8 of this chapter. The Socio-economics, Recreation and Tourism assessment of intra- and inter-project cumulative effects will be carried out and reported within the ES as set out in Chapter 28 Cumulative Effects.</p>
Friston Parish Council	<p><u>Employment</u></p> <p>There is no information on the number of workers to be employed on these projects and these figures must be provided urgently. The projects do not deliver the creation of any permanent operation phase employment, and this should be recognised when considering the planning balance.</p>	<p>A preliminary assessment of likely workforce profile is provided in Section 16.8 of this chapter. This, alongside the feasibility of locally sourcing the workforce, will be refined further and reported in the ES as further detail is made available on construction approach.</p>
Dunwich Parish Council; Southwold Town Council; Theberton and Eastbridge Parish Council; Aldeburgh Town Council;	<p><u>Impact on tourism and visitor economy</u></p> <p>Tourism on this coast is crucial to the region's economy and it is important that major construction projects take this into account. Concerns that the Proposed Scheme could damage the visitor economy and industrialise the area. Whereas now visitors associate the area with tranquillity, landscape serenity, natural heritage features and cultural heritage, during the onshore construction phase the area will become associated with increased traffic and construction.</p>	<p>Visitor/tourism facilities are identified in Section 16.6 of this chapter and assessed in Section 16.8 of this chapter. Chapter 8 Ecology and Biodiversity provides a preliminary assessment of impacts upon statutory and non-statutory designated sites</p>

Stakeholder	Comment	Applicant response
Leiston-cum-Sizewell Town Council; and Suffolk Coast Destination Management Organisation	<p>The value of Site of Special Scientific Interest (SSSI), Royal Society for the Protection of Birds (RSPB) reserve land and areas without infrastructure have not been adequately considered as vital elements of the economy as a tourism destination, and as a place of tranquillity which contributes towards physical well-being and mental health.</p>	
Dunwich Parish Council; and Suffolk Coast Destination Management Organisation	<p><u>Construction traffic</u> During construction there will be disruption from heavy construction traffic. Concerns about negative and disruptive impacts on the local area (mainly through traffic).</p>	<p>There may be potential for in-combination effects on community amenity where effects such as noise and vibration, visual, and construction traffic occur in parallel. The ES will report the in-combination effects on community amenity in line with the methodology presented in Chapter 28 Cumulative Effects.</p>
Walberswick Parish Council	<p><u>Impact on businesses in Walberswick</u> Two pubs, three cafes, pub accommodation, 2 camping sites, dozens of self-catering businesses and several small shops are all supported by the year-round tourist trade. Walberswick beach is small and a large portion of it would be cordoned off as a construction zone.</p> <p>If the Proposed Scheme was to land on the Walberswick beach, the impact would be catastrophic for every village business.</p>	<p>Receptors within Walberswick (as a key settlement) are preliminarily assessed in Section 16.8 of this chapter. The proposed Underground Cables at Walberswick beach would be installed via a trenchless technique. There would be no permanent above ground infrastructure in this location and access along the Coast Path would be retained where reasonably practicable.</p>
Walberswick Parish Council	<p><u>Loss of Amenity</u> The construction phase and ongoing maintenance required would have a negative impact on local residents. The loss of access to the beach and to land along the cabling route during construction will represent a loss of amenity.</p>	<p>An assessment of the potential for in-combination effects on community amenity will be presented in the ES in line with the methodology presented in Chapter 28 Cumulative Effects.</p>
Suffolk Energy Action Solutions (SEAS)	<p>Concerns regarding job losses. Job worries for younger people who are dependent on tourism and hospitality sectors, working for themselves or for small businesses and older generations who chose to retire here away from the</p>	<p>Employment and the labour market is preliminarily assessed in Section 16.8 of this chapter, alongside visitor/tourism facilities, and other local businesses.</p>

Stakeholder	Comment	Applicant response
	pollution and noise of typically more industrialised urban areas.	A preliminary assessment of likely workforce profile is included in Section 16.8 of this chapter. This, alongside the feasibility of locally sourcing the workforce will be refined and reported in the ES when further detail is made available on construction approach.

Table Note Style

EIA Scoping Opinion

16.3.7 An **EIA Scoping Opinion** was adopted by the Planning Inspectorate on behalf of the Secretary of State on 16 April 2024.

16.3.8 Comments received from the Planning Inspectorate in relation to Socio-economics, Recreation and Tourism are provided in **Table 16.5**.

Table 16.5: Preliminary response to Planning Inspectorate Scoping Opinion comments for Socio-economics, Recreation and Tourism

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
3.11.1	Direct impacts on residential properties during construction. The Inspectorate agrees that as no direct impact is required to residential properties during construction, significant effects are not likely to occur, and this matter can be scoped out of the assessment. However, the ES should confirm that there is no change in these assumptions based on the final design that would result in direct impacts.	There remain no direct impacts on residential properties during construction of the Proposed Onshore Scheme. Therefore, this is scoped out of this assessment.
3.11.2	Indirect impacts on residential properties during construction. The Scoping Report states that indirect effects to residential property will be managed through the Construction Traffic Management Plan (CTMP) and Construction Environment Management Plan (CEMP) and that access to properties would be maintained at all times to reduce the potential for significant effects. The Planning Inspectorate notes that construction effects on human receptors, including noise and dust to residential receptors within the relevant study area, are	Potential indirect socio-economic effects on residential properties during construction is scoped out of this assessment. Specific noise and dust effects are considered within Chapter 7 Air Quality and Chapter 15 Noise and Vibration . Potential community amenity effects through wider in-combination effects will be reported as part of the ES.

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
	<p>proposed to be scoped into the ES. The Inspectorate agrees that indirect impacts to residential property do not need to be separately assessed and this matter can be scoped out of the ES.</p>	
3.11.3	<p>Tourist accommodation during construction. The Scoping Report states that most workers are anticipated to be sourced locally, however an estimation of workforce numbers is not provided. The Inspectorate is therefore unable to make a judgement on whether this likely number of workers is feasible to be sourced locally; this matter should be scoped into the assessment. The Applicant's attention is drawn to the comments of SCC (Appendix 2 of this Opinion) regarding identification of a workforce profile; the ES should describe the workforce profile that has been assumed in the assessment.</p>	<p>A preliminary assessment of likely workforce profile and the construction worker requirements on accommodation, and the potential effect of this on the accommodation stock within the wider study area, is included in Section 16.8 of this chapter. This, alongside the feasibility of the workforce being sourced locally, will be refined further as detail is made available on construction approach and reported in the ES.</p>
3.11.4	<p>Residential property direct and indirect impacts, community amenity, business direct and indirect impacts, community facilities and open space direct and indirect impacts, PRoW including promoted recreational routes, visitor attractions, tourism sector including tourism destinations, development land during operation.</p> <p>The Scoping Report proposes to scope these matters out for the operational phase of the Proposed Development as no direct or indirect significant effects are expected during operation due to the limited nature of maintenance activities required.</p> <p>In the case of PRoW, operational effects would be separately assessed as part of the Traffic and Transport ES Chapter. In the case of impacts to development land, it is stated that permanent effects would be assessed as part of the construction phase assessment. On that basis, the Inspectorate agrees that significant effects from the remaining matters are not likely, and they can be scoped out of the assessment.</p>	<p>PRoWs are considered separately within Chapter 17 Traffic and Transport. All other potential effects during operation have been scoped out of this assessment in line with the EIA Scoping Opinion.</p>

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
3.11.5	<p>The Scoping Report states that a 500m buffer has been informed by published industry guidance and professional judgement. The ES should confirm which guidance has been referred to, and why it is appropriate as a basis for defining the study area. Effort should be made to agree the final study area(s) with relevant consultation bodies, including the host local authorities. The ES should report the level of agreement or otherwise. The Applicant's attention is drawn to the comments of ESC (Appendix 2 of this Opinion) regarding Saxmundham and Southwold town centres. The study area should be extended to include these locations where there is potential for likely significant effects to local businesses.</p>	<p>As set out within this chapter, the local study area has been reviewed in light of comments received through the scoping process. The buffer which forms the local study area has been extended to include the settlements of Saxmundham and Walberswick with relevant potential effects considered in response to feedback from SCC. Further engagement will be undertaken with SCC on the scope of the local study area in the ES.</p> <p>The option for a landfall at Southwold has not emerged as the preferred landfall option and therefore Southwold is not considered further.</p>
3.11.6	<p>Recreational Routes</p> <p>The Scoping Report refers to promoted recreational routes within the study area that form part of the baseline. The Planning Inspectorate advises that cross-reference should be made to baseline information in the Landscape and Visual Impact and Traffic and Transport ES Chapters to ensure that all routes have been captured. For example, it is noted that users of the King Charles III England Coast Path National Trail may be affected. The Applicant's attention is drawn to the comments of SCC (Appendix 2 of this Opinion), which provide further information about recreational routes.</p>	<p>Reference to other relevant chapters of this PEIR is made where appropriate with baseline data utilised in relation to PRoW and recreational routes.</p>
SCC	<p>The boundaries used for the labour market area are considered to be inappropriate and do not reflect commuting patterns for construction workers for infrastructure projects and excludes major sources of labour. A wider labour market area would also need to take into account the impact of other Nationally Significant Infrastructure Projects with a concurrent construction phase as this will likely further widen the labour market area.</p>	<p>More detail on the workforce profile expected to work across the construction and maintenance period, and the proportion of workers who will be expected to live locally to the site, will be refined for the ES, taking into account other developments taking place or planned locally. This will inform the assessment of construction employment effects and align to travel to work areas being considered within Chapter 17 Traffic and Transport.</p>

Scoping Opinion ID	Scoping Opinion Comment	How this is addressed
SCC	SCC consider that within 'Socio-economics, Recreation and Tourism', the PRoW network should itself be considered a visitor attraction as they play a vitally important part in the offer and function of the visitor economy enabling access to the countryside and wildlife of the Suffolk coast area.	This chapter considers the PRoW network as a visitor attraction in Section 16.8 , as well as promoted recreational routes (as a recreational resource available to the community and tourists). PRoWs are individually assessed within Section 17.9 of Chapter 17 Traffic and Transport .
SCC	Similarly, SCC believes that the applicant should include all the PRoW network in scope as recreational routes, as this is one of the fundamental roles they serve for local communities and the visitor economy as well as enabling active travel.	<p>Chapter 17 Traffic and Transport identifies the individual PRoW affected by the Proposed Onshore Scheme within Section 17.6 and includes an assessment of potential effects within Section 17.9.</p> <p>The PRoW network as a visitor attraction is assessed within Section 16.8 of this chapter.</p>
SCC	The baseline data is incomplete, omitting the King Charles III England Coast Path National Trail and the many other local authority promoted walks and rides.	The baseline information has been updated for this preliminary assessment, to include the King Charles III England Coast Path National Trail as well as other promoted recreational routes. Further engagement will be undertaken with SCC regarding the baseline data in the ES.

Engagement

16.3.9 This section provides details of the ongoing and future technical engagement that has been/will be undertaken with stakeholders in relation to Socio-economics, Recreation and Tourism, and is outlined below.

Key stakeholders

16.3.10 Key stakeholders with views and concerns regarding Socio-economics, Recreation and Tourism focusses on the relevant local authorities within the areas surrounding the Proposed Onshore Scheme.

16.3.11 Engagement was undertaken with SCC and ESC in August 2023 in relation to the scope of this assessment, prior to the issuing of the Scoping Report. The key points of discussion included:

- the extent of the study area;
- local businesses identified as receptors; and
- the assessment of the potential impacts on tourism.

16.3.12 Further engagement will be undertaken with relevant stakeholders to obtain information that they hold to supplement the assessment and to seek their views with regards to the following:

- the findings of this preliminary assessment;
- the receptors identified; and
- any receptor-specific discussions for example PRoW/employment.

16.4 Assessment methodology

16.4.1 This section outlines the methodology followed to assess the potential likely significant effects of the Proposed Onshore Scheme in relation to Socio-economic, Recreation and Tourism including:

- scope of the assessment;
- study area;
- methodology; and
- assessment of cumulative effects.

16.4.2 This section provides a description of how receptor sensitivity, magnitude of impact and significance of effects are all described and assigned to the assessment.

16.4.3 The project-wide approach to the assessment methodology is set out in **Chapter 5 EIA Approach and Methodology** of this PEIR.

Scope of the assessment

16.4.4 Potential likely significant effects requiring assessment may be temporary or permanent and may occur during construction, operation and maintenance, and decommissioning. Potential likely significant effects on Socio-economic, Recreation and Tourism receptors within the scope of the assessment are summarised in **Table 16.6**. The scope of the assessment has responded to feedback received as detailed in **Section 16.3** and the baseline for the assessment aligns to these receptors as set out in **Section 16.6**.

16.4.5 Other local businesses are identified as businesses falling outside those identified as visitor attractions and tourism destinations, and community facilities. At this stage in the design process, an assessment of effects on farm businesses has not been included as part of the PEIR. An assessment will be presented in the ES based on the level of further design information gained and consultation with potentially affected farm businesses.

16.4.6 An assessment of the potential for in-combination effects on community amenity will be presented in the ES when the findings of other topic chapters are concluded.

Table 16.6: Summary of the scope for Socio-economic, Recreation and Tourism assessment

Receptor	Construction	Operation	Decommissioning
Employment and the labour market	Scoped in	Scoped in	Scoped in
Worker accommodation	Scoped in	Scoped out	Scoped in
PRoW network	Scoped in	Scoped out	Scoped in
Promoted recreational routes	Scoped in	Scoped out	Scoped in
Community facilities and open space	Scoped in	Scoped out	Scoped in
Visitor/tourism facilities	Scoped in	Scoped out	Scoped in
Other local businesses	Scoped in	Scoped out	Scoped in
Development land	Scoped in	Scoped out	Scoped in

Study area

16.4.7 This section describes the spatial scope (the area which may be impacted) for the assessment as it applies to Socio-economic, Recreation and Tourism receptors. In order to reflect the potential effects that may arise, the study area is proposed at two distinct levels as follows and shown on **Figure 16.1**:

- Potential employment and labour market effects, as well as effects on worker accommodation (economic effects) are assessed at the level of the labour market study area, which looks across East Suffolk, Suffolk and the wider East of England region as appropriate. This is identified as the wider study area throughout this PEIR chapter.
- Potential effects on individual receptors including the PRoW network, promoted recreational routes, community facilities and open space, visitor/tourism facilities, other local businesses, and development land are assessed at the level of the local study area, comprising land within the proposed Onshore Draft Order Limits plus a 500m buffer and the key settlements of Saxmundham and Walberswick, as shown on **Figure 16.1**.

16.4.8 In response to comments received at EIA Scoping, the 500m buffer has been reviewed to ensure that it includes all relevant receptors within the areas surrounding the Proposed Onshore Scheme. This process has seen the local study area extended to include the key settlements of Saxmundham and Walberswick and receptors within this study area have been identified and considered where potential effects are likely.

Assessment scenarios

16.4.9 **Chapter 5 EIA Approach and Methodology** of this PEIR, provides an overview of the Proposed Scheme's approach to the temporal scope (the timescales over which impacts may occur) of the EIA. This section describes the temporal scope for the assessment as it applies to Socio-economics, Recreation and Tourism.

16.4.10 At this time, there are a number of ways that certain components of the Proposed Onshore Scheme may be delivered due to ongoing coordination with third party projects which are being brought forward within the same location (see **Chapter 2 Description of the Proposed Scheme** of this PEIR for further details of coordination with other parties). Therefore, this assessment at PEIR stage has considered possible alternative scenarios and options based on which entity could be responsible for consenting components, delivering the construction and operation of these components, and optionality associated with the coordination of their delivery.

16.4.11 Alternative scenarios and options have been described further within **Section 5.6 of Chapter 5 EIA Approach and Methodology** and have been considered within the technical assessment chapters of this PEIR. The Full Build Out of Substation Scenario has been assessed as the reasonable worst-case scenario, when considering potential effects on socio-economic receptors (for example greater spatial scale):

- Proposed Full Build Out of Substation Scenario– if the Proposed Scheme was delivered prior to the SPR/EA1N/EA2 schemes, then it would be responsible for consenting the Substation component for the Proposed Scheme. This would require the full build out of the Substation and its supporting infrastructure.

16.4.12 The remainder of this chapter therefore considers the Full Build Out of Substation Scenario only, which is representative of the reasonable worst-case scenario for socio-economic receptors.

Baseline methodology

Data collection

16.4.13 Baseline data collection has been undertaken to obtain information over the wider and local study area. This section provides the approach to collecting baseline data.

16.4.14 The following sources of data have been utilised to inform the baseline with respect to Socio-economics, Recreation and Tourism. In addition to these data sources, the assessment draws on environmental baseline data collated for other topics, specifically, baseline data presented in **Chapter 17 Traffic and Transport** of this PEIR.

Table 16.7: Data sources used to inform the Socio-economic, Recreation and Tourism assessment

Source of data	Baseline data
Aerial imagery/mapping	For identification of community facilities and open space, visitor/tourism facilities, and other local business receptors within the areas within

Source of data	Baseline data
	and surrounding the Proposed Onshore Scheme.
Office for National Statistics (ONS)	Census 2021 data (various datasets) (Ref 18) for data in relation to employment and the labour market.
ONS	Business Register and Employment Survey data (Ref 18) for data in relation to employment and the labour market.
Building Research Establishment Limited (BRE)	Integrated Dwelling Level Housing Stock Modelling and Database (Ref 19) for data in relation to worker accommodation.
Visit Britain	Accommodation Survey and Occupancy data (Ref 20) for data in relation to worker accommodation.
SCC	Local Planning Policy (Ref 6) for data in relation to development land.
Discover Suffolk	For data in relation to Promoted Recreational Routes (Ref 21)
National Trail	For data in relation to Promoted Recreational Routes (Ref 22)
The Long Distance Walkers Association (LDWA)	For data in relation to Promoted Recreational Routes (Ref 23)
East Suffolk Lines	For data in relation to Promoted Recreational Routes (Ref 24)

16.4.15 Baseline data collection for the Socio-economics, Recreation and Tourism assessment has been desk based. No surveys specific to the Socio-economics, Recreation and Tourism assessment have informed the PEIR. Surveys of the PRoW network are being undertaken during July/August 2025 and will inform the assessment as ES stage.

16.4.16 The following data was not available at the time of writing this PEIR but will be included within the ES:

- Up to date information on the number of bedspaces within the study area.

Assessment methodology

16.4.17 The approach to assessment is set out in **Chapter 5 EIA Approach and Methodology** of this PEIR. This has informed the approach used in this Socio-economics, Recreation and Tourism assessment.

16.4.18 The assessment of Socio-economics, Recreation and Tourism effects takes account of the value of the receptor and the magnitude of the potential impact, as set out within the Tables below.

16.4.19 **Table 16.8** provides definitions of the sensitivity criteria used in the assessment.

Table 16.8: Sensitivity or value of receptors

Sensitivity	Definition of sensitivity
Very high	Businesses, individuals, groups of individuals, or other receptors possessing very significant economic, social and/or community value. These receptors are considered very likely to incur a material loss or gain as a result of potential changes in the environment, with little to no potential for substitution. For example, a national trail, other promoted/recreational routes or the over-sail of a business premise or community facility.
High	Businesses, individuals, groups of individuals, or other receptors possessing some significant economic, social and/or community value. These receptors are considered likely to incur some material loss or gain as a result of potential changes in the environment, with limited potential for substitution. For example, a footpath or bridleway, directly affected business premises or community facilities.
Medium	Businesses, individuals, groups of individuals, or other receptors possessing some economic, social and/or community value. These receptors are considered likely to incur a material loss or gain as a result of potential changes in the environment, with potential for substitution. For example, land associated with a business receptor or community facility.
Low	Businesses, individuals, groups of individuals, or other receptors possessing some economic, social and/or community value. These receptors are not considered likely to incur any loss or gain as a result of potential changes in the environment. For example, a permissive trail.
Negligible	Businesses, individuals, groups of individuals, or other receptors possessing limited economic, social and/or community value. These receptors are not considered likely to incur any loss or gain as a result of potential changes in the environment.

16.4.20 **Table 16.9** provides definitions of the magnitude of impact criteria used in the assessment.

Table 16.9: Magnitude of impact

Impact Magnitude	Definition of magnitude
Large	An impact that would be likely to result in total loss of an individual receptor or permanent changes to baseline conditions for a large number of businesses, individuals or groups of individuals.
Medium	An impact that would be very likely to result in partial changes to baseline conditions for a moderate number of businesses, individuals or groups of individuals.
Small	An impact that would be likely to result in minor changes to baseline conditions for a small number of businesses, individuals or groups of individuals.
Negligible	An impact that would be likely to result in little or no change to baseline conditions for businesses, individuals or groups of individuals.

16.4.21 For example, a large magnitude of impact could be as a result of a direct acquisition and demolition of a community facility or business or severance of access with no alternative provided. A medium magnitude of impact could be as a result of partial removal or change to access which would compromise a business's or facility's viability, or severance with limited alternative provision. A small magnitude of impact could be as a result of changes to the baseline which do not have an impact on the viability of a local business or community facility, and where access is impacted but with appropriate provisions provided. A negligible magnitude of impact would generally mean no change to a local business or the community, i.e., business as usual.

16.4.22 **Table 16.10** illustrates how the sensitivity and magnitude criteria are used to assess overall significance within this assessment. Typically, those effects that are moderate and major, are considered significant (beneficial or adverse), with minor or negligible effects considered not significant. However, professional judgement may be applied in defining these effects given the largely qualitative nature of the assessment.

Table 16.10: Significance criteria

		Receptor value/sensitivity				
Magnitude of impact		Very High	High	Medium	Low	Negligible
Large	Major	Major / moderate	Major / moderate	Moderate / minor	Minor / negligible	
Medium	Major / moderate	Major / moderate	Moderate / minor	Minor / negligible	Negligible	
Small	Moderate / minor	Moderate / minor	Moderate / minor	Minor / negligible	Negligible	
Negligible	Minor / negligible	Minor / negligible	Minor / negligible	Negligible	Negligible	

Cumulative assessment

16.4.23 **Chapter 28 Cumulative Effects** of this PEIR defines the methodology for the assessment of cumulative effects. The Socio-economics, Recreation and Tourism assessment of intra- and inter-project cumulative effects will be carried out and reported within the ES.

16.4.24 The Zone of Influence for the inter-project cumulative effects assessment of Socio-economics, Recreation and Tourism comprises:

- Wider study area: Suffolk County in relation to employment/labour market and worker accommodation.
- Local study area: Within 500m within the Draft Order Limits for all other receptors.

Guidance

- 16.4.25 The Socio-economics, Recreation and Tourism assessment has been undertaken in accordance with relevant guidance and has been compiled in accordance with professional standards.
- 16.4.26 Given the lack of published guidance or significance criteria for the assessment of socio-economic effects, the assessment has used industry accepted methodology and significance criteria which has been developed, used and tested on a number of other similar schemes and been subject to examination.
- 16.4.27 The Homes and Communities Agency (HCA) Additionality Guide (Ref 17) will inform the assessment of employment and supply chain effects, including consideration of leakage and displacement factors, and multiplier effects. Wider guidance including the Green Book may be referred to as part of the assessment within the ES.

16.5 Assessment assumptions and limitations

- 16.5.1 This section provides a description of the assumptions and limitations to the Socio-economics, Recreation and Tourism assessment.
- 16.5.2 The assessment relies largely on secondary data which is published and maintained by various third-party providers. The assessment is therefore based on data and a baseline situation at a point in time.
- 16.5.3 For Socio-economic, Recreation and Tourism assessments, there is no accepted or standardised definition of what constitutes a significant (or not significant) effect. It is however recognised that effects are categorised based on the relationship between sensitivity (or value) and the magnitude (or scale) of impact as defined through the EIA Regulations 2017 (Ref 1). Professional judgement is therefore used when applying sensitivity and magnitude to reach a significance conclusion.
- 16.5.4 The commercial agreement for land, including productive land, between the applicant and landowners is beyond the scope of this assessment and the subsequent ES. This chapter does not consider the financial effects on individual businesses, as this may be the subject of the landowner negotiations and may result in compensation payments to offset effects on landowners and businesses. Notwithstanding this, farm viability will be considered and assessed within the ES. In addition, the Socio-economics, Recreation and Tourism assessment does not consider the effects of the Proposed Onshore Scheme on property values as this is not a matter for assessment under the EIA Regulations 2017 (Ref 1).
- 16.5.5 At this stage in the design process, an assessment of effects on farm businesses have not been included as part of the PEIR. An assessment will be presented in the ES when further design information is available and following further

consultation with potentially affected farm businesses and landowners in order to understand the likely effects of the Proposed Onshore Scheme.

16.5.6 A proportion of the construction and maintenance workers are likely to live locally to the site, while a proportion will travel from non-local locations to the site to work. More detail on the workforce profile expected to work across the construction and maintenance period, and the proportion of workers who will be expected to live locally to the site, will likely be refined for the ES, taking into account other developments taking place or planned locally. This will inform the assessment of construction employment effects.

16.6 Baseline conditions

16.6.1 To provide an assessment of the likely significance of the Proposed Onshore Scheme (in terms of Socio-economics, Recreation and Tourism), it is necessary to identify and understand the baseline conditions in the wider and local study area. This provides a reference point against which potential changes in Socio-economics, Recreation and Tourism can be assessed.

Current baseline

Employment and the labour market

16.6.2 At the time of the 2021 Census (Ref 18), the population of East Suffolk was 246,058. Of this, 56.3% was of working age (aged between 16 and 64), considerably lower than the national average of 63%. The proportion of children aged under 16 was slightly below average, at 16% compared with 18.6% for England, and the proportion of residents aged 65 and over was considerably higher than average, at 27.8% compared with 18.4%.

16.6.3 Suffolk as a whole had a population of 760,689. The county also had a lower than average proportion of children and working age residents, and a higher than average proportion of residents aged 65 and over. However, the differences with the national average in terms of age profile were less pronounced than in East Suffolk. Across the East of England, the total population was 6,335,075, and the age profile was broadly in line with the national average.

16.6.4 **Table 16.11** provides data on the age profile of the wards that intersect with the local study area, in addition to East Suffolk, Suffolk, East of England and England as comparators within the wider study area. While the proportion of residents who are of working age varies between wards, in every ward it is lower than the national average, and in most cases it is also below the average for East Suffolk. The proportion of working age residents is lowest in Southwold, where 41.9% of residents are aged 65 and over, more than twice the national average.

Table 16.11: Age profile¹

Study Area	Area	Under 16	16-64	65 and over
Local Study Area	Aldeburgh and Leiston	13.2%	52.7%	34.1%
	Kelsale and Yoxford	13%	54.4%	32.6%
	Saxmundham	20.3%	56.8%	22.9%
	Southwold	12.2%	45.9%	41.9%
	Wrentham, Wangford and Westleton	12.9%	53.5%	33.7%
	East Suffolk	16%	56.3%	27.8%
Wider Study Area	Suffolk	17.1%	59.3%	23.6%
	East of England	18.7%	61.6%	19.6%
	England	18.6%	63%	18.4%

16.6.5 The age profile of the population shown in **Table 16.10** is reflected in economic activity rates, shown in **Table 16.12**, which are generally lower across East Suffolk and the local study area than the average for England. In East Suffolk as a whole, 51.4% of the population aged 16 and over is economically active and in employment, and 45.9% is economically inactive. This compares with 57.4% and 39.1% respectively for England.

16.6.6 Again, the pattern for Suffolk as a whole is similar to East Suffolk, with lower than average employment and unemployment and higher than average economic inactivity, but with less pronounced differences with national averages. Across the East of England, employment is above the national average at 58.8%, and both unemployment and economic activity are slightly below average.

16.6.7 At ward level, Aldeburgh and Leiston, and Southwold both have at least 49.9% of the adult population recorded as economically inactive. Both employment and unemployment rates are lower than the national and regional averages in every ward. In Saxmundham, the rate of employment is below the regional and national average, but above the average for East Suffolk at 52.7%.

Table 16.12: Economic activity status²

Area	Employed	Unemployed	Economically inactive
Aldeburgh and Leiston	47.8%	2.2%	49.9%
Kelsale and Yoxford	50%	2.1%	47.9%
Saxmundham	52.7%	2.5%	44.8%
Southwold	40.2%	2.3%	57.6%
Wrentham, Wangford and Westleton	49.1%	2.1%	48.8%

¹ ONS, Census 2021, RM121 – Sex by age.² ONS, Census 2021, TS066 – Economic activity status.

Area	Employed	Unemployed	Economically inactive
East Suffolk	51.4%	2.7%	45.9%
Suffolk	56.5%	2.7%	40.9%
East of England	58.8%	3%	38.2%
England	57.4%	3.5%	39.1%

16.6.8 **Table 16.13** sets out data on industry of employment, for East Suffolk, Suffolk, the East of England and England. Across East Suffolk, the profile is broadly similar to the national average, although there are slightly higher than average proportions of residents employed in agriculture, energy and water, construction, distribution, hotels and restaurants, and transport and communication. Suffolk and the East of England have broadly similar industrial profiles, although both areas also have higher proportions of residents employed in construction than either East Suffolk or the national average.

16.6.9 Similar trends emerge from the ward level data, not presented here, which shows concentrations of employment in agriculture, and energy and water particularly in Kelsale and Yoxford (9.5%), construction particularly in Aldeburgh and Leiston (11.2%), and distribution, hotels and restaurants particularly in Aldeburgh and Leiston (24.1%) and Southwold (23.4%), indicating the importance of the tourism sector in these locations.

16.6.10 Employment in transport and communication is generally lower than or in line with the national average at ward level, as it is likely that the high proportion of employment in this sector recorded for East Suffolk as a whole reflects the importance of the ports of Felixstowe and Lowestoft, neither of which are within the local study area.

Table 16.13: Industry of employment³

Area	East Suffolk	Suffolk	East of England	England
Agriculture, energy and water	4.7%	3.7%	2.3%	2.3%
Manufacturing	7.3%	7.6%	7%	7.3%
Construction	9%	9.5%	10%	8.7%
Distribution, hotels and restaurants	20.7%	19.8%	19.4%	19.9%
Transport and communication	10.5%	9.4%	9.8%	9.8%
Financial, real estate, professional and administrative activities	14.1%	15.4%	18.1%	17.4%
Public administration, education and health	28.7%	29.5%	28.8%	30.2%
Other	5%	5.1%	4.5%	4.6%

³ ONS, Census 2021, RM062 – Industry by age

Worker accommodation

16.6.11 Given the specialist nature of some of the construction activities, it is likely that a proportion of the workforce will be sourced from outside of the local area and therefore require temporary accommodation. From experience on similar schemes subject to examination, this temporary accommodation could include a combination of private rented accommodation, or the use of serviced and non-serviced tourism bed spaces.

16.6.12 The private rented homes sector is considered to be the principal sector for accommodating demand for housing from non-local construction workers. In the 2021 Census (Ref 18), there were 19,485 private rented properties in East Suffolk. When last recorded in the BRE Integrated Dwelling Level Housing Stock Modelling and Database (Ref 19), 3% of properties in Suffolk were vacant across all tenures in 2023, although not all would be available for occupancy. Applying this to the private rented stock in East Suffolk, there were an estimated 585 private rented properties within East Suffolk in 2023 that could potentially be available to construction workers.

16.6.13 **Table 16.14** summarises the number of bedspaces available by accommodation type and geographical area according to the 2016 Visit Britain Survey of Accommodation Stock (Ref 20). This data presents the most recent information for the wider study area. The data is presented using the administrative boundaries in 2016; however, these have since changed. Serviced accommodation includes hotels and similar establishments, such as bed and breakfasts (B&Bs), and non-serviced accommodation includes holiday lets, caravan parks and tourist campsites and other collective accommodation. In total, this shows that there were 20,620 bedspaces within Suffolk and 185,481 within the East of England.

Table 16.14: Number of tourism bedspaces available by accommodation type and geographical area

Geographical Area	Serviced Accommodation	Non-serviced Accommodation	Total (Serviced and Non-serviced)
Local Authorities			
Babergh	1,871	465	2,336
Mid Suffolk	1,201	601	1,802
West Suffolk (formerly Forest Heath and St Edmundsbury)	3,110	463	3,573
Ipswich	1,884	21	1,905
East Suffolk (formerly Suffolk Coastal and Waveney)	4,168	6,837	11,005

Geographical Area	Serviced Accommodation	Non-serviced Accommodation	Total (Serviced and Non-serviced)
County/Regions			
Suffolk	12,233	8,387	20,620
East of England	111,885	73,596	185,481
National			
England	1,768,795	1,401,716	3,170,511

16.6.14 Occupancy data from the 2016 Visit Britain Survey of Accommodation Stock (Ref 20) indicates a hotel occupancy rate of 80.5% as an average across the East of England over the peak tourist season months (July and August), which provides a helpful proxy for capacity. Assuming this is consistent for bedspaces across the wider study area, the 2021 Census data indicates there could be at least 4,000 spare beds over the peak tourist season within Suffolk (Ref 18), and further availability within the wider region.

16.6.15 Worker accommodation as a receptor is considered to be of high sensitivity given the importance of private rented accommodation for the local population, as well as the relatively high occupancy rates and importance of tourism bedspaces for a key sector within the local economy.

Public Rights of Way network

16.6.16 PRoW have the same legal status and protection as highways and remain in existence until legally closed, diverted or extinguished.

16.6.17 PRoW are typically considered as:

- Public footpaths, open to walkers only.
- Public bridleways, open to walkers, cyclists and horse-riders.
- Restricted byways, open to walkers, cyclists, horse-riders and drivers and riders of non-mechanically propelled vehicles (such as horse-drawn carriages)
- Byways open to all traffic (BOATs), open to all including motor vehicles.

16.6.18 People using wheelchairs or mobility scooters can use all of the above designations.

16.6.19 Considering the potential sensitivity of these receptors, generally:

- National trails have a very high sensitivity because they are likely to be used for both commuting, recreational and visitor attraction purposes, posses the highest, with daily/frequent use and the route has little or no potential for substitution.
- Bridleways and footpaths have a high sensitivity because they are likely to be used frequently for recreation and visitor attraction purposes.
- Restricted byways and BOATs have a medium or low sensitivity because of their value to communities and readiness of available alternative routes.

16.6.20 PRoWs that are within the Draft Order Limits or affected by the Proposed Onshore Scheme (i.e., diversion, re-routing and closure) are individually identified within **Chapter 17 Traffic and Transport** and **Figure 17.3**. As a result of feedback received from SCC at Scoping, the PRoW network as a whole has been considered as a visitor attraction within this chapter.

Promoted recreational routes

16.6.21 This section of the baseline considers people using promoted recreational routes for walking, wheeling, cycling and horse riding. Such routes generally involve national cycle routes, the local cycle network, long-distance paths and national trials. Such routes, paths and trails generally follow alignments utilising combinations of PRoW. A full list of PRoW which interact with the Proposed Onshore Scheme can be found in **Chapter 17 Traffic and Transport**.

16.6.22 Considering the potential sensitivity of these receptors, generally, promoted recreational routes have a high sensitivity because they are likely to be well signed long distance/regional trails used daily/frequently for recreation and visitor attraction purposes.

16.6.23 Promoted recreational routes within the local study area are identified in **Table 16.15** below and shown on **Figure 16.2**. These are presented from south to north (Kiln Lane Substation to the proposed Landfall).

Table 16.15: Promoted recreational routes

Receptor	Location	Description	Sensitivity of receptor
King Charles III England Coast Path	Southwold to Aldeburgh (receptor passes through the Draft Order Limits south of Walberswick)	The eastern element of the Coast Path runs from Southwold to Aldeburgh and follows the Suffolk Coast Path for the majority of the route.	Very High
The Suffolk Coast Path	Lowestoft to Felixstowe (receptor passes through the Draft Order Limits south of Walberswick)	The path follows the Suffolk Heritage Coast from Lowestoft to Felixstowe, Suffolk (57 miles).	Very High
The Sandlings Walk	Southwold Common to Ipswich (receptor within the Draft Order Limits west of Walberswick and at Friston)	The route heads inland from Southwold, coinciding with the Suffolk Coast Path at several points (58 miles).	High
Walberswick Circular Walk	Walberswick to Westwood Marshes (receptor passes through the Draft Order Limits south of Walberswick)	The path includes two options: through the reedbed in Westwood Marshes (7.6 miles) or through Dunwich Forest (8.3 miles).	High

Receptor	Location	Description	Sensitivity of receptor
The East Suffolk Lines – Halesworth to Southwold	Halesworth Station to Southwold (within the Draft Order Limits along the B1387)	The route follows the River Blyth from Halesowrth to Southwold (9.5 miles).	High
The East Suffolk Lines – Alde Valley Walk	Wickham Market Station to Saxmundham Station (300m from the Draft Order Limits)	The route connects with Sandlings Walk and the Suffolk Coast and Heaths Path (10.5 miles).	High
The East Suffolk Lines – Sailors' Path to Aldeburgh	Saxmundham station to the coast at Aldeburgh (150m from the Draft Order Limits)	The route leads through open heaths and woodlands and passes the entrance to Hazwood Marshes nature reserve (9.5 miles).	High

16.6.24 The sensitivity of the promoted recreational routes ranges between Very High and High. This reflects the fact that some of the routes utilise the National Trail (in part), whereas the remainder largely run on the PRoW/permissive route network.

Community facilities and open space

16.6.25 This section of the baseline considers community facilities and open space. Community facilities are generally defined as physical spaces and facilities that are used by the community for activities such as social gatherings or educational facilities. Generally, community facilities have some social and/or community value and would likely have limited potential for substitution in the immediately surrounding area, and as such are considered to have a high sensitivity.

16.6.26 Open spaces are defined as publicly accessible spaces and privately accessible spaces that are available to more than one household unit. Open spaces include a range of typology including parks and gardens, access land, cemeteries and churchyards, allotments, open and running water and amenity green space such as recreation grounds. The areas of open space have some social and/or community value with potential for substitution, and as such are considered to have a medium sensitivity.

16.6.27 Community facilities and open spaces identified within the local study area are listed in **Table 16.16** and shown on **Figure 16.2**. The receptors within Saxmundham and Walberswick are not shown individually on **Figure 16.2** due to the large number of these. These are presented from south to north (Kiln Lane Substation to proposed Landfall).

Table 16.16: Community facilities and open space

Receptor	Location	Description	Sensitivity of receptor
Friston Village Green	Friston (adjacent to the Draft Order Limits)	Amenity greenspace	Medium
Friston Village Hall	Friston (30m outside of the Draft Order Limits)	Community facility	High
Friston Play Area	Friston (100m outside of the Draft Order Limits)	Play space	Medium
St Mary's Church	Friston (100m outside of the Draft Order Limits)	Place of worship	High
Friston Baptist Chapel	Friston (500m outside of the Draft Order Limits)	Place of worship	High
Knodishall Playground	Knodishall (420m outside of the Draft Order Limits)	Play space	Medium
St Mary Magdalene Church	Sternfield (250m outside of the Draft Order Limits)	Place of worship	High
Saxmundham	At its closest point, Saxmundham is 167m outside of the Draft Order Limits. Most community facilities and open spaces are located within the town centre, which is approximately 300m from the Draft Order Limits.	Key settlement including St Peter's Church and St John Baptist's Church; education facilities including Saxmundham Primary School and Meadow Brook Playcare; care homes including Christies Care Home and Swann House Nursing Home; leisure facilities including Saxmundham Skate Park and Saxmundham Sports and Recreational Club; green spaces / play space including Carlton Park and Mayflower Play Area; and community facilities including Saxmundham Library	High

Receptor	Location	Description	Sensitivity of receptor
		and Saxmundham Town Council. The closest community/open space receptor is St John Baptist Church, which is approximately 330m from the Draft Order Limits.	
Middleton Primary School	Middleton (500m outside of the Draft Order Limits)	Education	High
Middleton Village Hall	Middleton (400m outside of the Draft Order Limits)	Community facility	High
Holy Trinity Church	Middleton (500m outside of the Draft Order Limits)	Place of worship	High
Norwood House	Middleton (300m outside of the Draft Order Limits)	Residential care home	High
All Saints Church	Darsham (500m outside of the Draft Order Limits)	Place of worship	High
Blythburgh Motocross Track	Blythburgh (adjacent to the Draft Order Limits)	Leisure facility	High
Tinker's Walks	Knodishall (230m outside of the Draft Order Limits)	Amenity greenspace	Medium
Walberswick	Within the village of Walberswick, both Stocks Lane and an unnamed path opposite the junction of B1387 (The St) and Leverett's Lane are located within the Draft Order Limits. The rest of Walberswick is located outside but immediately adjacent to the Draft Order Limits, and within the 500m study area.	Key settlement including Walberswick Village Hall, Walberswick Green Play Area, Walberswick Allotments as well as St Andrew's Church. The closest community/open space receptor is St Andrew's Church, which is approximately 170m from the Draft Order Limits.	High

Visitor/tourism facilities

16.6.28 Visitor attractions and tourism destinations are defined as visitor accommodation or attractions appealing to tourists. Visitor attractions and tourism destinations identified within the local study area are all visitor accommodation (serviced and non-serviced), as listed in **Table 16.17** and shown on **Figure 16.2**. The receptors within Saxmundham and Walberswick are not shown individually on **Figure 16.2** due to the large number of these. These are presented from south to north (Kiln Lane Substation to proposed Landfall). There are other facilities that lie outside of the 500m study area that are acknowledged due to their scale, such as the Latitude Festival.

16.6.29 Some of the receptors identified in **Table 16.17** below are tourism-based accommodation located within the local study area. However, consideration has also been given to accommodation stock or bedspaces within the wider study area, as identified in **Table 16.14** above, given the likelihood of a proportion of construction workers seeking to stay locally.

16.6.30 Visitor/tourism facilities are all visitor accommodation, considered to be of medium sensitivity due to their possessing some economic and social value, with potential for substitution.

Table 16.17: Visitor/tourism facilities

Receptor	Location	Description	Sensitivity of receptor
Woodside Barn Cottages	Friston (adjacent to the Draft Order Limits)	Visitor accommodation	Medium
Corner House	Friston (90m outside of the Draft Order Limits)	Visitor accommodation	Medium
Manor Farm Knodishall Glamping	Knodishall (adjacent to the Draft Order Limits)	Visitor accommodation	Medium
Fareacre Campsite	Knodishall (adjacent to the Draft Order Limits)	Camping site	Medium
The Studio Air B and B	Knodishall (adjacent to the Draft Order Limits)	Visitor accommodation	Medium
West House Farm	Leiston (360m outside of the Draft Order Limits)	Visitor accommodation	Medium
Saxmundham	At its closest point, Saxmundham is 167m outside of the Draft Order Limits. Most visitor/tourism facilities are located within the town centre, which is approximately 300m from the Draft Order Limits.	Key settlement including visitor accommodation including The Bell Hotel, Chez Ana B&B and Carlton Park Camping and Caravan Site; and visitor facilities including Saxmundham Museum. All	High

Receptor	Location	Description	Sensitivity of receptor
		visitor/tourism receptors are over 500m from the Draft Order Limits.	
Sycamore Park Campsite	Theberton (400m outside of the Draft Order Limits)	Camping site	Medium
Sheep's Meadow Camping Farm	Kelsale (360m outside of the Draft Order Limits)	Camping site	Medium
Valley Farm B&B	Middleton (100m outside of the Draft Order Limits)	Visitor accommodation	Medium
Moles Meadow	Middleton (100m outside of the Draft Order Limits)	Visitor accommodation	Medium
Mill Hill Farm Caravan and Campsite	Darsham (400m outside of the Draft Order Limits)	Camping site	Medium
Priory Farm Campsite	Darsham (500m outside of the Draft Order Limits)	Camping site	Medium
White House Farm B&B	Darsham (500m outside of the Draft Order Limits)	Visitor accommodation	Medium
Hill Farm CL site	Darsham (adjacent to the Draft Order Limits)	Camping site	Medium
Thorington Holiday Cottage	Hinton (280m outside of the Draft Order Limits)	Visitor accommodation	Medium
Haw Wood Farm Caravans and Camping	Hinton (450m outside of the Draft Order Limits)	Camping site	Medium
Latitude Festival	Henham Park, Beccles (1,600m outside of the Draft Order Limits)	Music Festival	High
Walberswick	Within the village of Walberswick, both Stocks Lane and an unnamed path opposite the junction of B1387 (The St) and Leverett's Lane are located within the Draft Order Limits. The rest of Walberswick is located outside but immediately adjacent to the Draft Order Limits, and within the 500m study area.	Key settlement including visitor attractions including Walberswick Harbour, Walberswick Beach and Walberswick-Southwold Ferry Service; and visitor accommodation including Walberswick Caravan Park and a range of cottages and holiday homes. The closest visitor/tourism receptor is Walberswick Beach	High

Receptor	Location	Description	Sensitivity of receptor
		which overlaps the Draft Order Limits at the Landfall Site.	

Other local businesses

16.6.31 Due to the rural nature of the Proposed Onshore Scheme's location, there are a limited number of other businesses (beyond those identified as tourism businesses) within the area surrounding the Proposed Onshore Scheme. The other local businesses identified within the local study area are listed in **Table 16.18** and shown on **Figure 16.2**. The receptors within Saxmundham and Walberswick are not shown individually on **Figure 16.2** due to the large number of these. These are presented from south to north (Kiln Lane Substation to proposed Landfall). Further detail in relation to farm businesses within the local study area will be presented at ES stage following further design refinement and engagement with those businesses. These are therefore not presented as part of this PEIR chapter at this stage.

16.6.32 Other local businesses are all considered to be of medium sensitivity due to their possessing some economic and social value, with potential for substitution. The exception to this is Redhouse Wedding Barn and Events and Redhouse Christmas Tree Farm which are considered to be of high sensitivity due to the scale of the events held and uniqueness of the operations held meaning there would be limited potential for substitution.

Table 16.18: Other local businesses

Receptor	Location	Description	Sensitivity of receptor
The Friston Chequers	Friston (300m outside of the Draft Order Limits)	Food and drink	Medium
Suffolk Drum Teacher	Friston (250m outside of the Draft Order Limits)	Music teacher	Medium
Body Mind Programme	Friston (50m outside of the Draft Order Limits)	Private health consultant	Medium
Redhouse Wedding Barn and Events	Sternfield (partially within the Draft Order Limits)	Wedding/events venue	High
Redhouse Christmas Tree Farm	Sternfield (partially within the Draft Order Limits)	Christmas tree sales	High

Receptor	Location	Description	Sensitivity of receptor
Suffolk Escape Room	Knodishall (adjacent to the Draft Order Limits)	Entertainment venue	Medium
Pegg JT and Sons	Saxmundham (adjacent to the Draft Order Limits)	Steel fabricator	Medium
Well-being and Mind	Saxmundham (130m from the Draft Order Limits)	Massage therapist	Medium
Saxmundham	At its closest point, Saxmundham is 167m outside of the Draft Order Limits. Most 'other local businesses' are located within the town centre, which is approximately 300m from the Draft Order Limits.	Key settlement with other local business including Black Dog Deli, Trawler's Catch Chip Shop, Social Bar Wine Bar, Number 1 Bakery, Golden Fish Bar, Tesco Superstore, Waitrose, Saxmundham Carpets and Flooring, Velo Bike Shop; Carlton Park Industrial Estate, Saxmundham Service Centre, Fromus Veterinary Group, Saxmundham Fire Station, Saxmundham Ambulance Station, The Mover Man House Clearance Service, DJ Byron and Eagle Entertainment, and POB's Pyro Fireworks. The closest business receptor is Waitrose which is approximately 250m from the Draft Order Limits.	Medium or High
Feoffee Crystal	Theberton (adjacent to the Draft Order Limits)	Glass engraving service	Medium
The Theberton Lion	Theberton (500m outside of the Draft Order Limits)	Food and drink	Medium
Suffolk Stoves	Middleton (adjacent to the Draft Order Limits)	Heating equipment supplier	Medium
Bell Inn	Middleton (450m outside of the Draft Order Limits)	Food and drink	Medium
Eileen Haring Woods	Middleton (adjacent to the Draft Order Limits)	Artist Studio	Medium

Receptor	Location	Description	Sensitivity of receptor
Mill Hill Farm House	Darsham (400m outside of the Draft Order Limits)	Offices	Medium
Chatburn Farm	Darsham (partially within the Draft Order Limits)	Farm shop	Medium
Brakes Lane Farm	Darsham (adjacent to the Draft Order Limits)	Animal feed shop	Medium
Poplar Farm	Hinton (adjacent to the Draft Order Limits)	Farm equipment supplier	Medium
Two Magpies Bakery Darsham	Hinton (500m outside of the Draft Order Limits)	Bakery	Medium
Rade	Hinton (adjacent to the Draft Order Limits)	Internet marketing service	Medium
Walberswick	Within the village of Walberswick, both Stocks Lane and an unnamed path opposite the junction of B1387 (The St) and Leverett's Lane are located within the Draft Order Limits. The rest of Walberswick is located outside but immediately adjacent to the Draft Order Limits, and within the 500m study area.	Key settlement with other local businesses including The Bell Inn, Anchor at Walberswick, The Tea Shed Caffe, The Black Dog Deli Walberswick, and the Co-Op. The closest business receptor is Anchor at Walberswick, which is approximately 238m from the Draft Order Limits.	Medium or High

Development land

16.6.33 Development land allocations (where adopted) identified within the local study area are listed in **Table 16.19** and shown on **Figure 16.2**. Development land generally includes development allocations set out in local planning policy, including allocations for housing, employment and retail development, as well as minerals sites and safeguarded areas.

16.6.34 Development land which includes housing development are considered to be of very high sensitivity as they possess very significant economic, social and community value and would have limited or no potential for substitution. The mineral site at Leiston is considered to be of high sensitivity due to the limited resource to extract sand and gravel, as is the Minerals Safeguarded Area at Leiston due to its importance as a resource and limited potential for substitution.

Table 16.19: Development land

Receptor	Location	Description	Sensitivity of receptor
SCLP12.29 South Saxmundham Garden Neighbourhood	Saxmundham (400m outside of the Draft Order Limits)	Housing, primary school provision, community facilities, open space, Suffolk Coastal Local Plan	Very high
SCLP12.30 Land north east of Street Farm, Saxmundham	Saxmundham (400m outside of the Draft Order Limits)	Housing allocation, Suffolk Coastal Local Plan	Very high
SCLP12.55 Land at School Road, Knodishall	Knodishall (200m outside of the Draft Order Limits)	Housing allocation, Suffolk Coastal Local Plan	Very high
Other Mineral Site (Concrete Batching Plant): Shrublands Quarry CB8	Leiston (200m outside of the Draft Order Limits)	Sand and Gravel Quarrying Operations	High
Minerals and Waste Safeguard Area	Leiston (partially within the Draft Order Limits)	Minerals and Waste Safeguarding Area	High

Future baseline

16.6.35 The future baseline relates to known or foreseeable changes to the current baseline in the future which will be assessed as part of the Proposed Onshore Scheme in the ES. Specifically, it accounts for anticipated changes including: those caused by changing climatic conditions, policy, legislation, advances in technology and by other confirmed development projects which will be complete prior to construction of the Proposed Onshore Scheme.

16.6.36 The future baseline for the labour market over the medium to long-term is uncertain beyond what is currently known in relation to allocated/planned development, and other projects within the consenting process. The effect of this future baseline on the labour market/availability of employees will be considered further within the ES.

16.6.37 The future baseline for tourism and tourism bedspaces is uncertain due to the private nature of the industry and decisions around future which are largely driven by market conditions (for example demand) or individual business decisions (for example a decision to expand or close a business). The data suggests a strong demand profile for the study area and therefore, it is assumed that the future baseline for tourism and tourism bedspaces would be unchanged from the current baseline as a reasonable worst-case assumption.

16.6.38 The future baseline for local businesses, community facilities, open space, visitor/tourism facilities and PRoW/promoted recreational routes over the medium to longer term is uncertain. Due to this uncertainty, it is assumed the

future baseline for the study area would be largely unchanged from that reported in the baseline to the completion of the Project, except where new development is expected to be delivered in line with allocated and planned development sites as set out above.

16.7 Embedded design mitigation and control measures

Design and embedded mitigation measures

16.7.1 As described in **Chapter 2 Description of the Proposed Scheme** of this PEIR, a range of measures have been embedded into the Proposed Onshore Scheme design to avoid or reduce environmental effects. These primary mitigation measures form part of the design that has been assessed, which for Socio-economics, Recreation and Tourism are listed in **Table 16.20**.

Control measures

16.7.2 Control measures are set out in **Appendix 2.1 Outline Onshore Code of Construction Practice** which will manage the effects of construction. The measures of particular relevance to Socio-economics, Recreation and Tourism are set out in **Table 16.20**.

Table 16.20: Design and embedded mitigation and control measures relevant to Socio-economics, Recreation and Tourism

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
SRT:1	<p>All PRoWs within the Draft Order Limits will be physically separated from construction routes and activities.</p> <p>The works which would be required where the Proposed Onshore Scheme would cross the existing PRoW network will be classified into four categories. These are:</p> <ul style="list-style-type: none"> • Provisions – at these locations a diversion would not be required. However, safety measures would be put in place to maintain access during the construction period. The installation of safety measures is likely to require short term closures or the control of users using stop go boards or similar, to allow for the installation of fences, gates or overhead netting as required. • Short-term temporary diversion – at these locations, the impact on the PRoW is caused by isolated construction activities, so a diversion would only be required for a reduced period of time. These diversions would be implemented within the Draft Order Limits locally to the PRoW affected. For example during the installation of haul roads or ducts across the PRoW, the route would be temporarily diverted 50-100m along the alignment of the Draft Order Limits to cross a 	Appendix 2.1 Outline Onshore Code of Construction Practice and Outline Construction Traffic Management Plan (CTMP)

Commitment reference code	Design and embedded mitigation and control measure	Compliance mechanism
	<p>section already installed or an area not yet reached by the works.</p> <ul style="list-style-type: none"> • Long-term temporary diversion – at these locations a diversion route would be provided for the duration of the construction works. • Permanent diversion – at these locations the route of the existing PRoW would be impacted by the permanent assets. A permanent diversion route would therefore be required. 	
SRT:2	<p>Construction working will be undertaken within the agreed working hours set out within the DCO unless the works are under an exception to the set working hours in which case they will be carried out in a manner that minimises noise and vibration at all times. Best practicable means to reduce construction noise are set out within Appendix 2.1 Outline Onshore Code of Construction Practice.</p>	Appendix 2.1 Outline Onshore Code of Construction Practice
SRT:3	<p>Access to residential, recreational and community receptors and local businesses will be maintained at all times during construction and details provided within an Outline CTMP to be submitted with the application for development consent.</p>	Outline CTMP
SRT:4	<p>Land used temporarily will be reinstated where practicable to its pre-construction condition and use. Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, in consultation with the landowner.</p>	Appendix 2.1 Outline Onshore Code of Construction Practice

Additional mitigation measures

16.7.3 Additional mitigation measures are those required to reduce likely significant adverse environmental effects which may still occur despite the inclusion of the embedded design and control measures described above.

16.7.4 Additional mitigation measures are not anticipated to be required in relation to Socio-economics, Recreation and Tourism effects. However, this will remain under review during the completion of further assessment and development of the ES.

16.8 Assessment of effects

16.8.1 This section presents the preliminary assessment of likely significant effects on Socio-economics, Recreation and Tourism resulting from the construction, operation and maintenance, and decommissioning of the Proposed Onshore Scheme. The likely significant effects of the Proposed Onshore Scheme are identified taking into account the embedded design mitigation and control measures.

Construction

Employment and the labour market

16.8.2 As per **Chapter 2 Description of the Proposed Scheme**, the construction period is expected to be up to five years, which is considered to be of a medium-term temporary nature.

16.8.3 The data for daily number of site personnel continues to evolve as the Proposed Onshore Scheme design evolves. The preliminary data suggests a maximum of 669 (Full Build Out of Kiln Lane Substation Scenario) and 501 (Amendment to Kiln Lane Substation Scenario) personnel per day estimated at peak and an average of between 366 (Full Build Out of Kiln Lane Substation Scenario) and 311 (Amendment to Kiln Lane Substation Scenario) personnel per day across the construction programme.

16.8.4 Although these jobs are temporary, they represent a positive economic impact for the scale and type of activities required to construct the Proposed Onshore Scheme (through local recruitment and upskilling opportunities).

16.8.5 An assessment of the effects of the Proposed Onshore Scheme on the employment and labour market will be presented in the ES. At this PEIR stage, it is anticipated that there will be a positive impact on employment and the labour market as a result of the direct construction employment opportunities and full time equivalent jobs. The likely significance of effects will be determined at ES stage when the necessary information is available and confirmed.

16.8.6 It is also acknowledged that job creation for the Proposed Onshore Scheme will lead to displacement from other construction projects, as well as induced benefits for the wider supply chain and these will be considered further at ES stage when employment estimates and the workforce profile are finalised.

Worker accommodation

16.8.7 During the construction stage, it is assumed that a proportion of the workers required would be non-local and therefore require a level of accommodation in the local area. This demand is likely to be serviced from hotels and similar serviced accommodation, as well as non-serviced accommodation such as caravan parks and other collective accommodation.

16.8.8 Occupancy data from the Visit Britain survey (Ref 20) indicates a hotel occupancy rate of 80.5% across the East of England over the peak tourist season months (July and August). Assuming this holds for the Wider Study Area and applying a 19.5% space capacity rate to the baseline information, this indicates that there could potentially be in the region of 4,000 spare bedspaces within the Wider Study Area over the peak months with further availability within the wider region.

16.8.9 This initial assessment indicates that the accommodation stock (not including any private rented accommodation) should have capacity to accommodate the

anticipated demand from non-local workers which will be a proportion of the peak workforce requirement of 669, indicating sufficient capacity for the Proposed Onshore Scheme workforce during peak times in the wider region.

16.8.10 The likely demand for worker accommodation could lead to a small impact through an overall reduction in accommodation bedspace for up to five years during construction, which could reduce bedspace availability for the tourism sector. Given the level of likely bedspace capacity within the accommodation market, and combined with the accommodation sector's High Sensitivity, this would result in a **minor adverse effect**, which would **not be significant**.

16.8.11 Notwithstanding this, the demand for bedspaces would also bring a beneficial small impact, with potential for medium to long term bookings and more consistent occupancy, particularly during the low/shoulder seasons. Given the current estimates of construction workers anticipated to be employed on the Proposed Onshore Scheme, and the level of likely spare capacity within the accommodation market, and combined with the accommodation sector's High Sensitivity, this would result in a **minor beneficial effect**, which would **not be significant**.

Public Rights of Way network

16.8.12 Individual PRoWs requiring short-term temporary re-routing are identified in **Chapter 17 Traffic and Transport**. Noting the scale and nature of the construction, it is unlikely that multiple PRoWs would be impacted at the same time and therefore there would be limited impact on the network as a whole. This is, in part, because of the alternative routes available, but also because of the short-term, temporary nature of any impacts.

16.8.13 Where there are impacts, mitigation measures are currently being developed and will be reported further in the ES. It is anticipated that routes will remain open or managed, and will be accessible throughout. Impacts experienced by users would be temporary and for a short section of any route, and it is not anticipated that any permanent closures are required.

16.8.14 As such, with management measures provided through embedded mitigation and further design refinement, it is anticipated that there would be a negligible impact to the PRoW network as a visitor attraction and resource. This, combined with the network's High Sensitivity, would result in a **minor adverse effect** which would **not be significant**.

16.8.15 Wider potential effects on the PRoW network are considered in other chapters of this PEIR, where appropriate, including **Chapter 13 Landscape and Visual** and **Chapter 17 Traffic and Transport**. The potential for these other effects to occur collectively will be considered further as part of the in-combination assessment within the ES.

Promoted recreational routes

16.8.16 There are seven promoted recreational routes located within the local study area of the Proposed Onshore Scheme. A preliminary summary of effects on promoted recreational routes during construction is provided in **Table 16.21**.

Table 16.21: Promoted recreational routes

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
King Charles III England Coast Path	<p>A section of this receptor is within the Draft Order Limits at the proposed Landfall Site.</p> <p>The proposed Underground Cables would be installed via a trenchless technique that will be confirmed in the ES. There would be no permanent above ground infrastructure in this location and access along the Coast Path would be retained where reasonably practicable.</p>	Very high – this route is a National Trail.	Using a trenchless technique, it is anticipated that there would be a negligible impact to users of the King Charles III England Coast Path.	Minor adverse, not significant
The Suffolk Coast Path	<p>A section of this receptor is within the Draft Order Limits at the proposed Landfall Site.</p> <p>The proposed Underground Cables would be installed via a trenchless technique. There would be no permanent above ground infrastructure in this location and access along the Coast Path would be retained at all times.</p>	Very high – this route is a National Trail.	Using a trenchless technique, it is anticipated that there would be a negligible impact to users of the Suffolk Coast Path.	Minor adverse, not significant
The Sandlings Walk	<p>A section of this receptor is located within the Draft Order Limits west of Walberswick, and within the Draft Order Limits at Friston.</p> <p>Where the receptor interacts with the Draft Order Limits, west of Walberswick, the proposed Underground Cables would be installed via a trenchless technique.</p> <p>Where the receptor interacts with the Proposed Onshore Scheme at Friston, it is likely that a temporary diversion or management would be required with details to be confirmed at ES stage.</p>	High – this is a promoted recreational route.	With the CTMP in place, it is anticipated that there would be a small impact due to the likely possible diversion or management of the route, with access along the walk retained for users.	Minor adverse, not significant
Walberswick Circular Walk	<p>A section of this receptor is within the Draft Order Limits at the proposed Landfall Site.</p> <p>The proposed Underground Cables would be installed via a trenchless technique. There would be no permanent above ground infrastructure in this location and access along the route would be retained at all times.</p>	High – this is a promoted recreational route.	Using a trenchless technique, it is anticipated that there would be a negligible impact to users of the route.	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
The East Suffolk Lines – Halesworth to Southwold	A section of this receptor is located adjacent to the Draft Order Limits along B1387, which would be a construction traffic route. The receptor would therefore experience an increase in traffic during construction stage, leading to potential increased disruption along a very short section of the overall promoted recreational route. Access would be retained at all times.	High – this is a promoted recreational route.	With access retained through management measures to be detailed within the PRoW Management Plan, it is anticipated that there would be a small impact on the overall resource.	Minor adverse, not significant
The East Suffolk Lines – Alde Valley Walk	A section of this receptor is located outside of the Draft Order Limits (approximately 300m). The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be retained at all times.	High – this is a promoted recreational route.	As the route does not interact with the Draft Order Limits, the magnitude of impact is considered to be negligible.	Negligible, not significant
The East Suffolk Lines – Sailors' Path to Aldeburgh	A section of this receptor is located within the Proposed Onshore Draft Order Limits along Redbarn Lane. The receptor would therefore experience an increase in traffic during construction. Access would be retained at all times.	High – this is a promoted recreational route.	With access retained through management measures to be detailed within the PRoW Management Plan, it is anticipated that there would be a small impact on the overall resource.	Minor adverse, not significant

16.8.17 In summary, there would be **no significant effects** on the identified promoted recreational routes as a result of the Proposed Onshore Scheme, with access maintained for users of the routes via embedded mitigation (for example the use of trenchless methods) or through management/mitigation measures (for example localised diversions or managed crossings). The Proposed Onshore Scheme only affects very short sections of these promoted routes, and the wider routes will remain unchanged from the baseline situation.

16.8.18 Similar to other PRoW identified in **Paragraph 16.8.12**, it is anticipated that only a small section of the identified promoted recreational routes would be impacted at any time, and it would be on a short-term, temporary basis only. It is also unlikely that multiple promoted recreational routes would be temporarily closed, managed or diverted at any one time. Therefore, it is unlikely that there would be a significant impact on the PRoW network and other promoted recreational routes when considered as a visitor attraction. This will be further considered at ES stage, following design refinement, ongoing surveys, and continued stakeholder engagement.

Community facilities and open space

16.8.19 There are fourteen community facilities and areas of open space located within the local study area, shown on **Figure 16.2**. A preliminary summary of the potential effects on community facilities and open space is provided in **Table 16.22**. In addition to these individual receptors, the table also considers community facilities and open space provision within the settlements of Walberswick and Saxmundham as the key settlements that interact with the Proposed Onshore Scheme.

16.8.20 None of the receptors in the table below are directly affected by the Proposed Onshore Scheme and therefore the assessment considers indirect effects only.

Table 16.22: Community facilities and open space

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Friston Village Green	<p>This receptor is located adjacent to the Proposed Onshore Draft Order Limits. The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – this receptor is an open space.	It is anticipated that there would be a small impact given construction activities in the surrounding area.	Minor adverse, not significant
Friston Village Hall	<p>This receptor is located 30m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	It is anticipated that there would be a small impact given construction activities in the surrounding area.	Minor adverse, not significant
Friston Play Area	<p>This receptor is located 100m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor is located alongside a construction traffic route and will therefore experience an increase in traffic during construction.</p> <p>Access would be retained at all times.</p>	Medium – this receptor is an open space.	It is anticipated that there would be a small impact given construction traffic in the surrounding area.	Minor adverse, not significant
St Mary's Church	This receptor is located 100m outside of the Proposed Onshore Draft Order Limit.	High – this receptor is a community facility.	Given distance from the Draft Order Limits	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
	<p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>		<p>and construction traffic routes, it is anticipated that there would be a negligible impact.</p>	
Friston Baptist Chapel	<p>This receptor is located 500m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	<p>Given distance from the Draft Order Limits and construction traffic routes, it is anticipated that there would be a negligible impact.</p>	Negligible, not significant
Knodishall Playground	<p>This receptor is located 420m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – this receptor is an open space.	<p>It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities in the surrounding area.</p>	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
St Mary Magdalene Church	<p>This receptor is located 250m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities in the surrounding area.	Negligible, not significant
Saxmundham	<p>At its closest point, Saxmundham is 167m outside of the Draft Order Limits. Most community facilities and open spaces are located within the town centre, which is approximately 300m from the Draft Order Limits. The closest community / open space receptor is St John Baptist Church, which is approximately 330m from the Draft Order Limits.</p>	Medium or High	<p>Access to the town would be maintained and the receptors are some distance (over 100m) from the construction activities.</p> <p>However, there will likely be an increase in construction traffic along the B1121 and B1119 which could lead to small impacts on some receptors.</p>	Minor adverse, not significant.

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Middleton Primary School	<p>This receptor is located 500m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities in the surrounding area.	Negligible, not significant
Middleton Village Hall	<p>This receptor is located 400m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities in the surrounding area.	Negligible, not significant
Holy Trinity Church	<p>This receptor is located 500m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	It is anticipated that there would be a negligible impact given the distance between the receptor and	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
			construction activities in the surrounding area.	
Norwood House	<p>This receptor is located 300m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	<p>It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities in the surrounding area.</p>	Negligible, not significant
All Saints Church	<p>This receptor is located 500m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	High – this receptor is a community facility.	<p>It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities in the surrounding area.</p>	Negligible, not significant
Blythburgh Motorcross Track	<p>This receptor is located adjacent to the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits and is</p>	High – this receptor is a community facility.	<p>With access maintained and given the nature of the</p>	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
	located along the A12. Access would be maintained at all times.		receptor / distance from the proposed construction activities, it is anticipated that there would be a negligible impact.	
Tinker's Walks	This receptor is located 230m outside of Proposed Onshore Draft Order Limit. The receptor does not directly interact with the draft Order Limits, but is partially located along a construction traffic route and will therefore experience an increase in traffic during construction. Access would be maintained at all times.	Medium – this receptor is an open space.	It is anticipated that there would be a small impact given construction traffic in the surrounding area.	Minor adverse, not significant
Walberswick	Within the village of Walberswick, both Stocks Lane and an unnamed path opposite the junction of B1387 (The St) and Leverett's Lane are located within the Draft Order Limits. The rest of Walberswick is located outside but immediately adjacent to the Draft Order Limits, and within the 500m study area. The closest community / open space receptor is St Andrew's Church, which is approximately 170m from the Draft Order Limits.	Medium or High	Access to the village would be maintained and construction traffic would not be directed through / into the village. There may be a small impact on some facilities given	Minor adverse, not significant.

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
			proximity to the landfall location and Draft Order Limits.	

16.8.21 In summary, there will be **no likely significant effects** on community facilities and open spaces as a result of the Proposed Onshore Scheme. All identified receptors will experience a **negligible or a minor adverse effect**, primarily due to an increase in construction vehicles where receptors are on a construction traffic route, or due to disturbance from construction activities in the surrounding area where receptors are close to proposed works (for example within 100m of the Draft Order Limits) where receptors are close to proposed works (for example within 50m of the Draft Order Limits). Notwithstanding this, access would be maintained at all times and there would be no direct effect to the facilities as a result of the Proposed Onshore Scheme.

Visitor/tourism facilities

16.8.22 There are sixteen visitor and tourism facilities located within the study area. A preliminary summary of the potential effects on these is provided in **Table 16.23**. In addition to these individual receptors, the table also considers visitor and tourism facilities within the settlements of Walberswick and Saxmundham as the key settlements that interact with the Proposed Onshore Scheme.

16.8.23 The visitor/tourism facilities identified as visitor accommodation are considered to be of Medium Sensitivity. This is due to the fact that they possess some economic value and, as they all are considered visitor accommodation, have a potential for substitution.

16.8.24 None of the receptors in the table below are directly affected by the Proposed Onshore Scheme and therefore the assessment considers indirect effects.

Table 16.23: Visitor/tourism facilities

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Woodside Barn Cottages	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limits.</p> <p>The receptor is located alongside a construction traffic route and will therefore experience an increase in traffic during construction.</p> <p>Access would be maintained at all times.</p>	Medium – visitor accommodation.	It is anticipated that there would be a small impact given construction traffic passing the receptor.	Minor adverse, not significant
Corner House	<p>This receptor is located approximately 90m from the Proposed Onshore Draft Order Limits.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – visitor accommodation.	It is anticipated that there would be a small impact given proximity (within 100m) of construction activities.	Minor adverse, not significant
Manor Farm Knodishall Glamping	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limits.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – visitor accommodation.	It is anticipated that there would be a small impact given proximity (within 100m) of construction activities.	Minor adverse, not significant
Fareacre Campsite	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limits.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – camping site.	It is anticipated that there would be a small impact given construction activities in the surrounding area.	Minor adverse, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
The Studio Air B and B	This receptor is directly adjacent to the Proposed Onshore Draft Order Limits. The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.	Medium – visitor accommodation.	It is anticipated that there would be a small impact given proximity (within 100m) of construction activities.	Minor adverse, not significant
West House Farm	This receptor is located 360m outside of the Proposed Onshore Draft Order Limits. The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.	Medium – visitor accommodation.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Saxmundham	At its closest point, Saxmundham is 167m outside of the Draft Order Limits. Most visitor/tourism facilities are located within the town centre, which is approximately 300m from the Draft Order Limits. All visitor/tourism receptors are over 500m from the Draft Order Limits.	Medium or High	Access to the town and by virtue, the visitor / tourism facilities would be maintained, and the receptors are some distance (over 100m) from the construction activities. However, there will likely be an increase in construction traffic along the B1121 and B1119 which could lead to small impacts on some receptors.	Minor adverse, not significant.
Sycamore Park Campsite	This receptor is located 400m outside of the Proposed Onshore Draft Order Limits. Access would be maintained at all times.	Medium – camping site.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Sheep's Meadow Camping Farm	This receptor is located 360m outside of the Proposed Onshore Draft Order Limits. The receptor does not directly interact with the Draft Order Limits, is not located	Medium – camping site.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Valley Farm B&B	<p>on a construction traffic route and access would be maintained at all times.</p> <p>This receptor is located 100m outside of the Proposed Onshore Draft Order Limits.</p> <p>The receptor is located on a construction traffic route and will therefore experience an increase in traffic during construction. Access would be maintained at all times.</p>	Medium – visitor accommodation.	It is anticipated that there would be a small impact given construction traffic passing the receptor.	Minor adverse, not significant
Moles Meadow	<p>This receptor is located 100m outside of the Proposed Onshore Draft Order Limits.</p> <p>The receptor is located on a construction traffic route and will therefore experience an increase in traffic during construction. Access would be maintained at all times.</p>	Medium – visitor accommodation.	It is anticipated that there would be a small impact given construction traffic passing the receptor.	Minor adverse, not significant
Mill Hill Farm Caravan and Campsite	<p>This receptor is located 400m outside of the Proposed Onshore Draft Order Limits.</p> <p>Access would be maintained at all times.</p>	Medium – camping site.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Priory Farm Campsite	<p>This receptor is located 500m outside of the Proposed Onshore Draft Order Limits.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – camping site.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
White House Farm B&B	<p>This receptor is located 500m outside of the Proposed Onshore Draft Order Limit.</p> <p>The receptor does not directly interact with the Draft Order Limits, is not located</p>	Medium – visitor accommodation.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
	on a construction traffic route and access would be maintained at all times.			
Hill Farm CL site	This receptor is located directly adjacent to the Proposed Onshore Draft Order Limits. The receptor is located alongside a construction traffic route and will therefore experience an increase in traffic during construction. Access would be maintained at all times.	Medium – camping site.	It is anticipated that there would be a small impact given proximity of construction activities and construction traffic.	Minor adverse, not significant
Thorington Holiday Cottage	This receptor is located 280m outside of the Proposed Onshore Draft Order Limits. The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.	Medium – visitor accommodation.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Haw Wood Farm Caravans and Camping	This receptor is located 450m outside of the Proposed Onshore Draft Order Limits. The receptor does not directly interact with the Draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.	Medium – camping site.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Latitude Festival	This receptor is located 1,600m outside of the Proposed Onshore Draft Order Limits, however is located along the A12 which has been identified as a construction traffic route and is the primary route into the Festival from local and national attendees. Access would be maintained at all times.	High	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities, and the fact that access would be maintained.	Minor adverse, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Walberswick	Within the village of Walberswick, both Stocks Lane and an unnamed path opposite the junction of B1387 (The St) and Leverett's Lane are located within the Draft Order Limits. The rest of Walberswick is located outside but immediately adjacent to the Draft Order Limits, and within the 500m study area. The closest visitor/tourism receptor is Walberswick Beach which overlaps the Draft Order Limits at the Landfall Site.	Medium or High	Access to the village and by virtue, the visitor / tourism facilities would be maintained and construction traffic would not be directed through / into the village. There may be a small, temporary impact on the visitor experience given proximity to the landfall location and Draft Order Limits.	Minor adverse, not significant.

16.8.25 In summary, there will be **no significant effects** on visitor attractions and tourism destinations as a result of the Proposed Onshore Scheme. All identified receptors will experience **negligible or minor adverse effects**, primarily related to increases in construction traffic where receptors are on construction traffic routes, and / or proximity to construction activities in the surrounding area. Notwithstanding this, access would be maintained at all times and there would be no direct effect to the facilities as a result of the Proposed Onshore Scheme.

Other local businesses

16.8.26 There are nineteen other local businesses located within the study area, excluding the farm businesses. A preliminary summary of the effects on other local businesses is provided in **Table 16.24**. In addition to these individual receptors, the table also considers other local businesses that are located within the settlements of Walberswick and Saxmundham as the key settlements that interact with the Proposed Onshore Scheme.

16.8.27 The other local business identified are all considered to be of Medium Sensitivity due to them possessing some economic and social value, with potential for substitution. The exception to this is Redhouse Wedding Barn and Events and Redhouse Christmas Tree Farm which are considered to be of High Sensitivity due to the scale of the events held and uniqueness of the operations held meaning there would be limited potential for substitution.

Table 16.24: Other local businesses

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
The Friston Chequers	<p>This receptor is located 300m outside of the Proposed Onshore Draft Order Limit. The receptor is located alongside a construction traffic route and will therefore experience an increase in traffic during construction. Access would be maintained at all times.</p>	Medium – a public house possessing some economic, social and community value.	It is anticipated that there would be a small impact given construction traffic passing the receptor.	Minor adverse, not significant
Suffolk Drum Teacher	<p>This receptor is located 250m outside of the Proposed Onshore Draft Order Limit. The receptor does not directly interact with the draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – music business possessing some community and social value.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Body Mind Programme	<p>This receptor is located 50m outside of the Proposed Onshore Draft Order Limit. The receptor does not directly interact with the draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – health business possessing some community and social value.	It is anticipated that there would be a small impact given proximity (within 100m) of construction activities.	Minor adverse, not significant
Redhouse Wedding Barn and Events	<p>This receptor's land holding is partially within the Proposed Onshore Draft Order Limits, where the proposed permanent access road is located. Whilst the Proposed Onshore Scheme does not overlap with the building itself, during construction the business could be impacted by construction activities nearby.</p> <p>Access would be maintained at all times.</p>	High – wedding/events venue with limited potential for substitution, possessing some significant economic and social value.	It is anticipated that there would be a small impact due to construction activities in the surrounding area which could impact on event viability during the peak construction period. Further discussions will take place as the design and ES progresses and mitigation options are considered further in an effort to reduce the overall effect.	Moderate adverse, significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Redhouse Christmas Tree Farm	<p>This receptor's land holding is partially within the Proposed Onshore Draft Order Limit, where the proposed permanent access road is located. Whilst the Proposed Onshore Scheme does not overlap with the building itself, during construction the business could be impacted by construction activities nearby.</p> <p>Access would be maintained at all times.</p>	High – a Christmas Tree Farm with limited potential for substitution, possessing some significant economic and social value.	<p>It is anticipated that there would be a small impact due to construction activities in the surrounding area and given the nature of the business operation with a focussed operational period at a specific time of year.</p> <p>Further discussions will continue as the design and ES progresses and mitigation options considered further.</p>	Minor adverse, not significant
Suffolk Escape Room	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limit. The receptor is adjacent to the proposed Underground Cables as well as the trenchless installation of the proposed Underground High Voltage Direct Current (HVDC) Cable Corridor, leading to the proposed Converter Station further south.</p> <p>The receptor is accessed from the B1119 which is a construction traffic route and therefore may experience an increase in traffic during construction. Access would be maintained at all times.</p>	Medium – an entertainment venue possessing some economic and social value.	<p>It is anticipated that there would be a small impact given proximity (within 100m) of construction activities and location on construction traffic route.</p>	Minor adverse, not significant
Pegg JT and Sons	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limit, where the proposed permanent access road is located.</p> <p>The receptor is accessed from the B1121 which is a construction traffic route and therefore may experience an increase in</p>	Medium – a steel fabricator business possessing some economic and social value.	<p>It is anticipated that there would be a small impact given proximity (within 100m) of construction activities and location on construction traffic route.</p>	Minor adverse, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Well-being and Mind	<p>traffic during construction. Access would be maintained at all times.</p> <p>This receptor is located 130m from the Proposed Onshore Scheme, where the proposed permanent access road is located.</p> <p>The receptor is accessed from the B1121 which is a construction traffic route and therefore may experience an increase in traffic during construction. Access would be maintained at all times.</p>	Medium – a massage therapist possessing some economic and community value.	<p>It is anticipated that there would be a small impact given construction traffic passing the receptor.</p>	Minor adverse, not significant
Saxmundham	<p>At its closest point, Saxmundham is 167m outside of the Draft Order Limits. Most 'other local businesses' are located within the town centre, which is approximately 300m from the Draft Order Limits. The closest other local business receptor is Waitrose which is approximately 250m from the Draft Order Limits.</p>	Medium or High	<p>Access to the town would be maintained and the receptors are some distance (over 100m) from the construction activities. However, there will likely be an increase in construction traffic along the B1121 and B1119 which could lead to small impacts on some receptors.</p>	Minor adverse, not significant.
Feoffee Crystal	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limit, adjacent to the proposed trenchless installation of the proposed Underground HVDC Cable Corridor, and the proposed road crossing. Access would be maintained at all times.</p>	Medium – a local business possessing some economic and community value.	<p>It is anticipated that there would be a small impact given proximity (within 100m) of construction activities.</p>	Minor adverse, not significant
The Theberton Lion	<p>This receptor is located 500m outside of the Proposed Onshore Draft Order Limit. The receptor does not directly interact with the Draft Order Limits, is not located</p>	Medium – a public house possessing some economic and community value.	<p>It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.</p>	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
	on a construction traffic route and access would be maintained at all times.			
Suffolk Stoves	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limit.</p> <p>The receptor is adjacent to the proposed trenchless installation of the proposed Underground HVDC Cable. It is also located on a construction traffic route and will therefore experience an increase in traffic during construction. Access would be maintained at all times.</p>	Medium – a heating equipment supplier possessing some economic and community value.	It is anticipated that there would be a small impact given proximity (within 100m) of construction activities and location on construction traffic route.	Minor adverse, not significant
Bell Inn	<p>This receptor is located 450m outside of the Proposed Onshore Draft Order Limit. The receptor does not directly interact with the draft Order Limits, no construction routes are proposed through Middleton and access would be maintained at all times.</p>	Medium – a public house possessing some economic and community value.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Eileen Haring Woods	<p>This receptor is located directly adjacent to the Proposed Onshore Draft Order Limits, where the proposed Underground HVDC Cable Corridor and preferred access route is proposed.</p> <p>The receptor is not located on a construction traffic route and access would be maintained at all times.</p>	Medium – an artist studio possessing some economic and community value.	It is anticipated that there would be a small impact given proximity (within 100m) of construction activities.	Minor adverse, not significant
Mill Hill Farm House	<p>This receptor is located 400m outside of the Proposed Onshore Draft Order Limit. The receptor is located on a construction traffic route and will therefore experience an increase in</p>	Medium – offices possessing some economic and social value.	It is anticipated that there would be a negligible impact given the nature of the receptor and the fact that access would be maintained.	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
	traffic during construction. Access would be maintained at all times.			
Chatburn Farm	This receptor's land holding is partially within the Proposed Onshore Draft Order Limit, where the trenchless installation of the proposed Underground HVDC Cable Corridor is located. Access would be maintained at all times.	Medium – a farm shop possessing some economic and social value.	It is anticipated that there would be a small impact due to construction activities in the surrounding area. Further discussions will continue as the design and ES progresses and mitigation options considered further.	Minor adverse, not significant
Brakes Lane Farm	This receptor is located directly adjacent to the Proposed Onshore Draft Order Limit along the A12. Access would be maintained at all times.	Medium – an animal feed shop possessing some economic and social value.	It is anticipated that there would be a negligible impact given the nature of the receptor and the fact that access would be maintained.	Negligible, not significant
Poplar Farm	This receptor is located directly adjacent to the Proposed Onshore Draft Order Limit, where the proposed Underground HVDC Cable Corridor is located alongside the preferred access route. Access would be maintained at all times via Hinton Road due to the trenchless installation technique in this location.	Medium – a farm equipment supplier possessing some economic and social value.	It is anticipated that there would be a negligible impact given the nature of the receptor and the fact that access would be maintained.	Negligible, not significant
Two Magpies Bakery Darsham	This receptor is located 500m outside of the Proposed Onshore Draft Order Limit. The receptor does not directly interact with the draft Order Limits, is not located on a construction traffic route and access would be maintained at all times.	Medium – a bakery possessing some economic and community value.	It is anticipated that there would be a negligible impact given the distance between the receptor and construction activities.	Negligible, not significant
Rade	This receptor is located adjacent to the Proposed Onshore Draft Order Limit. Access via Dunwich Road may be temporarily restricted during the construction. During this time, access will	Medium – an internet marketing service possessing some economic and community value.	It is anticipated that there would be a negligible impact given the nature of the receptor and the fact that access would be maintained.	Negligible, not significant

Receptor	Impact	Sensitivity of receptor	Magnitude of impact	Effect
Walberswick	<p>be maintained from Butchers Lane. Access would be maintained at all times.</p> <p>Within the village of Walberswick, both Stocks Lane and an unnamed path opposite the junction of B1387 (The St) and Leverett's Lane are located within the Draft Order Limits. The rest of Walberswick is located outside but immediately adjacent to the Draft Order Limits, and within the 500m study area. The closest other local business receptor is Anchor at Walberswick, which is approximately 238m from the Draft Order Limits.</p>	Medium or High	<p>Access to the village would be maintained and construction traffic would not be directed through / into the village. There may be a small impact on some facilities given the proximity to the landfall location and Draft Order Limits.</p>	Minor adverse, not significant.

16.8.28 In summary, the majority of the receptors will experience a **negligible or minor adverse effect (not significant)** as a result of the Proposed Onshore Scheme. It is acknowledged however, that Redhouse Wedding Barn and Events has the potential to experience a **moderate adverse effect**, which is considered **significant**, during the peak construction period.

Development land

16.8.29 All receptors identified in **Table 16.19**, with the exception of the Mineral Site and the Mineral Safeguard Area, are identified as Very High Sensitivity due to their allocation in the Suffolk Coastal Local Plan for new housing and associated community facilities, primary school provision, or open space, and as a result of their extremely limited or no available substitution. The Mineral Site is identified as High Sensitivity due to the limited resource and ability to extract sand and gravel. However, these receptors are located outside of the Proposed Onshore Draft Order Limits. The Proposed Onshore Scheme would therefore not result in the loss of this development land or affect the deliverability of the allocated development and, as such, there would be a negligible impact on these receptors. If operational during construction of the Proposed Onshore Scheme, the receptors could be minor adversely affected as a result of increased construction traffic in the area, leading to potential noise and air pollution impacts. A **minor adverse effect** has therefore been assessed for these receptors as a worst-case scenario, which would **not be significant**.

16.8.30 The Mineral Safeguard Area partially overlaps with the Draft Order Limits therefore the Proposed Onshore Scheme has the potential to temporarily sterilise the safeguarded area. The Mineral Safeguard Area is of High Sensitivity due to its importance as a resource, but the overlapping area is very limited and therefore the rest of the Mineral Safeguard Area would remain unaffected. There would be a small impact on a small area of the overall receptor, resulting in a **minor adverse effect**, which would **not be significant**. Refer to **Chapter 14 Material Assets and Waste** for an assessment of the consumption of materials resources.

Operation

Employment and the labour market

16.8.31 The operation of the Proposed Onshore Scheme is anticipated to generate a low level of employment which would relate to maintenance and operational activities.

16.8.32 Full details in relation to the anticipated level of employment will be provided at ES stage however, at this stage, it is anticipated that the effect would be beneficial but would **not create a significant effect**.

Decommissioning

16.8.33 In the event that the Proposed Onshore Scheme is decommissioned, the workforce required for decommissioning of the assets would be lower than the number required during construction stage of the Proposed Onshore Scheme. There would be similar methods, equipment, construction compounds and working hours to that used during construction for decommissioning. Programme for decommissioning is likely to be materially shorter than construction.

16.8.34 It is the intention of the Applicant to, wherever possible, keep the PRoW network open should decommissioning be required, with appropriate management and safety measures in place. Where this is not possible, any temporary closures will be carefully managed to minimise disruption. This disruption again, will be temporary in nature.

16.8.35 It is therefore considered reasonable to assume that the impacts of the decommissioning phase would be the same as, or not greater than, the construction phase. Therefore, based on the limited information available for decommissioning stage, conclusions for construction effects have been used as a reasonable worst case proxy assessment for decommissioning.

Mitigation, monitoring and enhancement

16.8.36 Mitigation measures are defined in **Chapter 5 EIA Approach and Methodology** of this PEIR, with embedded control measures for Socio-economics, Recreation and Tourism being presented in **Section 16.7** of this chapter.

Additional mitigation and enhancement

16.8.37 At this preliminary stage of assessment, no additional mitigation is currently proposed. As outlined within the assessment, where potential significant effects are predicted, further design work and engagement with receptors will continue into the ES stage of the Proposed Scheme. Should additional mitigation or enhancement measure be identified, these will be presented within the final assessment as part of the ES.

Monitoring

16.8.38 None of the potential effects related to the Socio-economics, Recreation and Tourism receptors at this preliminary stage of assessment during construction, operation or decommissioning stages of the Proposed Onshore Scheme are considered to require any monitoring activities at this stage.

16.9 Summary of residual effects

16.9.1 **Table 16.25, Table 16.26 and Table 16.27** provides a summary of the residual effects relating to the construction, operation and maintenance and decommissioning of the Proposed Onshore Scheme with regard to Socio-economics, Recreation and Tourism receptors.

16.9.2 The assessment presented in **Section 16.8** has concluded that one residual significant effect is likely in relation to Socio-economics, Recreation and Tourism receptors and will be felt during the construction phase.

16.9.3 There are no other residual significant effects likely in relation to Socio-economics, Recreation and Tourism receptors across all phases of the Proposed Scheme.

Table 16.25: Summary of assessment of residual effects during construction

Receptor	Environmental effect without further mitigation	Additional mitigation	Residual effect
Employment and the labour market	<p>At this stage, the peak daily number of site personnel during construction is anticipated to peak with 669 site personnel per day in June 2030 for the Full Build Out of Kiln Lane Substation Scenario, and 501 site personnel per day in July 2030.</p> <p>This is likely to have a beneficial impact on the economy due to the increased employment opportunities. A full assessment, including a significance of effect, will be provided at ES stage.</p>	No mitigation is anticipated to be required.	Beneficial, significance to be determined at ES stage.
Worker accommodation	<p>The likely demand for bedspaces brings both temporary beneficial effects to the accommodation industry, with potential for medium to long-term bookings and more consistent occupancy, particularly during the low/shoulder seasons, as well as temporary adverse effects through an overall reduction in accommodation bedspaces.</p> <p>Given the current estimates of construction workers anticipated to be employed on the Proposed Onshore Scheme, and the level of likely spare capacity within the accommodation market, the effects of the demand are not likely to be significant.</p>	No mitigation required.	Minor beneficial and minor adverse, not significant
PRoW Network	<p>Noting the scale and nature of the construction, it is unlikely that multiple PRoWs would be impacted at the same time. Where there are impacts, mitigation measures are currently being developed and will be reported further in the ES. It is anticipated that routes will remain open, and accessible throughout. Impacts experienced by users would be temporary and for a short section of any route. As</p>	No mitigation required beyond embedded design mitigation (for example use of trenchless methods) and control measures (for example localised	Minor adverse, not significant.

Receptor	Environmental effect without further mitigation	Additional mitigation	Residual effect
	<p>such, with management measures provided through embedded design, it is anticipated that there would be a negligible impact to the PRoW network as a visitor attraction and resource. This, combined with the network's High Sensitivity, would result in a minor adverse effect which would not be significant.</p>	diversions or managed crossings).	
Promoted Recreational Routes	<p>Routes identified are of either very high or high sensitivity and with embedded mitigation the magnitude of impacts identified are negligible to minor adverse. Therefore, no significant effects have been identified.</p>	No mitigation required beyond embedded design mitigation (for example use of trenchless methods) and control measures (for example localised diversions or managed crossings).	Negligible to minor adverse, not significant.
Community facilities and open space	<p>Receptors identified are of medium or high sensitivity and with embedded mitigation the magnitude of impacts identified are negligible to minor adverse, primarily given the increased construction activities in the surrounding area. Therefore, no significant effects have been identified.</p>	No mitigation required beyond embedded design mitigation and control measures (for example ensuring access would be maintained at all times).	Negligible to minor adverse, not significant.
Visitor/tourism facilities	<p>Receptors identified are of medium sensitivity and, with embedded mitigation, the magnitude of impacts identified are negligible to minor adverse, primarily given the increased construction activities in the surrounding area. Therefore, no significant effects have been identified.</p>	No mitigation required beyond embedded design mitigation and control measures (for example ensuring access would be maintained at all times).	Negligible to minor adverse, not significant.
Other local businesses	<p>Receptors identified are of medium or high sensitivity and, with embedded mitigation, the magnitude of impacts identified are negligible to minor adverse, primarily given the increased construction activities in the surrounding area. Where identified, further</p>	Further discussions will take place as the design and ES progresses and mitigation options	Moderate adverse, significant.

Receptor	Environmental effect without further mitigation	Additional mitigation	Residual effect
	<p>discussions will continue as the ES progresses and mitigation options considered further.</p> <p>One receptor, however, has a high sensitivity and is anticipated to experience a small magnitude of impact. In this instance, because the receptor's land holding is partially within the Proposed Onshore Draft Order Limits, where the proposed permanent access road is located and the potential impact this could have on event viability during the peak construction impact, it is considered that there would be a moderate adverse effect, which is significant.</p> <p>There are no other significant effects identified.</p>	are considered further in an effort to reduce the overall effect.	
Development land	<p>Receptors identified are of very high, high and medium sensitivity but the magnitude of impacts identified are small due to the very limited overlap with the allocation, or negligible given their distance from the Draft Order Limits and any construction traffic routes. Therefore, no significant effects have been identified.</p>	No mitigation required.	Minor adverse, not significant.

Table 16.26: Summary of assessment of residual effects during operation

Receptor	Environmental effect without further mitigation	Additional mitigation	Residual effect
Employment and the labour market	<p>The operation of the Proposed Onshore Scheme is anticipated to generate a low level of employment which would relate to maintenance and operational activities.</p>	No mitigation required.	Negligible, not significant

Table 16.27: Summary of assessment of likely significant effects during decommissioning

Receptor	Environmental effect without further mitigation	Additional mitigation	Residual effect
As per Table 16.25			

16.10 Monitoring

16.10.1 Monitoring requirements relevant to Socio-economics, Recreation and Tourism will be set out and secured via the Outline CTMP and Outline Onshore CoCP. No other monitoring specific to potential Socio-economic, Recreation and Tourism impacts is currently proposed.

Topic Glossary and Abbreviations

Term	Definition
BOAT	Byway open to all traffic
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ESC	East Suffolk Council
HCA	Homes and Communities Agency
HVDC	High voltage direct current
National Trail	Long distance walking, cycling and horse riding routes through England and Wales, designated by the Government.
NPS	National Policy Statement
PRoW	Public Right of Way
SCC	Suffolk County Council

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