

**The Great Grid Upgrade**

Chesterfield to Willington

# Preliminary Environmental Information Report

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

March 2026

nationalgrid

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# 15. Socio-economics, Recreation and Tourism

## 15.1 Overview

15.1.1 This chapter reports the preliminary assessment of the likely significant socio-economics, recreation and tourism effects that would result from the Chesterfield to Willington Project (the 'Project') during construction and operation and describes:

- relevant legislation and policy context;
- consultation and engagement undertaken to date;
- the methodology for assessment;
- relevant baseline information;
- design, control and additional mitigation measures;
- potential effects of the construction phase;
- potential effects of the operational phase;
- monitoring requirements; and
- residual effects.

15.1.2 This chapter covers effects on the following receptors in line with the Scoping Report (Ref 15.1) and Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health guidance (Ref 15.2):

- employment generation and associated effects on the local and regional economy during construction;
- effects on private property and housing during construction and operation;
- effects on development land and businesses during construction and operation;
- effects on agricultural land holdings during construction and operation;
- effects on public access for walkers, cyclists and horse riders (WCH) during construction and operation;
- effects on users of community land and assets and recreational facilities during construction and operation;
- effects on tourist attractions during construction and operation; and
- effects on tourist accommodation providers in relation to amenity (during construction and operation), and availability of temporary accommodation (construction only).

15.1.3 This chapter should be read in conjunction with:

- **Chapter 4 Description of the Project;**
- **Chapter 6 Landscape and Visual.** This chapter includes a close association between some visual receptors and recreational and tourism features and the potential for overlapping embedded environmental measures;
- **Chapter 11 Agriculture and Soils.** This chapter includes further detail on soil quality and agricultural land holdings as a result of the Project;
- **Chapter 12 Traffic and Transport.** This chapter includes the potential traffic/plant emissions associated with the Project which may negatively affect some socio-economic, recreation and tourism receptors;
- **Chapter 13 Air Quality.** This chapter includes the potential for air quality and dust effects associated with the Project which may negatively affect some socio-economic, recreation and tourism receptors;
- **Chapter 14 Noise and Vibration.** This chapter includes the potential for noise and vibration effects associated with the Project which may negatively affect some socio-economic, recreation and tourism receptors;
- **Chapter 16 Health and Wellbeing.** This chapter includes a close association between some receptors and the potential for overlapping embedded mitigation environmental measures; and
- **Chapter 17 Cumulative Effects.** This chapter includes both intra- and inter-project cumulative effect interactions, including those related to socio-economics, recreation and tourism, as well as interactions with other topics areas and other committed developments.

15.1.4 This chapter is supported by the following figures in **Volume 2** and appendices in **Volume 3**:

- **Figure 15.1 Socio-Economics, Recreation and Tourism Study Areas;**
- **Appendix 15A Private Property and Housing Sensitive Receptors;**
- **Appendix 15B Development Land and Businesses Sensitive Receptors;**
- **Appendix 15C Community Land, Assets and Recreation Sensitive Receptors;** and
- **Appendix 15D Tourist Attractions and Tourist Accommodation Sensitive Receptors.**

## 15.2 Legislation and Planning Policy Context

### Legislation

15.2.1 A summary of the legislation relevant to socio-economics, recreation and tourism is outlined below:

- Countryside and Rights of Way Act 2000 (Ref 15.3) outlines public rights of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as open access land.

- Equality Act 2010 (Ref 15.4) legally protects people from discrimination in the workplace and in wider society.
- Localism Act 2011 (Ref 15.5) devolves power to local councils, communities, and individuals to act on local priorities, giving greater control over decisions such as housing and planning.
- Environment Act 2021 (Ref 15.6) outlines guidance and targets relating to the natural environment within England and Wales, providing a focused approach to improving the quality of environment for plants, animals and people.

## National Policy Statements

- 15.2.2 **Chapter 2 Legislative, Regulatory and Planning Policy Context** sets out the overarching policy relevant to the Project including the Overarching National Policy Statement (NPS) for Energy (EN-1) (Ref 15.7) and the NPS for Electricity Networks Infrastructure (EN-5) (Ref 15.8). **Table 15.1** sets out the requirements of NPS EN-1 relevant to socio-economics, recreation and tourism, and how these have been considered within this chapter. Additionally, the NPS EN-5 has been considered (Ref 15.8), however, there is no specific policy relating to socio-economics, recreation and tourism within this NPS.<sup>1</sup>
- 15.2.3 Where policy relates to other topics such as noise and vibration, air quality or landscape and visual, the way this is incorporated into the assessment is considered within the relevant topic chapters listed in section 15.1.

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<sup>1</sup> The updated NPSs came into force on 6 January 2026; however, this post-dated the drafting and assessment work within this chapter and so are not reflected within the relevant policy descriptions in this chapter, which are instead based on the 2023 versions of the NPSs that were in force at the time of preparing the Chapter. These sections will be updated in the ES as part of the Application; however, after initial review and consideration, it is not anticipated that the updates to the NPS will result in any material changes to the assessment methodology or the conclusions in this chapter.

**Table 15.1: Overarching National Policy Statement for Energy (EN-1) references relevant to socio-economics, recreation and tourism**

Policy Reference	Policy Context	How it will be Considered
<b>Overarching National Policy Statement for Energy (EN-1)</b>		
Paragraph 5.11.8	<i>‘Applicants should also assess any effects of precluding a new development or use proposed in the development plan.’</i>	Land allocated for housing development or employment land has been identified in <b>Appendix 15A Private Property and Housing Sensitive Receptors</b> and <b>Appendix 15B Development Land and Businesses Sensitive Receptors</b> and has been considered in this preliminary assessment, where appropriate.
Paragraphs 5.11.9 and 5.11.24	<p><i>‘Applicants will need to consult the local community on their proposals to build on existing open space, sports or recreational buildings and land. Taking account of the consultations, applicants should consider providing new or additional open space including green and blue infrastructure, sport or recreation facilities, to substitute for any losses as a result of their proposal.’</i></p> <p><i>‘Where green infrastructure is affected, the Secretary of State should consider imposing requirements to ensure the functionality and connectivity of the green infrastructure network is maintained in the vicinity of the development and that any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space including appropriate access to National Trails and other public rights of way and new coastal access routes.’</i></p>	<p>Scoping comments have been received from consultees and are outlined in <b>Table 15.2</b> and <b>Table 15.3</b>.</p> <p>This preliminary assessment considers effects to open space, sports facilities and recreational assets (see <b>Appendix 15C Community Land, Assets and Recreation Sensitive Receptors</b> for those identified). This preliminary assessment of effects on these receptors is presented in section 15.8, and preliminary embedded mitigation measures are included in section 15.6.</p> <p>A Preliminary Public Rights of Way Management Plan (PRoWMP) has been produced in order to manage potential effects on the PRoW network (see <b>Appendix 12B Preliminary Public Rights of Way Management Plan</b> for further detail). The management of PRoWs during construction is outlined in <b>Chapter 4 Description of the Project</b>.</p>
Section 5.13	The NPS sets out where there may be socio-economic impacts, including those that are linked to other impacts, for example visual amenity.	The scope of this preliminary assessment is outlined in section 15.4 and considers receptors relevant to socio-economics, recreation and tourism. Amenity impacts to these receptors are considered as part of this preliminary assessment and any interactions are explained in section 15.8.

## Other National Policy

15.2.4 The National Planning Policy Framework (NPPF) (Ref 15.9) sets out the Government's planning policies for England, and how these are expected to be implemented. Paragraph 96 of the NPPF states that:

*'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*

- *promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other [...];*
- *are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion [...]; and*
- *enable and support healthy lives [...] especially where this would address identified local health and well-being needs [...].'*

## Regional and Local Policy

15.2.5 **Chapter 2 Legislative, Regulatory and Planning Policy Context** sets out relevant regional and local policy considered by this Project.

15.2.6 The following Local Plans have been produced by each local authority along the proposed route alignment. The local authorities use these plans as the basis for making decisions on planning applications and development proposals:

- North East Derbyshire Local Plan, 2014 – 2034, (Adopted November 2021) (Ref 15.10);
- Local Plan for Bolsover, up to 2033, (Adopted March 2020) (Ref 15.11);
- Amber Valley Borough Council Local Plan 2022 – 2040 (Ref 15.12) At the time of writing, this Local Plan is in draft format, and is currently undergoing Examination by the Planning Inspectorate. The current Local Plan was adopted in 2006 (Ref 15.13);
- Erewash Core Strategy 2011 to 2028, (Adopted 2014) (Ref 15.14); and
- South Derbyshire District Council Local Plan Parts 1 and 2, (2011-2028) (Ref 15.15).

15.2.7 Other Local Plans (considered relevant due to their proximity to the proposed route alignment) are:

- Chesterfield Borough Council Local Plan, 2018 – 2035, (Adopted July 2020) (Ref 15.16); and
- Derby City Council Local Plan 2011 – 2018, (Adopted 2017) (Ref 15.17);
- Ashfield District Council Local Plan 2023 – 2040 (Ref 15.18). At the time of writing, the Local Plan is in draft format, and is currently undergoing Examination by the Planning Inspectorate. The current Local Plan was adopted in 2002 (Ref 15.19);
- Broxtowe Borough Council Parts 1 and 2 Local Plan, 2018 to 2028, (Adopted 2019) (Ref 15.20);

- North West Leicestershire Local Plan 2011 – 2031, (Adopted November 2017) (Ref 15.21);
- East Staffordshire Borough Council Local Plan 2012 – 2031, (Adopted 2015) (Ref 15.22).

## Guidance

- 15.2.8 Relevant guidance specific to socio-economics, recreation and tourism which has informed this Preliminary Environmental Information Report (PEIR) and will inform the assessment within the Environmental Statement (ES), includes:
- Planning Practice Guidance - Open Space, Sports and Recreation Facilities, Public Rights of Way and Local Green Space, 2014 (Ref 15.23);
  - DMRB LA 112 Population and Human Health, 2020 (Ref 15.2);
  - DMRB LA 104 Environmental Assessment and Monitoring, 2020 (Ref 15.24);
  - Homes and Community Agency (now known as Homes England): Employment Density Guide 3rd Edition, 2015 (Ref 15.25);
  - English Partnerships: Additionality Guide 4th Edition, 2014 (Ref 15.26); and
  - HM Treasury Green Book Guidance, 2022 (as updated 2024) (Ref 15.27).

## 15.3 Scoping Opinion and Consultation

### Scoping Opinion and Stakeholder Engagement

- 15.3.1 A Scoping Report (Ref 15.1) was prepared and submitted by National Grid to the Planning Inspectorate in October 2024. The Planning Inspectorate provided a Scoping Opinion (Ref 15.28) on behalf of the Secretary of State for the Department for Energy Security and Net Zero in December 2024. The responses from the Planning Inspectorate in relation to socio-economics, recreation and tourism and how these requirements will be addressed by the applicant are set out in **Table 15.2**.
- 15.3.2 It should be noted that a specialist aviation consultant has been engaged by National Grid to support ongoing discussions and analysis relating to the operational safety of airports, aerodromes and heliports and aircraft operating in the vicinity of the Project. The findings of this initial analysis have been used to inform routing and siting decisions as part of the development of the Project. Further engagement will be undertaken with airfield owners and operators as the Project progresses and impacts on these receptors will be reported within the Development Consent Order (DCO) as appropriate. Any helipads and airfields within 500 m have been captured in **Appendix 15B Development Land and Businesses Sensitive Receptors** and **Appendix 15D Tourist Attractions and Tourist Accommodation Sensitive Receptors**.

**Table 15.2: Summary of Planning Inspectorate’s Scoping Opinion comments in relation to socio-economics, recreation and tourism**

Scoping Opinion ID	Planning Inspectorate’s Comments	Response
2.1.7	<p><b>Employment:</b> <i>‘The ES should set out the expected number and nature of employment opportunities during each phase of the Proposed Development. This should be described in the context of the workforce availability in the area at a time. The ES should detail how any mismatch between supply and demand would be addressed and consider the origins of its workforce in all relevant aspect assessments (notably socio-economics and traffic and transport). All assumptions made in this regard should be set out in the ES.’</i></p>	<p>The anticipated workforce numbers and the nature of the roles required during the construction of the Project are set out within this chapter. Elements surrounding the preliminary assessment of employment opportunities associated with the Project, as well as assumptions surrounding the origins and requirements for temporary accommodation are presented within this chapter. In addition, preliminary consideration of workforce vehicle movements has been included within <b>Chapter 12 Traffic and Transport</b>. These assessments will be updated as the Project progresses and presented within the ES.</p>
2.2.5	<p><b>Impacts on Aerodromes</b> – <i>‘The Scoping Report does not address impacts on aerodromes’ and ‘the ES should assess any likely significant effects on these aerodromes or provide evidence of agreement with relevant consultation bodies that significant effects are not likely’.</i> In addition, <i>‘the scoping area occupies the military Low Flying Area 8 in which military low flying training activities are conducted. The implications to military low flying training activities should be assessed within the ES, where significant effects are likely’.</i></p>	<p>A specialist aviation consultant has been engaged by National Grid to support in ongoing discussion and analysis relating to the operational safety of aerodromes in the vicinity of the Project. Further engagement will be undertaken with airfield owners including East Midlands Airport, Ministry of Defence and individual operators, as the Project progresses and impacts are reported on at the ES stage as appropriate.</p>
3.10.1	<p><b>Local economy and employment – operation and maintenance.</b> The Inspectorate agreed that significant effects are not likely and that this matter can be scoped out of the ES.</p>	<p>Noted and agreed.</p>

Scoping Opinion ID	Planning Inspectorate's Comments	Response
3.10.2	<b>Tourism accommodation – operation and maintenance.</b> The Inspectorate agreed that significant effects are not likely and that this matter can be scoped out of the ES.	Noted and agreed.
3.10.3	<b>Impacts on community facilities – construction.</b> The Inspectorate requested that the potential of amenity impacts (air quality, noise and visual amenity) to community facilities is assessed within the ES.	Noted and agreed. This has been considered within this PEIR as part of the effects on community land and assets during construction in section 15.7 and will be considered within the ES.
3.10.4	<b>Methodology – significance of effects.</b> The Inspectorate noted that significance will be derived using the matrix set out in <b>Table 5.3</b> of <b>Chapter 5</b> , however, the sensitivity and magnitude criteria used in <b>Chapter 15</b> of the Scoping Report do not accord with those presented in <b>Table 5.3</b> .	Noted. The methodology used in this chapter has been updated and is in line with DMRB LA 112 guidance (Ref 15.2) where appropriate. Further details are presented in section 15.4 of this chapter.
3.10.5	<b>Strategic Housing led sites</b> – The ES should assess any likely significant socio-economic effects that could result should the Project impede the delivery of Strategic Housing led sites.	Noted. Effects as a result of changes to amenity, severance and traffic delays are considered in the Private Property and Housing section in the PEIR where the Project is likely to interact with residential dwellings, particularly Strategic Housing led sites. This is provided in section 15.7. It will also be assessed in more detail as part of the ES.

15.3.3 **Table 15.3** provides a summary of provides a summary of specific stakeholders' responses to socio-economic, recreation and tourism themes within the Scoping Opinion.

**Table 15.3: Summary of stakeholder Scoping Opinion responses in relation to socio-economics, recreation and tourism**

Consultee	Summary of Key Topics Raised	Response
Alfreton Town Council	Concerns around proximity to Alfreton Park Special School.	Alfreton Park Special School is considered as a community asset and is included in <b>Appendix 15C Community Land, Assets and Recreation Sensitive Receptors</b> and in the preliminary assessment.
Ault Hucknall Parish Council, Bolsover District Council, Canal & Rivers Trust, Glapwell Parish Council, North East Derbyshire District Council	Concerns around amenity impacts to historic tourist attractions such as Hardwick Hall and Bolsover Castle and the Trent and Mersey Canal.	The impacts to the historic setting and the historic assets themselves are considered in <b>Chapter 8 Historic Environment</b> . This chapter considers preliminary effects in relation to land use, access and amenity (views, traffic impacts, noise and air quality) and how the Project may alter access for visitors (including tourists) to these sites. The identified assets are presented in <b>Appendix 15C Community Land, Assets and Recreation Sensitive Receptors</b> and <b>Appendix 15D Tourist Attractions and Tourist Accommodation Sensitive Receptors</b> and in the preliminary assessment.
Ault Hucknall Parish Council, Bolsover District Council, Glapwell Parish Council, Pentrich Parish Council	Concerns around amenity impacts to recreational facilities, including walking and cycling routes, for example the Pentrich Revolution walks.	This chapter considers preliminary effects in relation to recreational facilities, including designated routes and PRowS, access and amenity (views, traffic impacts, noise and air quality) and how the Project may alter use of these assets. The identified receptors are presented in section 15.5 and in the preliminary assessment.
Ault Hucknall Parish Council, Glapwell Parish Council	Concerns around lack of evidence of an Equality Impact Assessment or consideration of existing deprivation in communities.	<b>Chapter 16 Health and Wellbeing</b> considers vulnerable populations. The baseline conditions presented in section 16.5 of <b>Chapter 16 Health and Wellbeing</b> present information regarding deprivation in each council area.

Consultee	Summary of Key Topics Raised	Response
Bolsover District Council	<i>'Table 15.2 identifies that the wider Study Area (local authority areas) comprises the spatial extent of the local authority areas through which the Scoping Boundary passes. Evidence for Local Plan identifies that functional market areas does not operate on a district boundary level and labour supply will be drawn from a wider area including Nottinghamshire.'</i>	The Study Areas have been refined since the Scoping stage and are presented in section 15.5. There will be consideration of two Study Areas in terms of construction employment: a 'local' Study Area which relates to the local authority boundaries, and a regional Study Area which covers the wider East Midlands region.
Bolsover District Council, Denby Parish Council, Horsley Parish Council, North East Derbyshire District Council, South Wingfield Parish Council	Queries around the businesses and community assets that are affected, and potential for compensation to local businesses which may experience disruption.	<p>Since the Scoping stage, the baseline has been further refined. The list of businesses and community facilities that have been identified are provided in <b>Appendix 15B Development Land and Businesses Sensitive Receptors</b> and <b>Appendix 15C Community Land, Assets and Recreation Sensitive Receptors</b>. This list will be revisited for the ES and will consider any new businesses or community facilities as well as any additional consultation comments received.</p> <p>As the assessment is still in the preliminary stage, it is not possible to identify whether these receptors will experience disruption; this preliminary assessment identifies where there are potential significant effects and whether additional mitigation measures may be required. This will continue to be explored and updated as the design of the Project is refined.</p>
Horsley Parish Council, Little Eaton Parish Council	Amenity impacts to local residents.	This chapter considers preliminary effects in relation to amenity (views, traffic impacts, noise and air quality) and how this may affect local residents, and will be assessed as part of the effects to private property and housing. The identified receptors are presented in <b>Appendix 15A Private Property and Housing Sensitive Receptors</b> and in this preliminary assessment.

Consultee	Summary of Key Topics Raised	Response
North East Derbyshire District Council, South Derbyshire District Council	Impacts to emerging allocations, such as Infinity Garden Village Mixed Use Allocation STRA1 in South Derbyshire.	Local Plans for each local authority within the Study Area have been considered in relation to housing and employment allocations. These are included with the receptors identified in <b>Appendix 15A Private Property and Housing Sensitive Receptors</b> and <b>Appendix 15B Development Land and Businesses Sensitive Receptors</b> . Effects as a result of amenity, severance and traffic delays on the Infinity Garden Village Mixed Use Allocation have been considered within the Private Property and Housing section.
North East Derbyshire District Council	<p><i>‘The loss of employment of local significance should be of medium significance in table 15.11 (page 544 of the Scoping Report) in predominantly rural areas [...]</i></p> <p><i>In relation to the magnitude of impact (table 5.12 on page 546), local employment in rural areas should be considered medium in magnitude.’</i></p>	The methodology used in the assessment has been updated and is presented in section 15.4. It should be noted that employment and the local economy have been scoped out of the operational phase, as agreed with the Planning Inspectorate. Additionally, no direct or indirect job losses are anticipated as a result of the Project.
North East Derbyshire District Council	<p><i>‘It is considered that the impact of the operational phase on the local economy and employment should be scoped into the Environmental Statement, just as the impact on businesses, recreation and tourism asset has been.’</i></p>	During the operational phase, there is no additional job creation as a result of the Project. Additionally, no indirect or direct job losses associated with the Project are anticipated. As such, this will remain scoped out as agreed with the Planning Inspectorate.

15.3.4 All statutory stakeholders were consulted during the Stage 1 (non-statutory) consultation held between May and September 2024. Feedback was also received from the Country Land and Business Association regarding consideration of impacts to rural properties, businesses and tourism. Section 15.7 presents the preliminary assessment of effects on these receptors. Further consultation will be carried out during Stage 2 Consultation, with engagement with the relevant stakeholders following PEIR submission and in preparation of the ES.

## 15.4 Assessment Methodology

### Methodology

15.4.1 **Chapter 5 Approach to Preliminary Environmental Information Report** sets out the overarching approach used in developing the preliminary environmental information. This section describes the approach to the assessment, technical methods used to determine the baseline conditions, receptor sensitivity and magnitude of change. This section also identifies further surveys and assessment that will be undertaken and reported in the ES.

### Socio-economics

#### Employment generation

##### Introduction

15.4.2 For the purposes of this assessment, employment generation refers to the number of full time equivalent employee jobs generated from the construction phase of the Project. It refers to both gross and net employment, as described below in Section 15.4.

##### Approach to assessment

15.4.3 The assessment of likely potential significant effects relating to employment generation has been undertaken using Excel-based analysis in order to undertake calculations to determine employment generation. The approach has been informed by the principles in The Green Book (Ref 15.27). This approach has been developed using previous experience of delivering similar developments, in discussion with the main works contractor. Employment generation projections are based on the construction duration and cost and will be estimated by applying an average gross output per construction industry employee to the estimated total construction cost where employment projections are not available from the main works contractor or National Grid. Leakage, displacement, and multiplier effects are then accounted for to determine the total net employment, as described below:

- Leakage:
  - Leakage effects are the ‘*proportion of outputs that benefit those outside of the intervention’s target area or group*’ (see the Additionality Guidance (Ref 15.26)). Leakage will be applied to construction employment calculations, based on travel to work data, prior experience and professional judgement.

- Displacement:
  - Displacement measures the extent to which the benefits of a given development are offset by reduction of output or employment elsewhere. Additional demand for labour as a result of the construction phase of the Project cannot simply be treated as a net benefit as it has the potential to remove workers from other positions, and the net benefit is therefore reduced by the extent to which this occurs.
  - Overall, it is assumed that due to the flexibility of the labour market and the fact that construction workers delivering the Project are likely to represent a small proportion of the regional construction labour force, displacement of the direct construction employment is likely to be low. In the context of the East Midlands region, a low level of displacement is considered appropriate, where *'there are expected to be some displacement effects, although only to a limited extent'* (Ref 15.26).
- Multiplier effects:
  - In addition to the direct construction employment generated by the Project, there would be an increase in local employment arising from *'further economic activity (jobs, expenditure or income) associated with additional local income and local supplier purchases'* (Ref 15.26); the indirect and induced effects of the construction activity.
  - Employment growth would arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, part of the income of the construction workers and suppliers would be spent in the region, generating further employment (induced or income multipliers).
  - The applicable multiplier is dependent on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The Additionality Guidance (Ref 15.26) provides a guide to the composite multipliers (the combined effect of indirect and induced multiplier effects) which should be applied. A medium multiplier will be applied on the basis that there are likely to be average supply linkages associated with the Project, based on its location within the East Midlands, and close proximity to surrounding regions such as Yorkshire and The Humber, and the West Midlands.

#### Significance of effect criteria

15.4.4 The methodology for assessing employment generation has considered the likely direct, indirect and induced impacts associated with the Project during construction. For socio-economics there is no accepted definition of what constitutes a significant (or not significant) socio-economic effect. As a result, the process is different to that outlined in **Chapter 5 Approach to Preliminary Environmental Information Report** and has been outlined below. It is, however, recognised that classification of an effect reflects the relationship between the scale of an impact (magnitude) and the sensitivity (or value) of the affected resource or receptor. As such socio-economic effects have been assessed on the basis of:

- Consideration of sensitivity to effects: Specific values in terms of sensitivity are not attributed to socio-economic resources/receptors due to their diverse nature and scale. However, the assessment takes account of the qualitative (rather than quantitative) sensitivity of the receptor (employment and the economy).

- Magnitude of the impact: This entails consideration of the size of the effect on people (employees) in the context of the area in which effects will be experienced (the local and regional economy).

15.4.5 Effects are defined as follows:

- **Beneficial** classifications of significance indicate an advantageous or beneficial effect on an affected area, which may be minor, moderate or major in effect.
- **Negligible** classifications of significance indicate imperceptible effects on an affected area.
- **Adverse** classifications of significance indicate a disadvantageous or adverse effect on an affected area, which may be minor, moderate or major in effect.

15.4.6 Based on consideration of the above, where an effect is assessed as being beneficial or adverse, significance has been assigned using the scale below, based on professional judgement:

- Negligible: no receptors (or very few) are beneficially or adversely affected. The effect is unlikely to make a measurable difference on the receptors in the relevant areas of effect.
- Minor: a small number of receptors are beneficially or adversely affected. The effect is likely to make a small measurable positive or negative difference on receptors in the relevant area(s) of effect.
- Moderate: a moderate number of receptors are beneficially or adversely affected. The effect is likely to make a measurable positive or negative difference on receptors in the relevant area(s) of effect.
- Major: all or a large number of receptors are beneficially or adversely affected. The effect is likely to make a substantial positive or negative difference on receptors in the relevant area(s) of effect.

15.4.7 The duration of effect is also considered, with more weight given to permanent changes than to temporary ones. Temporary effects are those associated with the construction phase, and may be short, medium or long term.

15.4.8 Effects that are deemed to be significant for the purposes of this assessment are those that are described as being moderate or major beneficial or adverse.

### Private property and housing, development land and businesses and agricultural land holdings

#### Introduction

15.4.9 Private property and housing is terminology used in DMRB LA 112 guidance, and defined as '*land, buildings and infrastructure for the purpose of residential use*' (Ref 15.2). It also includes residential site allocations.

15.4.10 Development land and businesses are defined in DMRB LA 112 as '*land and buildings for the purpose of commercial/industrial enterprise*' and '*land identified in national or local plans, policies or strategies for development (including intensification of existing uses) and land subject to planning permission*' (Ref 15.2). For the purposes of this assessment, whilst certain receptors may align with more than one definition (e.g. a theme park, which could be categorised both as a business and also a tourist attraction) to avoid 'double counting' of receptors, each identified asset has been listed in **Appendix 15A – 15D** according to the most suitable definition for this assessment.

15.4.11 Agricultural land holdings are ‘*land and associated infrastructure for the purpose of agricultural production, e.g. arable farming, dairy farming*’ (Ref 15.2) and may include land which is owned, tenanted, or leased for agricultural activities.

Approach to assessment

15.4.12 The assessments of private property and housing, businesses and development land and agricultural land holdings use the same methodology, hence the approach to assessment and the criteria for sensitivity, magnitude, and significance are outlined together here. The assessment is qualitative and informed by desk-based study. The following methodology for the assessment of likely significant effects has been proposed in accordance with DMRB LA 104 (Ref 15.24) and DMRB LA 112 (Ref 15.2). Despite the DMRB being the standard for the assessment of road schemes, this guidance also provides an appropriate methodology for assessing the effects on the following receptors in the context of the Project:

- Private properties and housing (including land allocated for housing) or development and businesses (including land allocated for employment) which are subject to disruption through land take, where changes to access or severance could arise, or where amenity effects may arise (on a temporary or permanent basis) are identified.
- Agricultural land holdings which are subject to disruption through land take, where changes to access or severance would arise are identified.

15.4.13 An assessment of sensitivity and magnitude has been undertaken, applying professional judgement and prior experience from similar developments.

Receptor sensitivity

15.4.14 The sensitivity criteria for private property and housing, development land and businesses, and agricultural land holdings will be assigned based on and informed by DMRB LA 112 (Ref 15.2) as shown in **Table 15.4** below. The sensitivity criteria presented below have been updated since the Scoping stage in order to align with DMRB LA 112 guidance, and ‘very high’ and ‘negligible’ sensitivity values included.

**Table 15.4: Private property and housing, development land and businesses, and agricultural land holdings – receptor sensitivity**

Sensitivity	Description
Very high	<p><u>Private property and housing:</u></p> <ul style="list-style-type: none"> <li>• ‘Existing private property or land allocated for housing located in a local authority area where the number of households are expected to increase by &gt;25% by 2041 (ONS data); and/or’</li> <li>• ‘existing housing and land allocated for housing (e.g. strategic housing sites) covering &gt;5 ha and/or &gt;150 houses.’</li> </ul> <p><u>Development land and businesses:</u></p> <ul style="list-style-type: none"> <li>• ‘Existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering &gt;5 ha.’</li> </ul>

Sensitivity	Description
High	<p><u>Agricultural land holdings:</u></p> <ul style="list-style-type: none"> <li>‘areas of land in which the enterprise is wholly reliant on the spatial relationship of land to key agricultural infrastructure; and’</li> <li>‘access between land and key agricultural infrastructure is required on a frequent basis (daily).’</li> </ul> <p><u>Private property and housing:</u></p> <ul style="list-style-type: none"> <li>‘Private property or land allocated for housing located in a local planning authority area where the number of households are expected to increase by 16-25% by 2041 (ONS data); and/or’</li> <li>‘existing housing and land allocated for housing (e.g. strategic housing sites) covering &gt;1-5 ha and/or &gt;30-150 houses’</li> </ul> <p><u>Development land and businesses:</u></p> <ul style="list-style-type: none"> <li>‘Existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering &gt;1 – 5 ha’</li> </ul> <p><u>Agricultural land holdings:</u></p> <ul style="list-style-type: none"> <li>‘Areas of land in which the enterprise is dependent on the spatial relationship of land to key agricultural infrastructure; and’</li> <li>‘Access between land and key agricultural infrastructure is required on a frequent basis (weekly).’</li> </ul>
Medium	<p><u>Private property and housing:</u></p> <ul style="list-style-type: none"> <li>‘Houses or land allocated for housing located in a local authority area where the number of households are expected to increase by &gt;6-15% by 2041 (ONS data); and/or’</li> <li>‘Existing housing and land allocated for housing (e.g. strategic housing sites) covering &lt;1 ha and/or &lt;30 houses.’</li> </ul> <p><u>Development land and businesses:</u></p> <ul style="list-style-type: none"> <li>‘Existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering &lt;1 ha.’</li> </ul> <p><u>Agricultural land holdings:</u></p> <ul style="list-style-type: none"> <li>‘Areas of land in which the enterprise is partially dependent on the spatial relationship of land to key agricultural infrastructure; and’</li> <li>‘Access between land and key agricultural infrastructure is required on a reasonably frequent basis (monthly).’</li> </ul>
Low	<p><u>Private property and housing, development land and businesses:</u></p> <ul style="list-style-type: none"> <li>‘Proposed development on unallocated sites providing housing with planning permission/in the planning process.’</li> </ul> <p><u>Agricultural land holdings:</u></p> <ul style="list-style-type: none"> <li>‘Areas of land [in] which the enterprise is not dependent on the spatial relationship of land to key agricultural infrastructure; and’</li> <li>‘Access between land and key agricultural infrastructure is required on an infrequent basis (monthly or less frequent).’</li> </ul>
Negligible	<p><u>Private property and housing, development land and businesses:</u></p> <ul style="list-style-type: none"> <li>Not applicable.</li> </ul> <p><u>Agricultural land holdings:</u></p> <ul style="list-style-type: none"> <li>‘Areas of land which are infrequently used on a non-commercial basis.’</li> </ul>

## Magnitude of impact

- 15.4.15 The magnitude of impact for private property and housing, development land and businesses, and agricultural land holdings, has been assigned based on and informed by DMRB LA 112 (Ref 15.2) as shown in **Table 15.5**. The magnitude presented below has been updated since the Scoping stage to align with DMRB LA 112.

**Table 15.5: Private property and housing, development land and businesses and agricultural land holdings – magnitude of impact**

Magnitude	Description
Major	<ul style="list-style-type: none"> <li>• <i>‘Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of buildings and direct development of land; and/or’</i></li> <li>• <i>‘introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision’</i></li> </ul>
Moderate	<ul style="list-style-type: none"> <li>• <i>‘Partial loss of/damage to key characteristics, features or elements, e.g., partial removal or substantial amendment to access or acquisition of land compromising viability of property; and/or’</i></li> <li>• <i>‘introduction (adverse) or removal (beneficial) of severe severance with limited/moderate accessibility provision.’</i></li> </ul>
Minor	<ul style="list-style-type: none"> <li>• <i>‘A discernible change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g., amendment to access or acquisition of land resulting in changes that do not compromise overall viability of property; and/or’</i></li> <li>• <i>‘introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision.’</i></li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• <i>‘Very minor loss or detrimental alteration to one or more characteristics, features or elements, e.g., acquisition of non-operational land or buildings not directly affecting the viability of property; and/or’</i></li> <li>• <i>‘very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision.’</i></li> </ul>
No change	<ul style="list-style-type: none"> <li>• <i>‘No loss or alteration of characteristics, features, elements or accessibility; no observable impact in either direction.’</i></li> </ul>

## Significance of effect criteria

- 15.4.16 The level of significance has been assigned, based on and informed by Table 3.8.1 in DMRB LA 104 (Ref 15.24) and as shown in **Table 15.6** below. Potential significant effects for the assessment of private property and housing, businesses and development land, and agricultural land holdings comprise those which are assigned as moderate, large or very large. The remaining effects (neutral and slight) are categorised as not significant.

**Table 15.6: Private property and housing, development land and businesses and agricultural land holdings – significance of effect**

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very high	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral or slight	Neutral or slight	Neutral or slight	Slight

## Recreation

### Public access for walkers, cyclists and horse riders

#### Introduction

- 15.4.17 Walkers, cyclists and horse riders are non-motorised users of PRowS, and other designated routes for pedestrians, cyclists, and equestrians. These may include local routes and those of national importance such as National Trails.

#### Approach to assessment

- 15.4.18 The assessment of PRowS and designated routes, and potential disruption to WCH during construction is qualitative and informed by desk-based study. The following methodology for the assessment of likely significant effects has been proposed in accordance with DMRB LA 104 (Ref 15.24) and DMRB LA 112 (Ref 15.2). Despite the DMRB being the standard for the assessment of road schemes, this guidance provides an appropriate methodology for assessing the effects on WCH in the context of the Project.

- 15.4.19 Public Rights of Way, National Cycle Network (NCN) and other designated routes which are subject to disruption, severance or diversion, or where amenity effects may arise (on a temporary or permanent basis) have been identified and will be developed further in the ES. An assessment of sensitivity and magnitude has been undertaken, applying professional judgement and prior experience from similar developments.

#### Receptor sensitivity

- 15.4.20 The sensitivity criteria for WCH have been assigned based on and informed by DMRB LA 112 (Ref 15.2) as shown in **Table 15.7** below. The sensitivity presented below has been updated since the Scoping stage, and a 'very high' sensitivity value included to align with DMRB LA 112.

**Table 15.7: Walkers, cyclists and horse riders – sensitivity criteria**

<b>Sensitivity</b>	<b>Description</b>
Very high	<p><i>‘National trails and routes likely to be used for both commuting and recreation that record frequent (daily) use. Such routes connect communities with employment land uses and other services with a direct and convenient WCH route. Little/no potential for substitution.’</i></p> <p><i>‘Routes regularly used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs.’</i></p> <p><i>‘Rights of way for WCH crossing roads at grade with &gt;16,000 vehicles per day.’</i></p>
High	<p><i>‘Regional trails and routes (e.g. promoted circular walks) likely to be used for recreation and to a lesser extent commuting, that record frequent (daily) use. Limited potential for substitution; and/or rights of way for WCH crossing roads at grade with &gt;8,000 - 16,000 vehicles per day.’</i></p>
Medium	<p><i>‘Public rights of way and other routes close to communities which are used for recreational purposes (e.g. dog walking), but for which alternative routes can be taken. These routes are likely to link to a wider network of routes to provide options for longer, recreational journeys; and/or rights of way for WCH crossing roads at grade with &gt;4,000 – 8,000 vehicles per day.’</i></p>
Low	<p><i>‘Routes which have fallen into disuse through past severance or which are scarcely used because they do not currently offer a meaningful route for either utility or recreational purposes; and/or rights of way for WCH crossing roads at grade with &lt;4,000 vehicles per day.’</i></p>

Magnitude of impact

15.4.21 The magnitude of impact for WCH has been assigned based on and informed by DMRB LA 112 (Ref 15.2) as shown in **Table 15.8**. The magnitude presented below has been updated since the Scoping stage to align with DMRB LA 112.

**Table 15.8: Walkers, cyclists and horse riders – magnitude of impact**

<b>Magnitude</b>	<b>Description</b>
Major	<ul style="list-style-type: none"> <li>• Major effect: where the Project could be expected to have a considerable effect (either beneficial or adverse) on receptors.</li> <li>• Permanent loss/severance of an existing recreational or commuting route/resource used by WCH.</li> </ul>
Moderate	<ul style="list-style-type: none"> <li>• Moderate effect: where the Project could be expected to have a perceptible effect (either beneficial or adverse) on receptors.</li> <li>• Disruption of a recreational or commuting route/resource used by WCH with significant increase/decrease in journey length/time.</li> </ul>
Minor	<ul style="list-style-type: none"> <li>• Minor effect: where the Project could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors.</li> <li>• Alteration of a recreational or commuting route/resource used by WCH but with no significant increase in journey length/time.</li> </ul>

Magnitude	Description
Negligible	<ul style="list-style-type: none"> <li>Negligible: Where no discernible effect on receptors is expected as a result of the Project.</li> <li>No change to recreational or commuting route/resource used by WCH.</li> </ul>
No change	<ul style="list-style-type: none"> <li>No loss or alternation of characteristics, features, elements or accessibility; no observable impact.</li> </ul>

#### Significance of effect criteria

15.4.22 The level of significance has been assigned based on and informed by Table 3.8.1 in DMRB LA 104 (Ref 15.24) and shown in **Table 15.9** below. Potential significant effects for the assessment of WCH comprise those which are assigned as moderate, large or very large. The remaining effects (neutral or slight) have been categorised as not significant.

**Table 15.9: Walkers, cyclists and horse riders – significance of effect**

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very high	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral or slight	Neutral or slight	Neutral or slight	Slight

#### Community land, assets and recreational facilities

##### Introduction

15.4.23 Community land and assets are described as ‘*land, buildings and infrastructure providing a service/resource to a community, e.g. open spaces, village greens, village halls, healthcare and education facilities*’ (Ref 15.2). Recreational facilities are typically associated with open spaces and similar outdoor assets, incorporating sports pitches and other facilities such as playgrounds.

##### Approach to assessment

15.4.24 The assessment of community land, assets and recreational facilities is qualitative and informed by desk-based study. The following methodology for the assessment of likely significant effects has been proposed in accordance with DMRB LA 104 (Ref 15.24) and DMRB LA 112 (Ref 15.2). Despite the DMRB being the standard for the assessment of road schemes, this guidance provides an appropriate methodology for assessing the effects on community and recreation receptors in the context of the Project.

15.4.25 Community land, assets and recreational facilities which are subject to disruption through land take, where access would be affected, or amenity effects may arise (on a temporary or permanent basis) are identified. An assessment of sensitivity and magnitude has been undertaken, applying professional judgement and prior experience from similar developments.

Receptor sensitivity

15.4.26 The sensitivity criteria for community land, assets and recreational facilities will be assigned based on and informed by DMRB LA 112 (Ref 15.2) as shown in **Table 15.10** below. The sensitivity presented below has been updated since the EIA Scoping stage, and a ‘very high’ and ‘negligible’ sensitivity value included to reflect DMRB LA 112 guidance.

**Table 15.10: Community land, assets and recreational facilities – sensitivity criteria**

Sensitivity	Description
Very high	<p>Receptor value is very high when there is a combination of the following:</p> <ul style="list-style-type: none"> <li>• ‘complete severance between communities and their land/assets, with little/no accessibility provision;’</li> <li>• ‘alternatives are only available outside the local planning authority area;’</li> <li>• ‘the level of use is very frequent (daily); and’</li> <li>• ‘the land and assets are used by the majority (<math>\geq 50\%</math>) of the community.’</li> </ul>
High	<p>Receptor value is high when there is a combination of the following:</p> <ul style="list-style-type: none"> <li>• ‘substantial severance between communities and their land/assets, with limited accessibility provision;’</li> <li>• ‘alternatives are only available in the wider local planning authority area;’</li> <li>• ‘the level of use is frequent (weekly); and’</li> <li>• ‘the land and assets are used by the majority (<math>\geq 50\%</math>) of the community.’</li> </ul>
Medium	<p>Receptor value is medium when there is a combination of the following:</p> <ul style="list-style-type: none"> <li>• ‘severance between communities and their land/assets but with existing accessibility provision;’</li> <li>• ‘limited alternatives are available at a local level within adjacent communities;’</li> <li>• ‘the level of use is reasonably frequent (monthly); and’</li> <li>• ‘the land and assets are used by the majority (<math>\geq 50\%</math>) of the community.’</li> </ul>
Low	<p>Receptor value is low when there is a combination of the following:</p> <ul style="list-style-type: none"> <li>• ‘limited existing severance between communities and their land/assets, with existing full Disability Discrimination Act (DDA) ‘DDA 1995 compliant accessibility provision;’</li> <li>• ‘alternative facilities are available at a local level within the wider communities;’</li> <li>• ‘the level of use is infrequent (monthly or less frequent); and’</li> <li>• ‘the land and assets are used by the minority (<math>\leq 50\%</math>) of the community.’</li> </ul>

Sensitivity	Description
Negligible	<p>Receptor value is negligible when there is a combination of the following:</p> <ul style="list-style-type: none"> <li>‘no or limited severance or accessibility issues;’</li> <li>‘alternative facilities are available within the same community;’</li> <li>‘the level of use is very infrequent (a few occasions yearly); and’</li> <li>‘the land and assets are used by the minority (&lt;=50%) of the community.’</li> </ul>

#### Magnitude of impact

15.4.27 The magnitude of impact for community land, assets and recreation has been assigned based on and informed by DMRB LA 112 (Ref 15.2) as shown in **Table 15.11**. The magnitude presented below has been updated since the Scoping stage to align with DMRB LA 112.

**Table 15.11: Community land, assets and recreation – magnitude of impact**

Magnitude	Description
Major	<ul style="list-style-type: none"> <li>‘Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of buildings and direct development of land’; and</li> <li>‘introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision’.</li> </ul>
Moderate	<ul style="list-style-type: none"> <li>‘Partial loss of/damage to key characteristics, features or elements, e.g., partial removal or substantial amendment to access or acquisition of land compromising viability of property; and/or’; and</li> <li>‘introduction (adverse) or removal (beneficial) of severe severance with limited/moderate accessibility provision.’</li> </ul>
Minor	<ul style="list-style-type: none"> <li>‘A discernible change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements, e.g., amendment to access or acquisition of land resulting in changes that do not compromise overall viability of property;’ and</li> <li>‘introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision.’</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>‘Very minor loss or detrimental alteration to one or more characteristics, features or elements, e.g., acquisition of non operational land or buildings not directly affecting the viability of property;’ and/or</li> <li>‘very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision’.</li> </ul>
No change	<ul style="list-style-type: none"> <li>‘No loss or alternation of characteristics, features, elements or accessibility; no observable impact in either direction.’</li> </ul>

#### Significance of effect criteria

15.4.28 The level of significance has been assigned based on and informed by Table 3.8.1 in DMRB LA 104 (Ref 15.24) and shown in **Table 15.12** below. Potential significant effects for the assessment of community land, assets and recreation comprise those which are assigned as moderate, large or very large. The remaining effects (neutral and slight) have been categorised as not significant.

**Table 15.12: Community land, assets and recreation – significance of effect**

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very high	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral or slight	Neutral or slight	Neutral or slight	Slight

## Tourism

### Tourist attractions

#### Introduction

15.4.29 Tourist attractions typically comprise facilities such as museums, zoos and farm parks, heritage assets, country parks, theme parks, and points of interest. They may be visited by local residents, however, they can also attract a wider visitor base on a regional, national or international scale.

#### Approach to assessment

15.4.30 The assessment of tourist attractions during construction is qualitative and informed by desk-based study.

15.4.31 There is no accepted methodology for the assessment of effects on tourist attractions, with studies generally relying on anecdotal evidence or bespoke criteria. For the purposes of establishing a methodology for the assessment of likely significance, this assessment has defined broad categories for receptor sensitivity, magnitude of change, and overall significance, based on those included in **Tables 5.2, 5.3 and 5.4 in Chapter 5 Approach to Preliminary Environmental Information Report**, prior experience and professional judgement. These have been tailored to tourist attractions by considering factors such as type and size of attraction, uniqueness, and anticipated customer base. This is an appropriate approach to assign an overall level of significance when assessing the effects on visitors and tourists accessing tourist attractions in the context of the Project. This approach has been refined since the Scoping stage.

#### Receptor sensitivity

15.4.32 The sensitivity criteria for tourist attractions have been assigned in line with the criteria in **Table 15.13** below.

**Table 15.13: Tourist attractions – receptor sensitivity**

Sensitivity	Description
Very high	Attraction or facility that has a regional, national and/or international visitor base, attracting visitors that are likely to make a planned trip to visit the attraction. Activities are likely to be whole day trips, and have associated facilities such as car parking, cafés, toilets, and other assets. Alternatively, an attraction that has national or international renown (e.g. the Houses of Parliament) and attracts daily, very frequent visitors.
High	Attraction or facility that serves a local, regional and national visitor base, likely attracting visitors that have specifically planned to visit the attraction or facility for a day trip or part of a visit to the area. Offers the opportunity to undertake more than one activity (e.g. a historic property with a park or garden, and/or children’s play area) and offers associated car parking, café, and toilet facilities.
Medium	Attraction or facility that serves a local, and wider regional visitor base. Offers the opportunity to undertake activities during the visit, with associated facilities such as car parking and/or a café.
Low	Attraction or facility that serves a predominantly local visitor base, with few people likely to travel from the wider region. May have some associated facilities such as car parking, but unlikely to offer facilities or activities which would enable visitors to spend a full day there.
Negligible	Attraction or facility where there are the same (or similar) alternative facilities within the locality. No associated facilities at the attraction, and the level of use is assumed to be low and/or infrequent.

Magnitude of impact

15.4.33 The magnitude of impact for tourist attractions has been assigned in line with the criteria in **Table 15.14**.

**Table 15.14: Tourist attractions – magnitude of impact**

Magnitude	Description
Major	<ul style="list-style-type: none"> <li>The Project could be expected to have a considerable effect (either beneficial or adverse) on receptors;</li> <li>loss of resource and/or quality and integrity of resource, severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of the tourist attraction; and/or</li> <li>introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision preventing visitors from accessing the attraction.</li> </ul>
Moderate	<ul style="list-style-type: none"> <li>The Project could be expected to have a perceptible effect (either beneficial or adverse) on receptors;</li> <li>partial loss of/damage to key characteristics, features or elements, e.g., partial removal or substantial amendment to access, or acquisition of land compromising viability of the attraction; and/or</li> <li>introduction (adverse) or removal (beneficial) of severe severance with limited/moderate accessibility provision for visitors.</li> </ul>

Magnitude	Description
Minor	<ul style="list-style-type: none"> <li>The Project could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors;</li> <li>a discernible change in attributes, quality or vulnerability: minor loss of, or alteration to, one (maybe more) key characteristic, feature or element, e.g., amendment to access or acquisition of land resulting in changes that do not compromise overall viability of property; and/or</li> <li>introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision which is not likely to change visitors' behaviour or choice to access the attraction.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>Very minor loss or detrimental alteration to one or more characteristic, feature or element, e.g., acquisition of non-operational land or buildings not directly affecting the viability of property; and/or</li> <li>very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision. No notable change for visitors, with no change to their experience of the attraction.</li> </ul>
No change	<ul style="list-style-type: none"> <li>No discernible effect is expected as a result of the Project on receptors.</li> </ul>

Significance of effect criteria

15.4.34 Potential significant effects for the assessment of tourist attractions comprise those which are assigned as moderate, large or very large and are detailed in **Table 15.15** below. The remaining effects (neutral or slight) have been categorised as not significant.

**Table 15.15: Tourist attractions – significance of effect**

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very high	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral or slight	Neutral or slight	Neutral or slight	Slight

## Tourist accommodation

### Introduction

- 15.4.35 Tourist accommodation typically comprises temporary, short-term accommodation, and can vary in type from hotels and bed-and-breakfast establishments to caravans and campsites. In some tourist accommodation, a range of facilities such as spas, entertainment venues and leisure facilities is available.

### Approach to assessment

- 15.4.36 The assessment of tourist accommodation during construction is qualitative and informed by desk-based study. This approach has been refined since the Scoping stage. There are two aspects of tourist accommodation considered within the assessment: demand for temporary accommodation; and disruption to tourist accommodation as a result of amenity effects. The methodology for these is considered below.

### Demand for temporary accommodation

- 15.4.37 Tourist accommodation will be assessed in relation to the demand for temporary accommodation from construction workers, and whether there is the potential to create a shortage in the supply of tourist accommodation for visitors to the area. Consideration will be given to the types of tourist accommodation, including approximate number of bedrooms, to determine whether additional pressure may arise on local accommodation facilities, in the context of existing availability for tourists visiting the local area.
- 15.4.38 An evaluation of the likely number of construction employees who may reside in the locality on a temporary basis will be undertaken. This will be based on the total number of construction employees combined with assumptions made by the applicant associated with travel planning, construction methodologies and the construction programme. A percentage of the overall construction employment workforce is determined based on these factors. No sensitivity or magnitude is assigned on this basis; however, an overall conclusion is made based on the likely overall percentage of accommodation within the Study Area which may be accessed by construction workers, and a conclusion of 'significant' or 'not significant' made on this basis.
- 15.4.39 For the purposes of this assessment, a significant effect is moderate or major, and will be based on the below criteria (based on prior experience and professional judgement):
- Major – where 25 per cent or more of the bedspaces, rooms, or pitches within the Study Area are likely to be taken up by temporary construction workers.
  - Moderate – where 15-24 per cent of the bedspaces, rooms, or pitches within the Study Area are likely to be taken up by temporary construction workers.
  - Minor – where 5-14 per cent of the bedspaces, rooms, or pitches within the Study Area are likely to be taken up by temporary construction workers.
  - Negligible – where less than 5 per cent of the bedspaces, rooms, or pitches within the Study Area are likely to be taken up by temporary construction workers.

Disruption to tourist accommodation

15.4.40 Tourist accommodation has been assessed from the perspective of temporary disruption and delays to access, and amenity effects for visitors, for which significance of effect will be assigned. There is no accepted methodology for the assessment of effects on tourist accommodation with studies generally relying on anecdotal evidence or bespoke criteria. For the purposes of establishing a methodology for the assessment of likely significance, this assessment has defined broad categories for receptor sensitivity, magnitude of change, and overall significance, based on the terminology included in **Tables 5.2, 5.3 and 5.4** in **Chapter 5 Approach to Preliminary Environmental Information Report**, prior experience and professional judgement. This is an appropriate approach to assign an overall level of significance when assessing the effects on visitors and tourists accessing tourist accommodation in the context of the Project.

Receptor sensitivity

15.4.41 The sensitivity criteria for tourist accommodation have been assigned in line with the criteria in **Table 15.16** below.

**Table 15.16: Tourist accommodation – receptor sensitivity**

Sensitivity	Description
Very high	<ul style="list-style-type: none"><li>Large purpose-built holiday park (e.g. Butlins, Center Parcs) or large hotel offering accommodation &gt;250 bedspaces (or pitches for camping and caravan parks). A range of associated facilities such as events spaces, entertainment, multiple café/restaurant/bar facilities, dedicated areas for children’s play, swimming pool and/or spa.</li></ul>
High	<ul style="list-style-type: none"><li>Larger holiday park, or medium-large hotel, offering accommodation &gt;50-250 bedspaces (or pitches for camping and caravan parks). Also has associated facilities such as a restaurant, bar, play area, and swimming pool.</li></ul>
Medium	<ul style="list-style-type: none"><li>Small holiday park, small grouping of premises (e.g. multiple cottages on a farm) or hotel, offering accommodation with up to 50 bedspaces (or pitches for camping and caravan parks). May also have associated facilities such as a restaurant, green space, or park (in the case of caravan, camping, and holiday parks) or a bar and restaurant open throughout the day (in the case of a hotel).</li></ul>
Low	<ul style="list-style-type: none"><li>standalone premises (such as a cottage) or small B&amp;B, offering accommodation with approximately 10 bedspaces or fewer. Not part of a chain, or accommodation group.</li></ul>

Magnitude of impact

15.4.42 The magnitude of impact for disruption to tourist accommodation has been assigned in line with the criteria in **Table 15.17**.

**Table 15.17: Disruption to tourist accommodation – magnitude of impact**

Magnitude	Description
Major	<ul style="list-style-type: none"> <li>Loss of resource and/or quality and integrity of resource: severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of the accommodation; and/or</li> <li>introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision preventing visitors from accessing the accommodation.</li> </ul>
Moderate	<ul style="list-style-type: none"> <li>Partial loss of/damage to key characteristics, features or elements, e.g., partial removal or substantial amendment to access or acquisition of land compromising viability of the accommodation or facilities; and/or</li> <li>introduction (adverse) or removal (beneficial) of severe severance with limited/moderate accessibility provision for visitors.</li> </ul>
Minor	<ul style="list-style-type: none"> <li>A discernible change in attributes, quality or vulnerability: minor loss of, or alteration to, one (maybe more) key characteristic, feature or element, e.g., amendment to access or acquisition of land resulting in changes that do not compromise overall viability of the accommodation; and/or</li> <li>introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision which is not likely to change visitors' behaviour or choice to stay at the accommodation.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>Very minor loss or detrimental alteration to one or more characteristic, feature or element, e.g., acquisition of non-operational land or buildings not directly affecting the viability of property; and/or</li> <li>very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision.</li> </ul>
No change	<ul style="list-style-type: none"> <li>No notable change for visitors, with no change to their experience of the accommodation or associated facilities.</li> </ul>

Significance of effect criteria

15.4.43 Potential significant effects for the assessment of tourist attractions comprise those which are assigned as moderate, large or very large as shown in **Table 15.18** below. The remaining effects (neutral or slight) have been categorised as not significant.

**Table 15.18: Tourist attractions – significance of effect**

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very high	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Slight or moderate	Moderate or large	Large or very large

	Magnitude				
	No change	Negligible	Minor	Moderate	Major
Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
Negligible	Neutral	Neutral or slight	Neutral or slight	Neutral or slight	Slight

## Preliminary Assessment Assumptions and Limitations

- 15.4.44 The assessment has been undertaken based on the preliminary Project design information. This information is iterative and will be updated in the ES as the design evolves. This may lead to changes to both the baseline and the preliminary assessment, which would be accounted for in the assessment presented in the ES.
- 15.4.45 The following limitations and assumptions have been identified for the assessment within this section:
- This assessment has relied, in part, on the most up-to-date data available at the time of writing, provided by third parties (e.g., Ordnance Survey Mapping, Office for National Statistics (ONS)). No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment. Baseline data will be kept under review throughout the production of the EIA in order to ensure that (where practicable) the most recently published data are utilised.
  - No site survey has been undertaken for the purpose of this chapter. However, this is not considered to affect the robustness of the assessment for EIA purposes due to baseline information being publicly available.

## Further Assessment Within the ES

- 15.4.46 The preliminary assessment presented here will be developed in the ES as the design of the Project evolves.
- 15.4.47 The ES will present a detailed assessment in accordance with the methodology set out in section 15.4, with the significance of the effect on receptors identified for construction and operation (and maintenance) where relevant. This will be a qualitative assessment determining the magnitude of potential change, and sensitivity of receptors to change. A conclusion on significance and associated reasoning will be provided where practicable in relation to identified receptors.
- 15.4.48 The ES will include the results of relevant site surveys undertaken to inform the assessments of other environmental topics, for example usage surveys for PROWs.

## 15.5 Baseline Conditions

### Study Area

- 15.5.1 The Study Area for socio-economics, recreation and tourism is detailed below for each element of the assessment and varies according to the receptor. In the absence of statutory guidance for socio-economics, reference has been made to planning policy, best practice guidance, and professional judgement and experience.
- 15.5.2 The following sensitive receptors are considered within the assessment in line with DMRB guidance and considering consultee feedback:
- the local and regional economy in relation to job creation;
  - private property and housing;
  - development land and businesses;
  - agricultural land holdings;
  - users of PRoWs and recreational routes, such as WCH;
  - users of community land and assets;
  - tourist attractions; and
  - tourist accommodation providers.

### Socio-economics

- **Employment Generation:** The Study Area for employment generation follows guidance<sup>2</sup> set out within the Employment Density Guide 3rd Edition (Ref 15.25) and Additionality Guide 4th Edition (Ref 15.26). A 'local' area (North East Derbyshire District Council, Bolsover District Council, Amber Valley Borough Council, Erewash Borough Council, South Derbyshire District Council, Chesterfield Borough Council, Derby City Council, Ashfield Borough Council, Broxtowe Borough Council, North West Leicestershire District Council, and East Staffordshire Borough Council), and a 'regional' area (East Midlands, Yorkshire and The Humber, and the West Midlands<sup>3</sup>) will be used for construction employment generation, as these represent the principal labour market catchment area. The Project is likely to be highly accessible from most areas of the East Midlands, Yorkshire and The Humber, and West Midlands, and this labour market incorporates the population that may reasonably be expected to travel to and benefit from employment associated with construction of the Project.
- **Private property and housing:** Private properties and dwellings that lie within the draft Order Limits and a 500 m Study Area, (or those which have a direct means of access within the Study Area) in line with guidance in DMRB LA 112 (Ref 15.2).

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<sup>2</sup> Whilst the Employment Densities Guide was withdrawn in 2022 due to the Homes and Communities Agency being replaced by Homes England, no statement on replacement guidance published by the United Kingdom Government has been made, with the document still available for reference. It is considered that in the absence of any further guidance on employment density, this document remains relevant and appropriate and is accepted industry current 'best practice'.

<sup>3</sup> Although outside of the 500 m Study Area and beyond the local authority boundaries, Yorkshire, the Humber and the West Midlands have been included on a regional level due to the proximity of Project.

- **Development land and businesses:** Development land and businesses that lie within the draft Order Limits and a 500 m Study Area, (or those which have a direct means of access within the Study Area) in line with guidance in DMRB LA 112.
- **Agricultural land holdings:** Agricultural land holdings that lie within the draft Order Limits and a 500 m Study Area, (or those which have a direct means of access within the Study Area) in line with guidance in DMRB LA 112.

## Recreation

- **WCH:** Those PRoWs located within the draft Order Limits and a 500 m Study Area (or those which have a direct means of access within the Study Area) will be used for the assessment of change in accessibility and amenity value of recreational routes used by WCH, in line with guidance in DMRB LA 112. This is an increase in the Study Area from the Scoping stage, which was presented as just the draft Order Limits previously.
- **Community land, assets and recreational facilities:** Community land, assets and recreational facilities that lie within the draft Order Limits and a 500 m Study Area, (or those which have a direct means of access within the Study Area) in line with guidance in DMRB LA 112. This is an increase in the Study Area from the Scoping stage, which was presented as just the draft Order Limits previously.

## Tourism

- **Tourist attractions and tourist accommodation:** Tourist attractions and accommodation providers located within the draft Order Limits and a 5 km Study Area from the draft Order Limits (or those which have a direct means of access within the Study Area) will be used in order to capture those attractions or accommodation providers most likely to be affected by the Project. There is no specific legislation or guidance on catchments relating to tourism assessments; as such, this Study Area is based on prior experience and professional judgement, capturing those receptors most likely to experience effects. This is an increase in the Study Area from the Scoping stage, which was presented as just the draft Order Limits previously.

## Data Collection

- 15.5.3 The following data sources have been used to inform the baseline for socio-economics, recreation and tourism, as outlined in **Table 15.19**. All data are publicly available and the most recently available data at the time of writing have been used to inform the baseline for this assessment.

**Table 15.19: Data sources used to inform the socio-economics, recreation and tourism assessment**

Organisation	Data Type
Official Census and Labour Market Statistics (NOMIS) (Ref 15.29)	Data from the 2021 Census on population demographics, the economy and employment (the most recently published census data at the time of writing) <sup>4</sup> .
English Indices of Multiple Deprivation (IMD) (Ref 15.30)	Deprivation data by local authority from the 2025 IMD (the most recently published IMD at the time of writing).
Ordnance Survey Mapping (Ref 15.31)	Ordnance Survey basemaps, to inform production of figures.
Visit Britain	Data on tourism accommodation in England, including a Census on the Accommodation Stock in England, (Ref 15.32) as well as a 2025 report on hotel occupancy (Ref 15.33).

## Existing Baseline

### Socio-economics

#### Population

15.5.4 The ONS mid-2024 population estimates, alongside the percentage of 16-64 year olds is shown in **Table 15.20**.

**Table 15.20: Total population and % population aged 16-64 (Ref 15.34)**

Study Area	Area Name	Total Population	% of Resident Population Aged 16-64
Local	Chesterfield	106,045	61.1%
	North East Derbyshire	106,646	58.6%
	Bolsover	83,773	62.3%
	Ashfield	129,572	61.5%
	Amber Valley	130,451	60.5%
	Erewash	114,253	62.0%
	Broxtowe	114,565	61.7%
	North West Leicestershire	111,881	62.3%
	Derby	274,149	63.7%
	South Derbyshire	117,493	62.6%
	East Staffordshire	129,659	61.4%

<sup>4</sup> It should be noted that certain datasets are reviewed and updated annually, with many reporting data more recently than the 2021 Census (Ref 15.29).

Study Area	Area Name	Total Population	% of Resident Population Aged 16-64
County	Derbyshire	822,377	60.7%
Regional	East Midlands	5,063,164	62.1%
	Yorkshire and The Humber	5,672,962	62.3%
	West Midlands	5,956,226	61.9%
National	England	58,620,101	62.9%

15.5.5 As shown in **Table 15.20** above, the proportion of working age individuals across the Study Areas is broadly in line with the national average (62.9 per cent). North East Derbyshire has the lowest proportion of working age individuals (58.6 per cent) and is somewhat lower than the national average. Derby (city) is the only local authority to have a higher proportion of 16-64 year olds than the national average, with 63.7 per cent.

15.5.6 Further baseline information relating to population can be found in **Chapter 16 Health and Wellbeing**.

#### Economy and employment

15.5.7 Data from the Nomis Labour Market Profiles (Ref 15.29) show the proportion of individuals aged 16-64 who were economically active between April 2024 and March 2025 (the most recent at the time of writing). Generally, the proportion of economically active 16-64 year olds is higher across each of the local authorities than the regional (East Midlands, Yorkshire and The Humber, and the West Midlands) and national (England) averages, which are 78.2 per cent, 76.7 per cent, 78.5 per cent and 78.8 per cent, respectively. The exceptions are North East Derbyshire, Ashfield and Derby, which have a lower proportion of economically active 16-64 year olds than the national and regional averages, with 77.9 per cent, 77.1 per cent and 74.9 per cent, respectively. By contrast, Erewash has the highest proportion of economically active 16-64 year olds, at 85.5 per cent.

15.5.8 The Nomis Job Densities Report (Ref 15.35) presents the availability of employment in relation to labour demand. Job density refers to the number of jobs per resident aged 16-64. Data from 2023 are the most recently available at the time of writing. The East Midlands, Yorkshire and The Humber, and West Midlands regions all have lower job densities (0.79, 0.82, and 0.82 respectively) than England (0.87), and this is reflected in the figures for each local authority. North East Derbyshire, South Derbyshire and Broxtowe have the lowest job densities, with 0.54, 0.57 and 0.59 respectively. This is somewhat lower than the regional and national figures. North West Leicestershire is the only local authority to have over one job per resident, with a density of 1.14. Derby City and Chesterfield also have high job densities, with 0.88 and 0.87, respectively, which is higher than the regional level, but comparable to the national level. Bolsover (0.71), Amber Valley (0.68) and Erewash (0.67) have job densities that are all lower than the regional average (0.79). With the exception of North West Leicestershire, the job density for all geographies within the Study Area, as well as the regional and national averages, are lower than 1.0; indicating that there is less than one job available per member of the resident population aged 16-64.

15.5.9 **Table 15.21** below shows the proportion of total employees working in each industry sector in 2023 (the most recently published data at the time of writing)<sup>5</sup>. Across the local level, a large proportion of employees are employed in Manufacturing (Sector C). This is highest in Amber Valley (20.8 per cent), which is significantly higher than the England, Yorkshire and The Humber, and West Midlands averages (6.8 per cent, 9.6 per cent, and 9.5 per cent) and somewhat higher than the East Midlands and Derbyshire averages (12.4 per cent and 16.9 per cent, respectively). Additionally, a large proportion of the local population is employed in Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles (Sector G), particularly in Chesterfield (19.6 per cent). Across the East Midlands (15.3 per cent), Yorkshire and The Humber (13.4 per cent), the West Midlands (13.8 per cent) and Derbyshire (15.6 per cent) employment in this sector is slightly higher than the national level (12.6 per cent). Other notable trends include Chesterfield and Ashfield, where a large proportion of employees (23.5 per cent in Chesterfield, and 27.3 per cent in Ashfield) work in Human Health and Social Work Activities (Sector Q), which is significantly higher than the England average of 13.6 per cent and that of the surrounding local authorities. This is likely to reflect the presence of Chesterfield Royal Hospital within the Chesterfield local authority boundary, and the presence of King’s Mill Hospital within Ashfield, and proximity to Nottingham City Hospital for residents of Ashfield.

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<sup>5</sup> The results in the table show data from the NOMIS Job Densities Report which is sourced from the open access ONS Business Register and Employment Survey. The data present a proportion of total employee jobs in each industry sector, excluding farm-based agriculture; this is to ensure anonymity of data due to small sample sizes.

**Table 15.21: Overview of employee jobs by industry sector in 2023 (percentage) (Ref 15.27)**

Industry Sector	Local Level												County Level	Regional Level	National Level	
	Chesterfield	North East Derbyshire	Bolsover	Ashfield	Amber Valley	Broxtowe	Erewash	North West Leicestershire	Derby	South Derbyshire	East Staffordshire	Derbyshire			East Midlands	Yorkshire and The Humber
<b>B: Mining and Quarrying</b>	0	0	0.1	0.1	0	0	0	2.3	0.1	0.1	0.1	0.3	0.2	0.1	0.1	0.1
<b>C: Manufacturing</b>	8.8	17.9	15.6	14.5	20.8	10.8	17.9	10.4	17.6	20.6	16.1	16.9	12.4	9.6	9.5	6.8
<b>D: Electricity, Gas, Steam and Air Conditioning Supply</b>	0.6	0	0.8	0.1	0	0.1	0	0.8	0.1	0	0.2	0.2	0.5	0.2	0.5	0.3
<b>E: Water Supply; Sewerage, Waste Management and Remediation Activities</b>	0.4	0.7	1.1	0.3	0.5	0.1	1.2	0.6	1.1	0.7	0.6	0.7	0.7	0.8	0.6	0.6
<b>F: Construction</b>	3.9	7.1	4.7	7.3	7.3	10.8	5.1	5.8	2.9	5.1	3.6	5.1	4.3	6.5	5.9	6
<b>G: Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles</b>	19.6	14.3	14.1	12.7	14.6	16.2	15.4	13.0	11.8	14.7	16.1	15.6	15.3	13.4	13.8	12.6

Industry Sector	Local Level												County Level	Regional Level	National Level	
	Chesterfield	North East Derbyshire	Bolsover	Ashfield	Amber Valley	Broxtowe	Erewash	North West Leicestershire	Derby	South Derbyshire	East Staffordshire	Derbyshire			East Midlands	Yorkshire and The Humber
<b>H: Transportation and Storage</b>	6.9	4.5	10.9	10.9	6.2	8.1	4.5	24.7	4.4	6.6	7.3	6.1	7.1	5.9	6.8	5.3
<b>I: Accommodation and Food Service Activities</b>	4.9	8.0	6.2	5.5	8.3	8.1	11.5	5.2	5.1	8.8	7.3	8.8	7.0	7.0	6.1	7.2
<b>J: Information and Communication</b>	1.8	2.5	2.5	1.8	1.7	3.4	3.2	1.9	3.7	2.4	1.6	2.0	2.7	2.9	2.6	4.5
<b>K: Financial and Insurance Activities</b>	1.8	0.5	0.5	0.3	0.4	4.1	0.6	1.2	0.7	0.4	0.7	0.7	1.4	2.5	1.8	3.3
<b>L: Real Estate Activities</b>	0.9	2.5	2.2	0.7	1.5	3.4	1	2.3	1.7	1.8	1.5	1.5	1.7	1.6	1.6	2.1
<b>M: Professional, Scientific and Technical Activities</b>	5.9	5.4	14.1	3.2	6.2	8.1	5.8	11.7	7.4	5.9	8.1	6.8	7.4	7.9	7.7	9.9
<b>N: Administrative and Support Service Activities</b>	5.9	10.7	5.5	3.2	4.2	5.4	6.4	7.8	10.3	4.4	9.7	5.4	7.6	7.8	7.8	8.3

Industry Sector	Local Level												County Level	Regional Level	National Level	
	Chesterfield	North East Derbyshire	Bolsover	Ashfield	Amber Valley	Broxtowe	Erewash	North West Leicestershire	Derby	South Derbyshire	East Staffordshire	Derbyshire			East Midlands	Yorkshire and The Humber
<b>O: Public Administration and Defence; Compulsory Social Security</b>	2.9	2.1	1.9	2.3	7.3	2.4	1.3	1.2	3.3	2.4	2.0	3.7	4.1	5.1	4.2	4.5
<b>P: Education</b>	7.8	8.9	6.2	7.3	8.3	8.1	9	4.5	8.8	10.3	7.3	8.5	9	8.8	9.1	8.4
<b>Q: Human Health and Social Work Activities</b>	23.5	14.3	9.4	27.3	10.4	9.5	11.5	3.9	17.6	11.8	14.5	13.2	14.6	14.4	15.3	13.6
<b>R: Arts, Entertainment and Recreation</b>	1.6	2.1	1.2	1.1	2.1	1.9	3.8	1.3	2.2	2.6	2.0	2.7	2.5	2.4	2.6	3
<b>S: Other Service Activities</b>	0.9	0.9	3.1	1.3	1.2	2.2	1	1.2	1.1	1.5	1.1	1.4	1.3	2.4	2.8	2.7

## Indices of Multiple Deprivation

- 15.5.10 The English IMD 2025 (Ref 15.30) was published in October 2025 and uses a combination of information relating to seven 'domains': income; employment; health deprivation and disability; education, skills and training; barriers to housing and services; crime; and living environment, to create an overall score of deprivation. Deprivation is scored between 1 and 33,755 (representing the 33,755 Lower-layer Super Output Areas (LSOAs) within England), with a score of 1 being most deprived and 33,755 being least deprived. Each local authority district is also ranked, with a score of 1 being the most deprived, and the least deprived ranked at 296. **Table 15.22** summarises the ranking of each local authority district.

**Table 15.22: Local authority IMD ranking**

Local Authority	Rank	Percentile Ranking of Local Authorities <sup>6</sup>
Bolsover District Council	52	Within 20% most deprived
Derby City Council	79	Within 30% most deprived
Chesterfield Borough Council	80	Within 30% most deprived
Erewash Borough Council	144	Within 50% most deprived
North East Derbyshire District Council	158	Within 50% least deprived
Amber Valley Borough Council	161	Within 50% least deprived
South Derbyshire District Council	210	Within 30% least deprived

- 15.5.11 Across the Study Area, four of the seven local authority districts rank as between 20 per cent and 50 per cent most deprived local authorities in England. Of these, Bolsover is ranked as the highest (and therefore most deprived) and South Derbyshire District Council as the lowest in terms of deprivation.
- 15.5.12 At a local level, each local authority has LSOAs within the 10 per cent most deprived in England. Of these, Derby City Council has the most (28 LSOAs), whilst Amber Valley Borough Council and Bolsover District Council both have three, Chesterfield Borough Council has eight and Erewash Borough Council has six. South Derbyshire and North East Derbyshire both have one LSOA in the most deprived 10 per cent. This suggests that there are mixed levels of deprivation across the Study Area, with some councils such as Bolsover, Derby City and Chesterfield having higher levels of deprivation compared to the rest of the Study Area.

## Private property and housing

- 15.5.13 The draft Order Limits and associated 500 m Study Area encompasses the boundaries of a number of settlements within the local authority districts. Private properties and housing allocations located within the draft Order Limits and the 500 m Study Area are outlined in detail in **Appendix 15A Private Property and Housing Sensitive Receptors**, with a breakdown of the approximate numbers of dwellings by settlement or settlement area, and justification for their sensitivity.

<sup>6</sup> The IMD ranks deprivation from most deprived (with local authorities ranking within the 10% most deprived in England) to least deprived (with local authorities ranking within the 10% least deprived in England).

A high level summary of dwellings and their sensitivity by local authority area is provided in **Table 15.23**, due to the considerable number of residential properties identified. There are no low sensitivity receptors identified.

- 15.5.14 There are four dwellings and one strategic housing allocation from the Erewash Borough Council Local Plan within the draft Order Limits, however, a considerable number of properties are situated beyond the draft Order Limits, within the 500 m Study Area. Whilst many of these are scattered dwellings or small groups of properties, there are certain settlements (identified as ‘very high’ sensitivity and shown in **Table 15.23** below) where larger numbers of dwellings lie within the Study Area. Housing allocations are also included within these figures.

**Table 15.23: Summary of private properties and housing receptors**

Receptor Description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>• 468 properties in Chesterfield Borough Council;</li> <li>• 906 properties in North East Derbyshire District Council;</li> <li>• 889 properties in Bolsover District Council;</li> <li>• 5,438 properties in Amber Valley Borough Council;</li> <li>• 2,640 properties in Erewash Borough Council;</li> <li>• 1,117 properties in Chellaston (these properties are across local planning authorities and split between Derby City Council and South Derbyshire District Council Areas); and</li> <li>• 2,813 properties in South Derbyshire District Council area.</li> </ul>	<p><b>Very high</b> – Existing housing and land allocated for housing (e.g. strategic housing sites) covering &gt;5 ha and/or 150 houses.</p>
<ul style="list-style-type: none"> <li>• 277 properties in Chesterfield Borough Council;</li> <li>• 725 properties in North East Derbyshire District Council;</li> <li>• 293 properties in Bolsover District Council;</li> <li>• 676 properties in Amber Valley Borough Council;</li> <li>• 154 properties in Erewash Borough Council;</li> <li>• 99 properties in Derby City Council; and</li> <li>• 324 properties in South Derbyshire District Council area.</li> </ul>	<p><b>High</b> – Existing housing and land allocated for housing (e.g. strategic housing sites) covering &gt;1-5 ha and/or &gt;30-150 houses.</p>
<ul style="list-style-type: none"> <li>• 250 properties in North East Derbyshire District Council;</li> <li>• 65 properties in Bolsover District Council;</li> <li>• 126 properties in Amber Valley Borough Council;</li> <li>• 123 properties in Erewash Borough Council; and</li> <li>• 118 properties in South Derbyshire District Council area.</li> </ul>	<p><b>Medium</b> – Existing housing and land allocated for housing (e.g. strategic housing sites) covering &lt;1ha and/or &lt;30 houses.</p>

- 15.5.15 It should be noted that there are strategic housing sites identified within the Study Area (however, outside the draft Order Limits) for North East Derbyshire District Council, Bolsover District Council, Amber Valley District Council, Erewash Borough Council, Derby City Council and South Derbyshire District Council. No strategic housing allocations have been identified in Chesterfield Borough Council within the draft Order Limits or Study Area in the current local plans. Further detail on the numbers of dwellings, their location and distance from the draft Order Limits, will be incorporated into the ES following evolution and refinement of the Project design.

## Development land and businesses

- 15.5.16 The draft Order Limits and associated 500 m Study Area encompass a number of businesses and allocated development land. Five businesses: Temple Normanton Solar Limited; Alfreton Golf Club; Pawsome Park Dog Park; Secure Paws Dog Park, and Swarkestone Boat Club, are located within the draft Order Limits. There are strategic employment allocations identified in North East Derbyshire Borough Council, Amber Valley Borough Council and South Derbyshire District Council. No strategic employment allocations are located within the draft Order Limits or Study Area in the current local plans in Chesterfield Borough Council, Bolsover District Council, Erewash Borough Council and Derby City Council.
- 15.5.17 **Table 15.24** below presents the number of businesses and areas of allocated employment land in each local authority, and their corresponding sensitivity. Further details on the individual businesses and land parcels identified can be found in **Appendix 15B Development Land and Businesses Sensitive Receptors**. There are no low sensitivity receptors identified.

**Table 15.24: Development land and businesses sensitive receptors**

Receptor Description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>• Three businesses in North East Derbyshire District Council;</li> <li>• two businesses in Amber Valley Borough Council; and</li> <li>• two businesses in South Derbyshire District Council.</li> </ul>	<b>Very high</b> – Existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering >5 ha.
<ul style="list-style-type: none"> <li>• 11 businesses in North East Derbyshire District Council;</li> <li>• two businesses in Bolsover District Council;</li> <li>• two businesses in Amber Valley Borough Council;</li> <li>• two businesses in Erewash Borough Council;</li> <li>• one business in Derby City Council; and</li> <li>• five businesses in South Derbyshire District Council.</li> </ul>	<b>High</b> – Existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering >1 ha – 5 ha.
<ul style="list-style-type: none"> <li>• 21 businesses in Chesterfield Borough Council;</li> <li>• 80 businesses in North East Derbyshire District Council;</li> <li>• 18 businesses in Bolsover District Council;</li> <li>• 252 businesses in Amber Valley Borough Council;</li> <li>• 27 businesses in Erewash Borough Council;</li> <li>• four businesses in Derby City Council; and</li> <li>• 41 businesses in South Derbyshire District Council.</li> </ul>	<b>Medium</b> – Existing employment sites (excluding agriculture) and land allocated for employment (e.g. strategic employment sites) covering <1 ha.

## Agricultural land holdings

- 15.5.18 Agricultural land holdings refers to farm businesses and the associated land parcels they farm, including outbuildings and other agricultural facilities. Typically, agricultural land is used for arable, pasture, or livestock farming, with land parcels either farmed by landowners or leased out to tenant farmers.

15.5.19 Provisional Agricultural Land Classification mapping (Ref 15.36) shows that agricultural land within the draft Order Limits is predominantly Grades 3 and 4. Further information on the agricultural land within the draft Order Limits can be found in **Chapter 11 Agriculture and Soils**. Satellite imagery shows that agricultural land within the draft Order Limits is generally arable land and grassland. Further work will be done in the ES to determine the sensitivity of the agricultural land likely to be affected, however, for the purposes of the assessment, it is assumed that the sensitivity of the agricultural land holdings ranges from very high to medium.

## Recreation

### Public access for walkers, cyclists and horse riders

15.5.20 The Study Area contains numerous PRowS and designated routes within the draft Order Limits and the 500 m Study Area. These PRowS provide daily connections for WCH undertaking recreation within their local area or accessing local services and facilities without using a vehicle. Some of these PRowS interconnect to form a wider network, allowing WCH access across a local authority district or county. Whilst many PRowS are used for local recreation, some (such as NCN Routes, Long Distance Trails or other routes of regional or national importance) are likely to be accessed by WCH from a wider area. An overview is provided in Chapter 12 Traffic and Transport. A comprehensive baseline for PRowS and designated routes within the draft Order Limits and Study Area will be compiled as part of the ES, as the design of the Project is progressed.

15.5.21 For the purposes of undertaking the preliminary assessment, an initial sensitivity of high or very high has been assigned for the national and regional routes identified as passing through the draft Order Limits and Study Area, as outlined in **Table 15.25**. It has been assumed that all other PRowS within the draft Order Limits and Study Area have a medium sensitivity, as outlined below. It is acknowledged, however, that as part of refinement of the assessment of PRowS, the sensitivity of some PRowS is likely to decrease or increase. There are no low sensitivity receptors identified at this stage.

**Table 15.25: Public Rights of Way within the draft Order Limits and Study Area**

Receptor Description	Sensitivity
<ul style="list-style-type: none"> <li>• NCN Route 67; and</li> <li>• NCN Route 6.</li> </ul>	<p><b>Very high</b> – national trails and routes likely to be used for both commuting and recreation, that record frequent (daily) use. Such routes connect communities with employment land uses and other services with a direct and convenient WCH route. Little or no potential for substitution.</p>
<ul style="list-style-type: none"> <li>• Chesterfield Round Long Distance Footpath;</li> <li>• Derbyshire Portway;</li> <li>• Derwent Valley Heritage Way;</li> <li>• Midshires Way;</li> <li>• Centenary Way;</li> <li>• Derby Nomad Way;</li> <li>• Derby Canal Ring; and</li> <li>• Trent and Mersey Canal Walk.</li> </ul>	<p><b>High</b> – PRowS frequently used by WCH for commuting, recreational and leisure purposes (e.g. National Trails). Also, for use by vulnerable travellers (e.g. elderly, school children and people with disabilities).</p>

Receptor Description	Sensitivity
<ul style="list-style-type: none"> <li>• Five Pits Trail;</li> <li>• Silverhill Tail;</li> <li>• Blackwell Trail;</li> <li>• Pentrich Revolution Trails; and</li> <li>• all other PRoWs within the Study Area.</li> </ul>	<p><b>Medium</b> – PRoWs moderately used by WCH for commuting, recreational and leisure purposes (e.g. regional trails).</p>

### Community land and assets

- 15.5.22 Community land and assets are described as including land, buildings and infrastructure which provide a service or resource to a community, e.g. open spaces, doctors surgeries, village halls, or education facilities (Ref 15.24). The Study Area contains 153 community assets and recreational assets, of which two, the Berryfields Care Home, and Trent and Mersey Canal, are located within the draft Order Limits.
- 15.5.23 **Table 15.26** below presents the number of assets in each local authority, and their corresponding sensitivity. Further details can be found in **Appendix 15C Community Land, Assets and Recreation Sensitive Receptors**. There are no identified receptors with very high sensitivity.

**Table 15.26: Community land and assets within the draft Order Limits and Study Area**

Receptor Description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>• 10 community land, assets and recreation receptors are in North East Derbyshire District Council;</li> <li>• four community land, assets and recreation receptors are in Bolsover District Council;</li> <li>• 21 community land, assets and recreation receptors are in Amber Valley Borough Council;</li> <li>• seven community land, assets and recreation receptors are in Erewash Borough Council;</li> <li>• one community land, assets and recreation receptor in Derby City Council and</li> <li>• eight community land, assets and recreation receptors are in South Derbyshire District Council.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>High</b> – Alternatives are only available in the wider local planning authority area and the level of use is frequent (weekly).</li> </ul>
<ul style="list-style-type: none"> <li>• One community land, assets and recreation receptor is in Chesterfield Borough Council;</li> <li>• eight community land, assets and recreation receptors are in North East Derbyshire District Council;</li> <li>• four community land, assets and recreation receptors are in Bolsover District Council;</li> <li>• 18 community land, assets and recreation receptors are in Amber Valley Borough Council;</li> <li>• two community land, assets and recreation receptors are in Erewash Borough Council; and</li> <li>• five community land, assets and recreation receptors are in South Derbyshire District Council.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Medium</b> – Limited facilities are available at a local level within the wider communities and the level of use is reasonably frequent (monthly).</li> </ul>

Receptor Description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>One community land, assets and recreation receptor is in Chesterfield Borough Council;</li> <li>10 community land, assets and recreation receptors are in North East Derbyshire District Council;</li> <li>four community land, assets and recreation receptors are in Bolsover District Council;</li> <li>24 community land, assets and recreation receptors are in Amber Valley Borough Council;</li> <li>10 community land, assets and recreation receptors are in Erewash Borough Council;</li> <li>eight community land, assets and recreation receptors are in Derby City Council; and</li> <li>seven community land, assets and recreation receptors are in South Derbyshire District Council.</li> </ul>	<ul style="list-style-type: none"> <li><b>Low</b> – The level of use is infrequent (monthly or less) and the land and assets are used by the minority (&lt;=50%) of the community.</li> </ul>

## Tourism

### Tourist attractions

- 15.5.24 Tourist attractions typically comprise facilities such as museums, zoos and farm parks, heritage assets, country parks, theme parks, and points of interest.
- 15.5.25 A summary of the tourist attractions in each local authority, and their sensitivity is outlined in **Table 15.27** below. Full details of tourist attractions within the Study Area can be found in Table 15D.1 of **Appendix 15D Tourist Attractions and Tourist Accommodation Sensitive Receptors**. There are no very high sensitivity receptors identified.
- 15.5.26 There are no tourist attractions which fall within the draft Order Limits, and 44 attractions of varying types are situated within the 5 km Study Area. Whilst some of these are likely to be frequented by local residents as well as tourists, many attractions (such as National Trust properties) are also likely to attract regional and national tourists.
- 15.5.27 Further detail on tourist attractions and their location in relation to the draft Order Limits, will be incorporated into the ES following evolution and refinement of the Project design.

**Table 15.27: Tourist attractions sensitive receptors**

Receptor Description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>Two tourist attractions are in Bolsover District Council;</li> <li>one tourist attraction is in Amber Valley Borough Council;</li> <li>one tourist attraction is in North West Leicestershire District Council; and</li> <li>one tourist attraction is in South Derbyshire District Council.</li> </ul>	<p><b>High</b> – Attraction or facility that serves a local, regional and national visitor base, likely attracting visitors that have specifically planned to visit the attraction or facility for a day trip or part of a visit to the area. Offers the opportunity to undertake more than one activity (e.g. a historic property with a park or garden, and/or children’s play area) and offers associated car parking, café, and toilet facilities.</p>

Receptor Description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>• One tourist attraction is in North East Derbyshire District Council;</li> <li>• three tourist attractions are in Amber Valley Borough Council;</li> <li>• one tourist attraction is in North West Leicestershire District Council;</li> <li>• two tourist attractions are in South Derbyshire District Council; and</li> <li>• one tourist attraction is in East Staffordshire Borough Council.</li> </ul>	<p><b>Medium</b> – Attraction or facility that serves a local, and wider regional visitor base. Offers the opportunity to undertake activities during the visit, with associated facilities such as car parking and/or a café.</p>
<ul style="list-style-type: none"> <li>• Six tourist attractions are in Chesterfield Borough Council;</li> <li>• two tourist attractions are in North East Derbyshire District Council;</li> <li>• one tourist attraction is in Bolsover District Council;</li> <li>• one tourist attraction is in Ashfield District Council;</li> <li>• eight tourist attractions are in Amber Valley Borough Council;</li> <li>• eight tourist attractions are in Erewash Borough Council;</li> <li>• one tourist attraction is in Derby City Council; and</li> <li>• four tourist attractions are in South Derbyshire District Council.</li> </ul>	<p><b>Low</b> – Attraction or facility that serves a predominantly local visitor base, with few people likely to travel from the wider region. May have some associated facilities such as car parking, but unlikely to offer facilities or activities which would enable visitors to spend a full day there.</p>

### Tourist accommodation

15.5.28 Tourist accommodation typically comprises temporary, short-term accommodation. There are a number of hotels, guesthouses, campsites and holiday parks located within close proximity to the Study Area, most notably large caravan and camping pitches throughout the area. Tourist accommodation located within the draft Order Limits and Study Area is outlined in **Table 15D.2 of Appendix 15D Tourist Attractions and Tourist Accommodation Sensitive Receptors.**

15.5.29 Recent data from September 2025 show that the occupancy rate in hotels in England was highest in the summer months at around 86 per cent (for July 2025), and lowest in January at 65 per cent (based on 2025 figures) (Ref 15.37). The same data show that in the East Midlands, hotel occupancy rates have remained broadly similar from 2023 to 2025; between 81 per cent and 83 per cent. Data from bookings across Airbnb, Booking.com, Vrbo and TripAdvisor show that occupancy in short-term rentals in August 2025 in England was 54 per cent. However, this could be due to an overall increase in supply and more short-term rentals available (Ref 15.37). The same data show that in August 2025 in the East Midlands region, occupancy rates were slightly lower than the England average, at 51 per cent.

- 15.5.30 There are no tourist accommodation providers which fall within the draft Order Limits; however, 96 accommodation providers of varying types are situated within the 5 km Study Area. The majority of these are likely to be frequented by visitors and holiday makers from outside the local area.
- 15.5.31 A summary of tourist accommodation providers in each local authority, and their sensitivity is outlined in **Table 15.28** below. There is no legislation specific to the assessment of tourism and tourist accommodation. Furthermore, it is generally understood that there is no industry standard accepted definition of ‘significance’ regarding tourism. As such, sensitivity has been assessed based on prior experience and professional judgement, as described in **Table 15.16**. It considers the type of accommodation and associated facilities, whether it consists of standalone premises, and estimated number of visitors it can accommodate.

**Table 15.28: Tourist accommodation sensitive receptors summary**

Receptor description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>One tourist accommodation receptor is in South Derbyshire District Council.</li> </ul>	<p><b>Very high</b> – Large purpose built holiday park (e.g. Butlins, Center Parcs) or large hotel, offering accommodation &gt;250 bedspaces (or pitches for camping and caravan parks). A range of associated facilities such as events spaces, entertainment, multiple café/restaurant/bar facilities, dedicated areas for children’s play, swimming pool and/or spa.</p>
<ul style="list-style-type: none"> <li>Five tourist accommodation receptors are in Chesterfield Borough Council;</li> <li>two tourist accommodation receptors are in Bolsover District Council;</li> <li>one tourist accommodation receptor is in Ashfield District Council;</li> <li>five tourist accommodation receptors are in Amber Valley Borough Council;</li> <li>four tourist accommodation receptors are in Erewash Borough Council;</li> <li>one tourist accommodation receptor is in South Derbyshire District Council; and</li> <li>six tourist accommodation receptors are in Derby City Council.</li> </ul>	<p><b>High</b> – Larger holiday park, or medium – large hotel, offering accommodation &gt;50-250 bedspaces (or pitches for camping and caravan parks). Also has associated facilities such as a restaurant, bar, play area, and swimming pool.</p>

Receptor description (All Numbers are Approximate)	Sensitivity
<ul style="list-style-type: none"> <li>• Four tourist accommodation receptors are in Chesterfield Borough Council;</li> <li>• four tourist accommodation receptors are in North East Derbyshire District Council;</li> <li>• two tourist accommodation receptors are in Bolsover District Council;</li> <li>• five tourist accommodation receptors are in Amber Valley Borough Council;</li> <li>• two tourist accommodation receptors are in Erewash Borough Council;</li> <li>• four tourist accommodation receptors are in Derby City Council;</li> <li>• eight tourist accommodation receptors are in South Derbyshire District Council;</li> <li>• three tourist accommodation receptors in North West Leicestershire District Council; and</li> <li>• one tourist accommodation receptor in East Staffordshire Borough Council.</li> </ul>	<p><b>Medium</b> – Small holiday park, small grouping of premises (e.g. multiple cottages on a farm) or hotel, offering accommodation with up to 50 bedspaces (or pitches for camping and caravan parks). May also have associated facilities such as a restaurant, green space, or park (in the case of caravan, camping, and holiday parks) or a bar and restaurant open throughout the day (in the case of a hotel).</p>
<ul style="list-style-type: none"> <li>• Six tourist accommodation receptors are in Chesterfield Borough Council;</li> <li>• three tourist accommodation receptors are in North East Derbyshire District Council;</li> <li>• three tourist accommodation receptors are in Bolsover District Council;</li> <li>• six tourist accommodation receptors are in Amber Valley Borough Council;</li> <li>• five tourist accommodation receptors are in Erewash Borough Council;</li> <li>• eleven tourist accommodation receptors are in South Derbyshire District Council;</li> <li>• two tourist accommodation receptors are in Derby City Council;</li> <li>• one tourist accommodation receptor is located in North West Leicestershire District Council; and</li> <li>• one tourist accommodation receptor is in East Staffordshire Borough Council.</li> </ul>	<p><b>Low</b> – Standalone premises (such as a cottage) or small B&amp;B, offering accommodation with approximately 10 bedspaces or fewer. Not part of a chain, or accommodation group.</p>

## Future Baseline

- 15.5.32 The future baseline relates to known or foreseeable changes to the current baseline in the future, against which the effects of the Project during construction and operation can be assessed. Specifically, it accounts for anticipated changes including those caused by changing climatic conditions, policy, legislation and by other confirmed development projects which would be complete prior to construction of the Project.
- 15.5.33 It is anticipated that there would be natural changes to the distribution and structure of the population over time. **Table 15.29** below presents the ONS 2022-based sub-national population projections (Ref 15.38) (the most recently available data at the time of writing) for each local authority.

**Table 15.29: Estimated population increase**

Local Authority	% Increase, from Mid-2022 to Mid-2047
Chesterfield	7.4%
North East Derbyshire	16.4%
Bolsover	17.8%
Amber Valley	14.0%
Erewash	4.4%
Derby	6.4%
South Derbyshire	37.8%
England	13.3%

- 15.5.34 The projected population increase by local authority varies compared with the England average, with South Derbyshire predicted to experience growth at almost three times the rate of that in England as a whole. By contrast, Erewash is predicted to have population increase at a rate of three times less than the England average. Overall, however, there is projected to be population growth across all local authorities within the Study Area, and this is likely to put strain on existing community services (such as healthcare) and create additional demand for housing.
- 15.5.35 Whilst it is anticipated that there would be demographic and physical changes to the baseline environment over time within the Study Area, this is unlikely to change significantly should development of the Project not proceed or be delayed. No demographic changes of significance are anticipated to arise in the period that the Project is constructed and becomes operational.

## 15.6 Design, Control and Additional Mitigation Measures

### Design Embedded Mitigation Measures

- 15.6.1 As far as practicable, the Project has been designed to reduce impacts resulting from environmental change, e.g., by selecting locations which seek to minimise impacts on historic features and the wider landscape, and to reduce potential noise and vibration effects through the selection of equipment. Where required, environmental measures as detailed within the respective topic chapters will further reduce potential changes and effects.

- 15.6.2 There will be provision of induction briefings to construction workers, particularly in relation to working hours, construction traffic management, and the management of emissions (e.g. dust, noise and vibration).

## Good Practice Mitigation Measures

- 15.6.3 A range of standard good practice mitigation measures for the Project would be adopted throughout the duration of the construction phase. **Appendix 4A Draft Outline Code of Construction Practice in Volume 3** presents the likely good practice mitigation measures relevant to socio-economics, recreation and tourism. These include but are not limited to:
- SO01: Access to businesses, recreation and tourism assets would be maintained, where practicable, along their current alignments during construction. Alternative access would be provided if access would be inhibited during construction.
  - SO02: PRowS crossing the working areas would be discussed with the relevant local authority PRow officers. Disruption to access would be minimised where practicable during construction. A Public Rights of Way Management Plan would be prepared to outline the environmental measures required to be implemented to mitigate potential effects. Temporary diversions would be provided where possible, with clear signage to be provided at both ends to explain the diversion, duration of the diversion and a contact number for any concerns.
  - SO03: A Construction Traffic Management Plan would be prepared which would include commitments (where applicable) to reduce route impacts and journey mileage to, from and around the construction sites and manage access for neighbouring business and the wider community. The Main Works Contractor will develop a Construction Noise and Vibration Management Plan (CNVMP) which shall be secured by DCO Requirement and submitted to the relevant local authority for approval before works start.

## 15.7 Preliminary Assessment of Effects

- 15.7.1 The following section presents the findings of the preliminary assessment of effects upon the receptors identified within the Study Area, as a result of construction and/or operational activities.
- 15.7.2 The preliminary assessment of effects reported below considers the design embedded and good practice mitigation measures.
- 15.7.3 It is noted that this is an ongoing assessment and is subject to change due to the ongoing development of the design of the Project, Stage 2 (statutory) consultation feedback and further stakeholder engagement. A full assessment will be included within the ES submitted with the DCO application.

### Likely Significant Effects

- 15.7.4 The following are the likely significant effects for construction of the Project:
- construction employment generation effects on the local and regional economy (direct, indirect and induced);
  - temporary disruption and delays to access, and amenity effects for private properties and housing within the Study Area;

- temporary disruption and delays to access, and amenity effects for local businesses;
- temporary land take and access to agricultural land holdings;
- temporary disruption and delays to access, and amenity effects for users of PRowS;
- temporary disruption and delays to access, and amenity effects for users of community assets and recreational facilities;
- temporary disruption and delays to access, and amenity effects for visitors and users of tourist attractions; and
- temporary changes to tourist accommodation availability as a result of construction workers from the local area requiring temporary accommodation.

15.7.5 The following are the likely significant effects for operation and maintenance of the Project:

- temporary disruption and delays to access, and amenity effects for private properties and housing within the Study Area;
- temporary disruption and delays to access, and amenity effects for local businesses;
- temporary land take and access to agricultural land holdings;
- temporary disruption and delays to access, and amenity effects for users of PRowS;
- temporary disruption and delays to access, and amenity effects for users of community assets and recreational facilities; and
- temporary disruption and delays to access, and amenity effects for visitors and users of tourist attractions.

### **Preliminary construction effects**

15.7.6 It should be noted that the following sections present preliminary conclusions which will be revisited and assessed fully as part of the ES where conclusions of magnitude will be drawn for individual receptors, and effect significance for receptors may be increased or decreased.

### **Employment generation**

15.7.7 Construction employment generation generally represents a positive economic effect and can be estimated as a function of the scale and type of construction. Whilst temporary, construction of large infrastructure schemes can generate jobs across the local and regional economy.

15.7.8 For the Project, the construction period is estimated to be three years (beginning in 2029 and the Project becoming operational by the end of 2031). As discussed in **Chapter 4 Description of the Project**, the Chesterfield Substation is also anticipated to have a three-year construction period, starting in 2026 and ending in 2029. It is not yet known whether the Chesterfield Substation will be included in the final DCO application, however, for the purposes of this preliminary assessment, a five year construction period has been considered. The construction work is not permanent and therefore the effect would be temporary and medium-term<sup>7</sup> in nature.

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<sup>7</sup> In socio-economic terms, short-term effects are considered temporary, lasting up to one year in duration; medium-term effects are temporary, lasting between one and five years in duration, and long-term effects are considered permanent and to last five or more years.

- 15.7.9 Based on the design of the Project at the time of writing, at peak times, it is estimated that circa 480 employees will be required for construction of the overhead line, and circa 160 individuals required to work on Chesterfield Substation. To determine the net benefit, the leakage, displacement, and multiplier effects must also be considered (see section 15.4). Gross and net full time equivalent construction phase employment generation would therefore be calculated within the ES when details of the Project are further defined.
- 15.7.10 For the PEIR, no assessment has been provided in relation to the proportion of workers who would live in the local or regional area and commute, or who are likely to live outside the local and regional area and require access to temporary accommodation. It is anticipated, however, that for some specialist construction activities (for example, pylon assembly), up to 90 per cent of workers may be sourced from outside the area. National Grid will continue to review this, with further analysis to follow in the ES.
- 15.7.11 Whilst it is not possible to refine the gross numbers of construction workers at this stage for the PEIR or provide a breakdown of net construction employee numbers per annum, the preliminary assessment of gross construction employment generation considers that there is the potential for a minor beneficial (**not significant**), medium-term, temporary effect during construction. However, this is a preliminary conclusion and will be revisited and assessed fully as part of the ES (where conclusions of magnitude will be drawn, and effect significance may be increased or decreased).

#### Private property and housing

- 15.7.12 There are approximately 17,500 properties within the Study Area (including strategic housing allocations), with four properties and one strategic housing allocation within the draft Order Limits. Where there are properties located within the draft Order Limits or adjacent to key access roads or construction compounds, these will be more likely to experience **significant** effects.
- 15.7.13 It is anticipated that during construction, a number of properties have the potential to experience disruption as a result of amenity effects, delays and severance of access. The assessment of these factors in relation to residential receptors considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to residential receptors. The preliminary findings of these topic assessments are considered below, in relation to the residential receptors they identify as having the potential to experience **significant** effects.
- **Chapter 6 Landscape and Visual** provides an initial assessment of visual effects. Receptors listed in the chapter include residents in various settlements along the Project. Initial assessment indicates that there are preliminary **significant** effects as a result of changes to visual amenity for residents along the proposed route alignment, including (but not limited to) properties in the settlements of: Calow; Temple Normanton; Holmewood; Stainsby; Astwith; Lower Pilsley; Hardstoft; Pilsley; Tibshelf; Blackwell; Ripley; Heage; Belper; Rawson Green; Ockbrook; Borrowash; Swarkestone; and Willington. These residents may experience views of construction activity, including cranes, presence of construction traffic and views of the pylons.
  - **Chapter 12 Traffic and Transport** provides a preliminary assessment of traffic and transport effects on the Local Road network, with 34 of 40 assessment locations requiring a more detailed assessment, which will be reported in the ES.

From initial information, effects are associated with driver delay, road safety, and parking and loading are anticipated to be **not significant** in the majority of locations, however the chapter notes that there may be certain locations where this is **significant**. These locations are not specified in the assessment. Access to private properties may also be disrupted, particularly along key access roads such as the A609 near Kilburn and Rawson Green.

- **Chapter 13 Air Quality** provides preliminary assessment of effects. This will be further refined once additional detail is available. No specific receptors are mentioned, however it is noted that dust assessment is a worst case, and does not reflect areas where construction activities may not continue for a long period of time, or where activities which are likely to generate more dust would take place. From initial assessment, amenity effects as a result of dust are anticipated to be **not significant**. Health effects as a result of vehicle emissions are considered in **Chapter 16 Health and Wellbeing**.
- **Chapter 14 Noise and Vibration** provides a preliminary assessment of effects which does not include any additional mitigation measures. As a result, based on the preliminary assessment, there is a potential for **significant** noise effects at residential receptors within 200 m of the overhead line during the day, and within 630 m of overhead line during the weekend period. At the Chesterfield Substation, noise effects may be **significant** within 130 m of the works. **Significant** vibration effects from construction activity may be likely within 90 m of the works, however, noise from construction traffic is anticipated to be **not significant**. As the design of the Project develops, further modelling will be undertaken, and additional mitigation measures will be considered as part of the ES.

15.7.14 Based on the above, there are a number of properties within the 500 m Study Area that have the potential to experience disruption as a result of amenity effects associated with construction. Residents in proximity to the Project may experience views of construction activity, including cranes, presence of construction traffic and views of the pylons. Access to private properties may also be disrupted, particularly along key access roads. Additionally, residents in properties near to construction compounds may experience increased levels of dust and trackout on roads. For residents within the Study Area, they may experience increased noise and vibration during the construction phase, particularly those that are in proximity to the draft Order Limits.

15.7.15 Based on the sensitivity criteria outlined in **Table 15.4**, the properties within the Study Area have been assigned sensitivities of very high, high, or medium. The magnitude of change as a result of construction cannot be assigned at this preliminary stage as this relates to pre-mitigation significance for air quality, noise and vibration, and traffic and transport chapters. Based on the preliminary findings outlined, there is the potential for **significant** effects on some properties as a result of amenity effects and delays to access, however, the level of significance cannot be assigned at this stage.

#### Development land and businesses

15.7.16 There are approximately 473 businesses within the Study Area (including strategic employment areas) with five businesses within the draft Order Limits. Where there are businesses located within the draft Order Limits, or adjacent to key access roads or construction compounds, these will be more likely to experience **significant** effects.

- 15.7.17 It is anticipated that during construction, a number of businesses have the potential to experience disruption as a result of amenity effects, delays and severance of access. The assessment of these factors in relation to development land and businesses considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to development land and business receptors. The preliminary findings of these topic assessments are considered below, in relation to the development land and business receptors they identify as having the potential to experience **significant** effects.
- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects as a result of the Project. Although no business receptors are listed, businesses in the settlements identified within the assessment may experience changes in visual amenity as a result of construction activity, including cranes, presence of construction traffic and views of the pylons under construction.
  - **Chapter 12 Traffic and Transport** provides a preliminary assessment of traffic and transport effects on the LRN. The preliminary assessment identifies that the effects to driver delay, road safety, and parking and loading are anticipated to be **not significant** in the majority of locations. The chapter notes, however, that there may be certain locations where there are **significant** effects, but these are not specified in the preliminary assessment.
  - **Chapter 13 Air Quality** provides a preliminary assessment of effects, which will be further refined once additional detail is available. No specific business or development land receptors are mentioned. The chapter outlines that amenity effects as a result of dust are not anticipated to be **significant**. Further assessment will be provided in the ES once the design of the Project and associated construction methodologies are refined.
  - **Chapter 14 Noise and Vibration** provides a preliminary assessment of effects, which does not include additional mitigation measures. As a result, there is a potential for **significant** noise effects at locations proximate to the draft Order Limits. As the design of the Project develops, further modelling will be undertaken, and additional noise mitigation measures will be considered as part of the ES assessment.
- 15.7.18 Based on the above, there are a number of businesses and development land allocations within the 500 m Study Area that have the potential to experience disruption as a result of amenity effects associated with construction. Businesses that rely on visual amenity may be more likely to experience effects. Access to local businesses may also be disrupted, particularly along key access roads. There are business receptors along the proposed route alignment which may be more susceptible to effects of dust. Finally, there is the potential for businesses within the Study Area to experience increased noise and vibration during the construction phase, particularly those in proximity to the draft Order Limits and construction compounds.
- 15.7.19 Based on the sensitivity criteria outlined in **Table 15.4**, the receptors within the Study Area have been assigned sensitivities of very high, high or medium. The magnitude of change as a result of construction cannot be assigned at this preliminary stage as this relates to pre-mitigation significance for air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined, there is the potential for **significant** effects on some businesses and development land allocations as a result of amenity effects and delays to access, but the level of significance cannot be assigned at this stage. However, this is a

preliminary conclusion and will be revisited and assessed fully as part of the ES where conclusions of magnitude will be drawn for individual businesses and development land parcels, and effect significance for receptors may be increased or decreased.

### Agricultural land holdings

- 15.7.20 It is anticipated that during construction, access to certain land parcels will be restricted due to construction activities and vehicle movements, and there will be temporary land take for the Project. It is currently estimated that 49 ha of Best Most Versatile (BMV) land<sup>8</sup> would be required for construction (out of a total of 739 ha across the Project).
- 15.7.21 It is anticipated that during construction, a number of agricultural land holdings have the potential to experience disruption as a result of amenity effects, delays and severance of access. The assessment of these factors in relation to agricultural land holdings considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to agricultural land holdings. The preliminary findings of these topic assessments are considered below, in relation to the agricultural land holdings they identify as having the potential to experience **significant** effects.
- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects as a result of the Project. Although no agricultural receptors are listed, agricultural receptors in the settlements identified within the assessment may experience changes in visual amenity as a result of construction activity, including cranes, presence of construction traffic and views of the pylons under construction.
  - **Chapter 12 Traffic and Transport** provides a preliminary assessment of traffic and transport effects on the LRN. The preliminary assessment identifies that effects to driver delay, road safety and parking and loading are anticipated to be **not significant** in the majority of locations. The chapter notes there may be certain locations where there are **significant** effects, however, locations are not specified in the preliminary assessment.
  - **Chapter 13 Air Quality** provides a preliminary assessment of effects. This will be further refined once additional detail is available. No specific receptors are mentioned, however, it is noted that dust assessment is a worst case and does not reflect areas where construction activities may not continue for a long period of time, or where activities which are likely to generate more dust would take place. The chapter outlines that amenity effects as a result of dust are not anticipated to be **significant**. Further assessment will be provided in the ES once the design of the Project and associated construction methodologies are refined.
  - **Chapter 14 Noise and Vibration** provides a preliminary assessment of effects, which does not include additional mitigation measures. As a result, there is a potential for **significant** noise effects at locations proximate to the draft Order Limits. As the design of the Project develops, further modelling will be undertaken and additional noise mitigation measures will be considered as part of the ES assessment.

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<sup>8</sup> Best Most Versatile land has an Agricultural Land Classification of 1, 2 or 3.

- 15.7.22 Based on the above, a number of agricultural land holdings within the 500 m Study Area have the potential to experience disruption as a result of amenity effects and delays to access associated with construction. Agricultural receptors may experience changes in visual amenity as a result of construction activity, including cranes, presence of construction traffic and views of the pylons under construction. Dust settling and noise and vibration may affect crops, livestock and farm workers, however, these effects will be considered in more detail within the ES. Access to some agricultural land holdings may also be delayed or temporarily restricted due to the presence of construction activity, however, this will be revisited once the full assessment has been completed.
- 15.7.23 Based on the sensitivity criteria outlined in **Table 15.4**, the agricultural land holdings within the Study Area have been assigned sensitivities of very high, high or medium. The magnitude of change as a result of construction cannot be assigned at this preliminary stage as this relates to pre-mitigation significance for air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined, there is potential for **significant** effects on some agricultural land holdings as a result of amenity effects and delays to access, however, the level of significance cannot be assigned at this stage.

#### Public access for walkers, cyclists and horse riders

- 15.7.24 There are a number of locations where PRoWs are crossed by the draft Order Limits and Study Area, or where they pass in close proximity. There is potential for temporary disruption in access during construction for these routes. A PRoWMP is presented in **Appendix 12B Preliminary Public Rights of Way Management Plan**.
- 15.7.25 It is anticipated that during construction, a number of PRoWs have the potential to experience disruption as a result of amenity effects, delays and severance of access. The assessment of these factors in relation to WCH considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to WCH. The preliminary findings of these topic assessments are considered below, in relation to the WCH they identify as having the potential to experience **significant** effects.
- **Chapter 6 Landscape and Visual** provides an initial assessment of visual effects. Receptors listed in the chapter include various national and regional PRoWs along the Project. Initial assessment indicates that there are preliminary **significant** effects as a result of changes to visual amenity for PRoWs such as Chesterfield Round, the Derby Nomad Way, Derbyshire Portway, Midshires Way and the Derby Canal Ring. Users of these recreational routes may experience views of construction activity, including cranes, presence of construction traffic and views of the pylons.
  - **Chapter 12 Traffic and Transport** provides a preliminary assessment of traffic and transport effects on PRoWs, Long Distance Paths, NCN routes and other routes. The assessment considers the implementation of a PRoWMP, therefore effects as a result of severance and non-motorised user delays are anticipated to be **not significant**.
  - **Chapter 13 Air Quality** provides a preliminary assessment of effects. This will be further refined once additional detail is available. No specific PRoW receptors are mentioned, however, users of PRoWs are categorised in the preliminary assessment as having a low sensitivity in terms of air quality, due to the transient nature of effects. The preliminary assessment identifies that amenity effects as a result of dust are not anticipated to be **significant**. Further assessment will be provided in the ES once further refinement of the Project design and construction methodology has been undertaken.

- **Chapter 14 Noise and Vibration** provides a preliminary assessment of effects, which does not include additional mitigation measures. The assessment does not identify any PRowWs as receptors within the assessment, however, there may be noise effects on users where they are within 200 m of the draft Order Limits, and vibration effects on users within 90 m of the draft Order Limits. As the design of the Project develops, further modelling will be undertaken and additional noise mitigation measures will be considered as part of the ES assessment. Based on the preliminary assessment, there is the potential for PRowWs within the Study Area to experience increased noise and vibration during the construction phase, which could disrupt WCH, particularly where they may enter within the draft Order Limits.

15.7.26 Based on the above, a number of WCH routes within the Study Area and draft Order Limits have the potential to experience disruption as a result of diversion, severance, or amenity effects. Based on the sensitivity criteria outlined in **Table 15.7**, the PRowWs within the Study Area have been assigned sensitivities of very high, high and medium. The magnitude of change as a result of construction cannot be assigned at this preliminary stage as this relates to the pre-mitigation significance of the air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined, there is the potential for **significant** effects on PRowWs as a result of amenity effects, diversions and delays to access, however, the level of significance cannot be assigned at this stage.

#### Community land, assets and recreation

15.7.27 There are approximately 153 community land, assets and recreation receptors located within the 500 m Study Area. It is anticipated that during construction, a number of community and recreation receptors have the potential to experience disruption as a result of amenity effects, delays and severance of access. The assessment of these factors in relation to community and recreation receptors considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to community and recreation receptors. The preliminary findings of these topic assessments are considered below, in relation to the community and recreation receptors they identify as having the potential to experience **significant** effects.

- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects as a result of the Project. The assessment considers Alfreton Park, however, preliminary landscape effects are anticipated to be not significant at this receptor. Other community land, assets and recreation receptors located in the settlements identified within the assessment may experience changes in visual amenity as a result of construction activity, including cranes, presence of construction traffic and views of the pylons under construction.
- **Chapter 12 Traffic and Transport** provides a preliminary assessment of traffic and transport effects on the LRN. The preliminary assessment identifies that effects to driver delay, road safety and parking and loading are anticipated to be **not significant** in the majority of locations. The chapter notes, there may be certain locations where there are **significant** effects, however, specific locations are not specified in the preliminary assessment. Access to some community land, assets and recreation receptors may also be delayed or temporarily restricted due to the presence of construction activity, however, this will be revisited once the full assessment has been completed.

- **Chapter 13 Air Quality** provides a preliminary assessment of effects. This will be further refined once additional detail is available. No specific receptors are mentioned, however, from initial assessment, amenity effects as a result of dust are anticipated to be **not significant**. Further assessment will be provided in the ES once the design of the Project and associated construction methodologies are refined.
- **Chapter 14 Noise and Vibration** provides a preliminary assessment of effects, which does not include additional mitigation measures at this stage. The assessment does identify preliminary noise effects on receptors where they are within 200 m of the draft Order Limits (during the day), and vibration effects on receptors within 90 m of the draft Order Limits. As the design of the Project develops, further modelling will be undertaken and additional noise mitigation measures will be considered as part of the ES assessment. The assessment method considers several different receptor types, the most sensitive of which, 'vulnerable subgroup' would be used to assess effects on the users of the Alfreton Park Community Special School.

15.7.28 Based on the above, a number of receptors within the Study Area have the potential to experience disruption as a result of amenity effects and delays services. Visual effects may be particularly noticeable where an asset relies on visual amenity for its use, for example a public park or open space. Where receptors are located adjacent to main access routes, they may be more likely to experience effects in relation to access delays. Dust, noise and vibration have the potential to affect receptors that are used by vulnerable groups.

15.7.29 Based on the sensitivity criteria outlined in **Table 15.5**, the community receptors within the Study Area have been assigned sensitivities of high to low. The magnitude of change as a result of construction cannot be assigned at this preliminary stage as this relates to the pre-mitigation significance of the air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined, there is potential for **significant** effects on community land, assets and recreation receptors as a result of changes to amenity and traffic delays, however, the level of significance cannot be assigned at this stage.

#### Tourist attractions

15.7.30 A total of 44 tourist attractions are located within the 5 km Study Area. These places tend to be visited by people from outside the local area and may be of regional or national importance. As a result, the tourist attractions within the Study Area have been assigned sensitivities of high to low. During construction, visitors to these assets may experience effects as a result of the works. It is not anticipated that there would be any effects on tourist attractions associated with changes to access due to the presence of construction works, with the embedded environmental measures outlined in section 15.6 to ensure access throughout construction where practicable. This will be reviewed in the ES assessment as the design of the Project evolves; however, a preliminary assessment of magnitude indicates that there would be **no significant** adverse effects in relation to changes in access for users visiting tourist attractions.

15.7.31 It is anticipated that during construction, there may be tourist attractions which have the potential to experience disruption as a result of amenity effects. These are predominantly attractions which rely on outdoor facilities (such as country parks and nature reserves), as these elements are where users are most likely to experience

amenity effects. The assessment of amenity in relation to tourist attractions considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to tourist receptors. The preliminary findings of these topic assessments are considered below, in relation to the tourist receptors they identify as having the potential to experience **significant** effects.

- **Chapter 6 Landscape and Visual** provides an initial assessment of visual effects and identifies local recreation receptors that are considered tourist attractions as part of the socio-economics, recreation and tourism assessment scope. This includes Bolsover Castle and Locko Park, both of which are identified as having the potential to experience **significant** visual effects. Views of the Project may be visible up to 5 km away, however, screening from existing structures and woodlands may limit the visual effects at certain locations.
- **Chapter 12 Traffic and Transport** does not identify any specific tourist attractions or facilities. However, it does assess 'sensitive locations' which include 'tourist areas' and 'recreational areas' and the sensitivity criteria outlined in the chapter note that receptors may also refer to leisure users and people accessing tourist/visitor attractions. The chapter provides a preliminary assessment of traffic and transport effects on the LRN, with 34 of 40 assessment locations requiring a more detailed assessment, which will be reported in the ES. The preliminary assessment identifies that effects to driver delay, road safety and parking and loading are anticipated to be **not significant** in the majority of locations. The chapter notes, there may be certain locations where there are **significant** effects, however, locations are not specified in the preliminary assessment.
- **Chapter 13 Air Quality** provides a preliminary assessment of effects. This will be further refined once additional detail is available. No specific receptors are mentioned, however, from initial assessment, amenity effects as a result of dust are anticipated to be **not significant**. Further assessment will be provided in the ES once the design of the Project and associated construction methodologies are refined.
- **Chapter 14 Noise and Vibration** provides a preliminary assessment of effects, which does not include additional mitigation measures. The assessment does identify preliminary noise effects on receptors where they are within 200 m of the draft Order Limits (during the day), and vibration effects on receptors within 90 m of the draft Order Limits. As the design of the Project develops, further modelling will be undertaken, and additional noise mitigation measures will be considered as part of the ES assessment.

15.7.32 Based on the above, a number of tourist attractions within the Study Area have the potential to experience disruption as a result of amenity effects and disruption in accessing by visitors. Some tourist attractions may experience visual effects, as views of the Project may be visible up to 5 km away, however, screening from existing structures and woodlands may limit the visual effects at certain locations. Where tourist attractions are located in proximity to main access routes, access may also be delayed or temporarily restricted due to the presence of construction activity, however, this will be revisited once the full assessment has been completed. Attractions that are within 300 m of the draft Order Limits may experience increased noise and vibration during the construction phase, and there may be air quality effects on receptors in proximity to the Order Limits.

- 15.7.33 Based on the sensitivity criteria outlined in **Table 15.13**, the tourist attractions within the Study Area have been assigned sensitivities of high to low. The magnitude of change as a result of construction cannot be assigned at this preliminary stage as this relates to the pre-mitigation significance of the air quality, noise and vibration, landscape and visual, and traffic and transport chapters. Based on the preliminary findings outlined, there is potential for **significant** effects on tourist attractions as a result of amenity and travel delay effects on those receptors closest to the draft Order Limits, however, the level of significance cannot be assigned at this stage.

#### Tourist accommodation

##### Users of tourist accommodation

- 15.7.34 There are approximately 96 accommodation providers within the 5 km Study Area. None of these are within the draft Order Limits. The sensitivity of the accommodation ranges from low to very high. On the basis of the preliminary assessment, it is not anticipated that there would be any effects on tourist accommodation providers associated with changes to access, with the embedded environmental measures as outlined in section 15.6 to ensure access is maintained throughout. This will be reviewed in the ES assessment as the design of the Project evolves; however, a preliminary assessment of magnitude indicates that there would be **no significant** adverse effects in relation to changes in users' access to tourist accommodation due to the presence of construction works and traffic.
- 15.7.35 During construction, there may be tourist accommodation providers which have the potential to experience disruption as a result of traffic delays or amenity effects; particularly caravan and camping parks which provide pitches for tents or mobile homes and rely on the relative tranquillity of outdoor facilities as part of the accommodation. The assessment of amenity in relation to tourist accommodation considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to tourist accommodation. The preliminary findings of these topic assessments are considered below, in relation to delays, changes in views, and disturbance from construction activities.
- **Chapter 6 Landscape and Visual** provides an initial assessment of visual effects. Although tourist accommodation receptors are not specifically assessed, **significant** effects are identified for recreational users of Morley Hayes and Horsley Lodge. Additionally, residents in settlements along the proposed route alignment may experience **significant** visual effects. Views of the Project may be visible up to 5 km away, however, screening from existing structures and woodlands may limit the visual effects at certain locations. Considering the locations of tourist accommodation receptors, the chapter identifies the potential for **significant** effects, including but not limited to: Bolsover, Hardstoft, Newton, Wessington, Pilsley, South Wingfield, Belper, Ripley, Horsely, Morley, Stanley, Shardlow, Swarkestone and Barrow upon Trent.
  - **Chapter 12 Traffic and Transport** does not identify any specific tourist facilities. However, it does assess 'sensitive locations' which include 'tourist areas', and the sensitivity criteria outlined in **Chapter 12 Traffic and Transport** note that receptors may also refer to leisure users and people accessing tourist facilities, as well as residents within dwellings. The preliminary assessment does not identify any specific locations where effects to driver delay, road safety and parking and loading are anticipated to be **significant**, however, it notes that there may be certain locations where **significant** effects are likely to arise.

- **Chapter 13 Air Quality** provides a preliminary assessment of effects which will be further refined at ES stage once additional design information is available. No specific receptors are mentioned, however, from initial assessment, amenity effects as a result of dust are anticipated to be **not significant**. However, tourists staying in properties near to construction compounds may experience increased levels of dust and trackout on roads.
- **Chapter 14 Noise and Vibration** provides an initial assessment of effects, which does not include additional mitigation measures. The assessment does identify preliminary **significant** noise effects on receptors where they are within 200 m of the draft Order Limits (during the day), and vibration effects on receptors within 90 m of the draft Order Limits. As the design of the Project develops, further modelling will be undertaken and additional mitigation measures will be considered as part of the ES.

15.7.36 Based on the above, a number of tourist accommodation providers within the Study Area have the potential to experience disruption as a result of traffic delays and amenity effects associated with construction. Receptors in proximity to the draft Order Limits may experience dust, noise and vibration as a result of the construction works. Where tourist accommodation is located in proximity to main access routes or where the receptor is in proximity to construction compounds, tourist accommodation providers have the potential to experience effects.

15.7.37 Based on the criteria outlined in **Table 15.16**, the sensitivity of the accommodation ranges from low to very high. The magnitude of change cannot be assigned at this stage as this relates to the pre-mitigation significance of the air quality, noise and vibration, and traffic and transport chapters. Based on the preliminary findings, however, there is potential for **significant** effects on some tourist accommodation providers as a result of amenity effects and traffic delays; however, the level of significance cannot be assigned at this stage.

#### Availability of tourist accommodation

15.7.38 Given the design for the Project is still being developed, it is not possible to anticipate the number of gross direct jobs generated, employing construction workers from outside the region during construction. Whilst it is anticipated that the Project would employ between 10 per cent and 25 per cent of workers from the local area (within 30 miles of the Project) depending on the construction activities, during some phases of construction (for example where workers are required for specialist activities such as pylon assembly) up to 90 per cent of these may be sourced from outside the local area. These workers may be housed in long-term lets, hotels, guest houses or caravan and camping sites. There are approximately 96 tourist accommodation providers located within the 5 km Study Area, providing an estimated 3,238 rooms. Workers on the Project requiring accommodation could increase demand with the potential to result in moderate adverse (**significant**) effects. However, this is a preliminary assessment that will be revisited at the ES following further refinement of the construction methodologies and Project design; therefore, this a worst-case scenario.

#### Preliminary operational effects

15.7.39 It should be noted that the following sections present the preliminary conclusions which will be revisited and assessed fully as part of the ES chapter where conclusions of magnitude will be drawn for individual receptors, and effect significance for receptors may be increased or decreased.

## Private property and housing

15.7.40 As noted above, there are approximately 17,500 properties within the Study Area, (including strategic development land allocations) with four properties and one strategic housing allocation within the draft Order Limits. During operation, it is anticipated that there may be changes in the amenity of some residential receptors. The assessment of amenity in relation to residential receptors considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to residential receptors. The preliminary findings of these topic assessments are considered below, in relation to the residential receptors they identify as having the potential to experience **significant** effects.

- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects. Receptors listed in the chapter include residents in various settlements along the Project. Initial assessment indicates that there are preliminary **significant** effects as a result of changes to visual amenity for residents along the proposed route alignment, including (but not limited to) places such as Calow, Temple Normanton, Holmewood, Stainsby, Astwith, Lower Pilsley, Hardstoft, Pilsley, Tibshelf, Blackwell, Alfreton, Ripley, Heage, Belper, Rawson Green, Ockbrook, Borrowash, Swarkestone and Willington.
- **Chapter 12 Traffic and Transport** provides a preliminary screening assessment of traffic and transport effects on the LRN. No effects on the road network are identified during operation.
- **Chapter 13 Air Quality** provides a preliminary assessment of effects. The only operational effects which are scoped in are health effects as a result of operational traffic flows. These effects are considered in **Chapter 16 Health and Wellbeing**.
- **Chapter 14 Noise and Vibration** provides a preliminary screening of effects, which does not include any good practice or additional mitigation measures. As a result, there is a potential for **significant** noise effects from the overhead line on sensitive receptors within 200 m which are classed as 'vulnerable subgroups'.

15.7.41 Residents may experience permanent alterations to their views due to the presence of the new pylons and overhead lines, and some residents who are sensitive to certain frequencies and live within 200 m of the overhead line may experience amenity effects during operation due to vibration.

15.7.42 The properties within the Study Area have been assigned very high, high or medium sensitivities. The magnitude of change cannot be assigned at this stage as this relates to pre-mitigation significance for air quality, noise and vibration, and traffic and transport chapters. Based on the preliminary findings, there is potential for **significant** effects on private property and housing in some locations during operation, however, the level of significance cannot be assigned at this stage.

## Development land and businesses

15.7.43 There are approximately 473 businesses within the Study Area (including strategic employment areas), with five businesses within the draft Order Limits. During operation, it is anticipated that there may be changes in the amenity of some business receptors. The assessment of amenity in relation to business receptors considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to business

receptors. The preliminary findings of these topic assessments are considered below, in relation to the business receptors they identify as having the potential to experience **significant** effects.

- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects as a result of the Project. Although no business receptors are listed, businesses in the settlements identified within the assessment may experience significant changes in visual amenity as a result of the Project.
- **Chapter 12 Traffic and Transport** provides a preliminary screening assessment of traffic and transport effects on the LRN. No effects on the road network are identified during operation.
- **Chapter 13 Air Quality** provides a preliminary assessment of effects. The only operational effects which are scoped in, are health effects as a result of operational traffic flows. These effects are considered in **Chapter 16 Health and Wellbeing**.
- **Chapter 14 Noise and Vibration** provides a preliminary screening of effects, which does not include additional mitigation measures at this stage. As a result, there is a potential for **significant** noise effects from the overhead line on sensitive receptors within 200 m which are classed as 'vulnerable subgroups'.

15.7.44 Businesses may experience permanent alterations to views due to the presence of the new pylons and overhead lines, and some business customers or employees who are sensitive to certain frequencies and who visit receptors within 200 m of the overhead line may experience amenity effects during operation due to vibration.

15.7.45 The properties within the Study Area have been assigned very high, high or medium sensitivities. The magnitude of change cannot be assigned at this stage as this relates to pre-mitigation significance for air quality, noise and vibration, and traffic and transport chapters. Based on the preliminary findings, there is potential for **significant** effects on businesses and development land in some locations during operation, however, the level of significance cannot be assigned at this stage.

#### Agricultural land holdings

15.7.46 During operation, it is anticipated that there would be there would be approximately 17 ha of permanent land take, of which 4 ha is classified as BMV land. Land take will be as a result of the Chesterfield Substation and the footprints of the pylons.

15.7.47 The magnitude of change cannot be assigned at this stage as this relates to pre-mitigation significance for air quality, noise and vibration, and traffic and transport chapters. Based on the preliminary findings, there is potential for **not significant** effects on agricultural land holdings during operation, however, the level of significance cannot be assigned at this stage.

#### Public access for walkers, cyclists and horse riders

15.7.48 There are locations where PRowS are crossed by the draft Order Limits and Study Area, or where they pass in close proximity. A PRowMWP is presented in **Appendix 12B Preliminary Public Rights of Way Management Plan**. It is anticipated that once the Project is operational, access to all PRowS will be restored although some may have minor permanent realignment to account for permanent operational structures associated with the Project. These permanent changes are anticipated to be minimal and not to affect the ability of WCH to use the PRowS.

- 15.7.49 During operation, PRoWs may also experience disruption as a result of amenity effects. This considers air quality, noise and vibration, landscape and visual, and traffic and transport effects. The preliminary findings of these topic assessments are presented below.
- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects. Receptors listed in the chapter include various national and regional PRoWs along the Project. Initial assessment indicates that there are preliminary **significant** effects as a result of changes to visual amenity for PRoWs such as Chesterfield Round, the Derby Nomad Way, Derbyshire Portway, Midshires Way and the Derby Canal Ring.
  - **Chapter 12 Traffic and Transport** provides a preliminary screening assessment of traffic and transport effects on PRoWs, Long Distance Paths, NCN routes and other routes. The assessment considers the implementation of a PRoWMP, therefore, effects as a result of severance and non-motorised user delays are anticipated to be **not significant** due to the mitigation measures put in place.
  - **Chapter 13 Air Quality** provides a preliminary assessment of effects. The only operational effects which are scoped in are health effects as a result of operational traffic flows. These effects are considered in **Chapter 16 Health and Wellbeing**.
  - **Chapter 14 Noise and Vibration** provides a preliminary screening of effects, which does not include any good practice or additional mitigation measures. As a result, there is a potential for **significant** noise effects from the overhead line on sensitive receptors within 200 m which are classed as 'vulnerable subgroups'.
- 15.7.50 Based on the above, there are a number of WCH routes within the Study Area and draft Order Limits which may experience disruption as a result of amenity effects during operation. However, these effects are anticipated to be **not significant**. Some PRoWs may experience permanent alterations to views due to the presence of the new pylons and overhead lines, and some users who are sensitive to certain frequencies may experience amenity effects during operation, due to vibration, on PRoWs within 200 m.
- 15.7.51 The sensitivity of these routes is anticipated to be very high, high or medium. The magnitude of change cannot be assigned at this stage as this relates to the pre-mitigation significance of the air quality, noise and vibration and traffic and transport chapters. Based on the findings, however, there is potential for **not significant** effects on users of PRoWs as a result of amenity effects, however, the level of significance cannot be assigned at this stage.

#### Community land, assets and recreation

- 15.7.52 As noted above, there are approximately 153 community land, assets and recreation receptors within the Study Area, one of these being within the draft Order Limits. Settlements which are nearer the edge of the 500 m Study Area are not as likely to experience **significant** effects due to the distance from the Project. During operation, it is anticipated that there may be changes in the amenity of some community and recreation receptors. The assessment of amenity in relation to business receptors considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to community and recreation receptors. The preliminary findings of these topic assessments are

considered below, in relation to the community and recreation receptors they identify as having the potential to experience **significant** effects.

- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects as a result of the Project. The assessment considers Alfreton Park, however, preliminary landscape effects are anticipated to be not significant at this receptor. Other community land, assets and recreation receptors located in the settlements identified within the assessment may experience changes in visual amenity as a result of the Project.
- **Chapter 12 Traffic and Transport** provides a preliminary screening assessment of traffic and transport effects on the LRN. No effects on the road network are identified during operation.
- **Chapter 13 Air Quality** provides a preliminary assessment of effects. The only operational effects which are scoped in are health effects as a result of operational traffic flows. These effects are considered in **Chapter 16 Health and Wellbeing**.
- **Chapter 14 Noise and Vibration** provides a preliminary screening of effects, which does not include any good practice or additional mitigation measures. As a result, there is a potential for **significant** noise effects from the overhead line on sensitive receptors within 73 m which are classed as 'vulnerable subgroups'.

15.7.53 Based on the above, a number of receptors within the Study Area and draft Order Limits may experience low levels of disruption as a result of amenity effects. Receptors may experience permanent alterations to views due to the presence of the new pylons and overhead lines. Some users of these services within 73 m of the overhead line who are sensitive to certain frequencies, may experience amenity effects during operation due to vibration.

15.7.54 The sensitivity of the community land and assets ranges from low to high. The magnitude of change cannot be assigned at this stage as this relates to the pre-mitigation significance of the air quality, noise and vibration, and traffic and transport chapters. Based on the findings, however, there is potential for **significant** effects on community land, assets and recreation receptors as a result of amenity effects, however, the level of significance cannot be assigned at this stage.

#### Tourist attractions

15.7.55 A total of 44 tourist attractions are located within the 5 km Study Area, none of which is within the draft Order Limits. Once the Project is operational, there are not anticipated to be any permanent land take, changes to access, or delays which have the potential to affect tourist attractions and their users. It is anticipated that during operation, there may be tourist attractions which have the potential to experience amenity effects (although only to a limited extent), as outlined below:

- **Chapter 6 Landscape and Visual** provides a preliminary assessment of visual effects. Some recreation receptors that are considered tourist attractions, such as Bolsover Castle and Locko Park are considered (both with **significant** effects), and there are **significant** effects identified for residents in settlements along the proposed route alignment.
- **Chapter 12 Traffic and Transport** provides a preliminary screening assessment of traffic and transport effects on the LRN. No effects on the road network are identified during operation.

- **Chapter 13 Air Quality** provides a preliminary assessment of effects. The only operational effects which are scoped in are health effects as a result of operational traffic flows. These effects are considered in **Chapter 16 Health and Wellbeing**.
- **Chapter 14 Noise and Vibration** provides a preliminary screening of effects, which does not include any good practice or additional mitigation measures. As a result, there is a potential for **significant** noise effects from the overhead line on sensitive receptors within 200 m, which are classed as 'vulnerable subgroups'.

15.7.56 Based on the above, there are a number of tourist attractions within the Study Area which may experience low levels of disruption as a result of amenity effects in some locations. Tourist attractions along the proposed route alignment may experience effects as a result of permanent views of the overhead lines and pylons. Views of the Project may be visible up to 5 km away, however, screening from existing structures and woodlands may limit the visual effects at certain locations. Vulnerable groups who may be sensitive to noise and vibration and who are visiting tourist attractions may experience amenity effects due to proximity to the Project.

15.7.57 The sensitivity of the attractions ranges from low to high. The magnitude of change cannot be assigned at this stage as this relates to the pre-mitigation significance of the air quality, noise and vibration and traffic and transport chapters. Based on the findings, however, there is potential for **not significant** effects on tourist attractions as a result of amenity effects on those receptors closest to the draft Order Limits, however, the level of significance cannot be assigned at this stage.

#### Users of tourist accommodation – amenity effects

15.7.58 There are approximately 96 accommodation providers within 5 km of the Project. None of these are within the draft Order Limits. During operation, it is anticipated that there may be changes in the amenity of some tourist accommodation. The assessment of amenity in relation to users of tourist accommodation considers air quality, noise and vibration, landscape and visual, and traffic and transport effects, which influence the magnitude of change assigned to tourist accommodation. The preliminary findings of these topic assessments are considered below, in relation to the tourist accommodation they identify as having the potential to experience **significant** effects.

- **Chapter 6 Landscape and Visual** provides an initial assessment of visual effects. Although tourist accommodation receptors are not specifically assessed, **significant** effects are identified for recreation receptors at Morley Hayes and Horsley Lodge. Additionally, residents in settlements along the proposed route alignment may experience **significant** visual effects.
- **Chapter 12 Traffic and Transport** provides a preliminary screening assessment of traffic and transport effects on the LRN. No effects on the road network are identified during operation.
- **Chapter 13 Air Quality** provides a preliminary assessment of effects. The only operational effects which are scoped in are health effects as a result of operational traffic flows. These effects are considered in **Chapter 16 Health and Wellbeing**.
- **Chapter 14 Noise and Vibration** provides a preliminary screening of effects, which does not include any good practice or additional mitigation measures. As a result, there is a potential for **significant** noise effects from the overhead line on sensitive receptors within 200 m, which are classed as 'vulnerable subgroups'.

- 15.7.59 Based on the above, a number of tourist accommodation providers within the Study Area and draft Order Limits may experience low levels of disruption as a result of amenity effects. Views of the Project may be visible up to 5 km away, however, screening from existing structures and woodlands may limit the visual effects at certain locations. Places that are in proximity to the draft Order Limits may be more likely to experience effects. Vulnerable groups who may be sensitive to such noise and who are visiting the area may experience amenity effects due to proximity to the Project.
- 15.7.60 The sensitivity of the accommodation ranges from low to very high. The magnitude of change cannot be assigned at this stage as this relates to the pre-mitigation significance of the air quality, noise and vibration, and traffic and transport chapters. Based on the findings, however, there is potential for **significant** effects on tourist accommodation as a result of amenity effects, however, the level of significance cannot be assigned at this stage.

## 15.8 Potential Additional Mitigation Measures

- 15.8.1 Potentially significant effects have been identified for receptors along the proposed route alignment. This is in part due to the assessment drawing upon conclusions from other topic chapters, where a full assessment, including modelling, has not been able to be completed at this stage. At the ES stage, where the other topic assessments consider additional mitigation, this will be considered within the assessment presented in this chapter. At this stage, no additional mitigation measures have been identified as part of the socio-economics, recreation and tourism assessment, however, this will be revisited once the design of the Project has progressed and the other topic assessments have been updated.
- 15.8.2 Due to the interactions between the other topic chapters and the socio-economics, recreation and tourism chapter, it is anticipated that additional mitigation implemented for other assessments will change the outcome of the preliminary assessment presented here. The EIA process is iterative, to enable the development of further mitigation and refinement of the Project to avoid or reduce potential significant effects.

## 15.9 Monitoring

- 15.9.1 No additional monitoring is required for socio-economics, recreation and tourism.

## 15.10 Residual Effects

- 15.10.1 Additional mitigation measures may be developed, following completion of assessments, and informed by other topic assessments. Therefore, the need for or effect of additional mitigation has not been assessed at the time of writing. At this stage of assessment, the residual effect for each receptor is the same as the effects reported above in section 15.7.
- 15.10.2 The assessment will be refined and updated for the ES as the design of the Project progresses and will include additional mitigation measures to avoid or reduce the significance of effects as far as practicable.
- 15.10.3 As no additional mitigation has been identified at this stage, the residual effects remain the same as those reported in section 15.7.

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