



The Great Grid Upgrade

Eastern Green Link 5 (EGL 5)

Preliminary Environmental Information Report

Volume 1

Part 2

Chapter 15 Socio-economics, Recreation and Tourism

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15. Socio-economics, Recreation and Tourism

15.1. Introduction

15.1.1. This chapter presents the preliminary findings of the Environmental Impact Assessment (EIA) undertaken to date for the Eastern Green Link (EGL) 5 English Onshore Scheme, with respect to socio-economics, recreation and tourism. The preliminary assessment is based on information obtained to date. It should be read in conjunction with the description of the English Onshore Scheme provided in **Volume 1, Part 1, Chapter 4: Description of the Project**.

15.1.2. This chapter describes the methodology used, the datasets that have informed the preliminary assessment, current baseline conditions, current environmental measures, and the preliminary socio-economic, recreation and tourism effects that could result from the English Onshore Scheme during the construction, operation (and maintenance), and decommissioning phases. Specifically, it relates to the English Onshore elements of the Scheme landward of Mean Low Water Springs (MLWS).

15.1.3. This chapter covers effects on the following receptors in line with the Scoping Report, as informed by Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health guidance (Ref 15.1):

- Employment generation and associated effects on the local and regional economy (construction phase);
- Effects on public access for walkers, cyclists and horse riders (WCH) (construction and operation phases);
- Effects on tourist attractions (construction and operation phases); and
- Effects on tourist accommodation due to temporary disruption as a result of construction works (construction and operation phases), and availability of tourist accommodation as a result of increased demand from construction workers (construction phase).

15.1.4. This chapter should be read in conjunction with and considered alongside the following technical aspect chapters found in **Volume 1**:

- **Part 1, Chapter 4: Description of the Project** (as this contains the description of the parameters of the English Onshore Scheme which this Preliminary Assessment is based on);
- **Part 2, Chapter 12: Traffic and Transport** (due to the potential for traffic movements associated with the English Onshore Scheme to negatively affect some Socio-economic, Recreation and Tourism receptors); and
- **Part 2, Chapter 16: Health and Wellbeing** (due to the close association between some receptors and the potential for overlapping embedded environmental measures).

15.1.5. This chapter is supported by the following figures in **Volume 3**:

- **Part 2, Figure 15-1: Socio-economics, Recreation and Tourism – 500 m Study Area Boundary - Socio-economics and Recreation;**
- **Part 2, Figure 15-2: Socio-economics, Recreation and Tourism – 5 km Study Area Boundary – Tourism;**
- **Part 2, Figure 15-3: Socio-economics, Recreation and Tourism - Tourist accommodation within the 5 km Study Area;**
- **Part 2, Figure 15-4: Socio-economics, Recreation and Tourism - Tourist attractions within the 5 km Study Area; and**
- **Part 2, Figure 15-5: Socio-economics, Recreation and Tourism - National trails, cycle routes and Public Rights of Way Receptors within the 500 m Study Area Boundary.**

15.1.6. This chapter is supported by the following appendix in **Volume 2**:

- **Part 2, Appendix 15.A: Socio-economic, Recreation and Tourism Receptors.**

Limitations

15.1.7. The information provided in this Preliminary Environmental Information Report (PEIR) is preliminary; the final assessment of significant effects will be reported in the Environmental Statement (ES). The PEIR has been produced to fulfil National Grid Electricity Transmission plc (NGET)'s consultation duties in accordance with Section 42 of the PA2008 and enable consultees to develop an informed view of the preliminary significant effects of the English Onshore Scheme.

15.1.8. This assessment has relied, in part, on data provided by third parties (e.g., Ordnance Survey Mapping, Office for National Statistics [ONS]) which are the most up-to-date data available at the time of writing. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment. Baseline data will be kept under review throughout the production of the EIA in order to ensure that (where practicable) the most recently published data is utilised.

15.1.9. 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.

Preliminary significance conclusions

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

Table 15-1 Preliminary summary of significance of effects

Receptor and summary of predicted effects	Sensitivity/ importance/ value of receptor ¹	Magnitude of change ²	Significance ³
Socio-economics: Employment and the Economy – employment generation as a result of the construction of the English Onshore Scheme	N/A	N/A	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)
Recreation: Public Access for Walkers, Cyclists and Horse Riders - changes to the accessibility and amenity of recreational routes as a result of the construction of the English Onshore Scheme	Very High to Medium	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)
Tourism: Tourist Attractions - changes to access for users of tourist attractions and facilities as a result of the construction of the English Onshore Scheme	High to Low	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)

- ¹ The sensitivity/importance/value of a receptor is defined as negligible to very high for Access to PRow for Walkers, Cyclists and Horse Riders; and low to very high for Tourist Attractions and Tourist Accommodation
- ² The magnitude of change on a receptor resulting from activities relating to the development is defined as no change to major for Access to PRow for Walkers, Cyclists and Horse Riders; Tourist Attractions; and Tourist Accommodation.
- ³ The significance of the environmental effects is based on the combination of the sensitivity/importance/value of a receptor and the magnitude of change and is expressed as major (significant), moderate (potentially significant) or minor/negligible (not significant), for Employment Generation; and neutral (not significant), to very large (significant) for Access to PRow for Walkers, Cyclists and Horse Riders; Tourist Attractions; and Tourist Accommodation

Receptor and summary of predicted effects	Sensitivity/ importance/ value of receptor ¹	Magnitude of change ²	Significance ³
Tourism: Tourist Accommodation - changes to access for users of tourist accommodation as a result of the construction of the English Onshore Scheme	Very High to Low	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)
Tourism: Tourist Accommodation - changes to the availability of tourist accommodation due to increased demand from construction workers as a result of the construction of the English Onshore Scheme	Very High to Low	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)	To be assessed within the ES, following refinement of the assessment of effects (see Section 15.11 Assessment Methodology for further detail)

15.2. Relevant Legislation, Planning Policy and Technical Guidance

15.2.1. This section identifies the relevant legislation, national and local planning policy and guidance which has informed the scope of the socio-economics, recreation and tourism assessment (see **Volume 2, Part 1, Appendix 2.A: Regulatory and Policy Context** and **Volume 1, Part 1, Chapter 2: Regulatory and Policy Overview** for further detail).

Legislation

15.2.2. There is no legislation that is directly relevant to the assessment of socio-economics in terms of scope specification, or that provides appropriate standards and thresholds for determining significance of effects. For recreation and tourism, relevant legislation is outlined in **Table 15-2** below.

Table 15-2 Legislation relevant to recreation and tourism

Relevant legislation	Context
The Countryside and Rights of Way Act (CROW Act) (2000) (Ref 15.2)	Outlines public right 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 and may be considered in relation to recreation and tourism receptors.
The Environment Act (2021) (Ref 15.3)	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. This has general relevance to the assessment of recreation and tourism.
The Equality Act (2010) (Ref 15.4)	Legally protects people from discrimination in the workplace and in wider society. This has general relevance to the assessment of recreation and tourism.
The 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. This has general relevance to the assessment of recreation and tourism.

Planning Policy

15.2.3. A summary of the planning policies at both a national and local level relevant to the scope of socio-economics, recreation and tourism effects is outlined in **Table 15-3**. The legislation presented in **Table 15-3** has influenced all sections of this scoping chapter, with relevant local planning policy matters considered throughout the assessment.

Table 15-3 National and Local Planning Policy relevant to socio-economics, recreation and tourism

Planning Policy	Context
Draft National Planning Policy Framework (NPPF) (2026) (Ref 15.26)	Policy 14 of the Draft NPPF states that developments should <i>'be informed by an understanding of the economic, social and environmental context and conditions for implementation'</i> . Policy 16 outlines the objective to <i>'promote the creation of healthy and inclusive places] ... [by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities'</i> .
Overarching National Policy Statement (NPS) for Energy (EN-1) (Ref 15.6) and the NPS for Electricity Networks Infrastructure (EN-5) (2026) (Ref 15.7)	Whilst there is no specific policy relating to socio-economics, recreation and tourism within this NPS, it 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 considers receptors relevant to socio-economics, recreation and tourism and any interactions with other technical topics are explained.
NPPF (2025) (Ref 15.8)	Paragraph 96 of the NPPF states that planning policies and decisions should: <i>'aim to achieve healthy, inclusive and safe places which:</i> <ul style="list-style-type: none"> • <i>promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other...;</i> • <i>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</i> • <i>enable and support healthy lives..., especially where this would address identified local health and well-being needs...'</i>
Lincolnshire County Council: Local Plan Core Strategy and Development Management Policies (2016) (Ref 15.9) ⁴	Policy DM1: 'Presumption in favour of sustainable development' notes that when considering development proposals, the County Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.
East Lindsey District Council: Local Plan Core Strategy (2018) (Ref 15.10)	Strategic Policy 2 (SP2): 'Sustainable Development' outlines that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

⁴ Lincolnshire County Council is reviewing the Lincolnshire Minerals and Waste Local Plan. The Development Scheme timetable indicated that a new draft Minerals and Waste Local Plan was likely to be submitted to the Secretary of State in 2025, however there has been no update to the timetable for submission at the time of writing.

Planning Policy	Context
	<p>Strategic Policy 13 (SP13): ‘Inland Employment’ outlines that the Council will support growth and diversification of the local economy by identifying and protecting employment land, and by supporting proposals that strengthen the rural economy.</p> <p>Strategic Policy 17 (SP17): ‘Coastal East Lindsey’ outlines that the Council will give priority to developments that extend and diversify employment opportunities and contribute to the local economy and infrastructure.</p>

Technical guidance

15.2.4. A summary of the relevant technical guidance specific to socio-economics, recreation and tourism which has informed this PEIR and will inform the assessment within the ES is given in **Table 15-4**.

Table 15-4 Technical guidance relevant to socio-economics, recreation and tourism

Technical guidance document	Context
National Planning Practice Guidance (NPPG) (2021) (as updated 2024) (Ref 15.11)	This accompanies the NPPF and sets out guidance on how NPPF policy should be interpreted and implemented, and has influenced this technical chapter as a whole.
NPPG on open space, sports and recreation facilities, public rights of way and local green space (2014) (Ref 15.	This sets out guidance on how new planning proposals should consider potential impacts on open space, sports and recreation facilities and PRoW.
Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health (2020) (Ref 15.1)	Whilst it is acknowledged that the DMRB is the standard for assessment of road schemes in Great Britain and Northern Ireland, this guidance provides a useful reference point for assessing recreation and users of Public Rights of Way (PRoW).
DMRB LA 104 Environmental Assessment and Monitoring (2020) (Ref 15.12)	DMRB LA 104 provides context for assigning value to receptors in terms of magnitude of impact and significance. This provides a useful reference for the assessment methodology for recreation and tourism related effects.
Homes and Community Agency (HCA) (now known as Homes England): Employment Density Guide 3rd Edition (2015) (Ref 15.13)	The document provides guidance on the assessment of employment generation and associated densities for socio-economic assessments.
HCA: Additionality Guide 4th Edition (2014) (Ref 15.14)	The document provides guidance on the assessment of indirect and induced effects associated with employment generation and relevant metrics which can be applied to the assessment of employment generation for socio-economic assessments.

Technical guidance document Context

HM Treasury Green Book The document provides guidance on the relevant metrics Guidance (2022, as updated which can be applied to the assessment of employment 2024) (Ref 15.15) generation for socio-economic assessments.

15.3. Consultation and Engagement

Overview

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

Scoping Opinion

15.3.2. A Scoping Opinion was adopted by the Secretary of State, administered by the Planning Inspectorate, on 13 October 2025 (Ref 15.28). A summary of the relevant responses received in the Scoping Opinion in relation to the socio-economics, recreation and tourism, and confirmation of how these have been addressed within the assessment to date, is presented in **Table 15-5**.

Table 15-5 Summary of EIA scoping opinion responses for socio-economics, recreation and tourism

Consultee	Consideration	How addressed in the PEIR
Planning Inspectorate (ID Ref 3.10.1)	Applicant's proposed matters to scope out - operational employment generation. The Planning Inspectorate agrees that no significant operational employment effects are anticipated and that this matter can be scoped out of further assessment.	This matter is scoped out of the PEIR, in line with the Scoping Opinion from the Planning Inspectorate.
Planning Inspectorate (ID Ref 3.10.2)	Applicant's proposed matters to scope out - Temporary or permanent effects to businesses, development land, private property, housing, community land, assets and recreational facilities from disruption of access, land take or amenity during construction. The Planning Inspectorate agrees that this matter can be scoped out on the basis access is secured through the Construction Environmental Management Plan (CEMP) and that it is clear where amenity is assessed elsewhere in the ES.	This matter is scoped out of the PEIR, in line with the Scoping Opinion from the Planning Inspectorate. Amenity effects on human receptors are assessed in other topic aspect chapters including Chapter 8: Landscape and Visual; Chapter 12: Traffic and Transport; Chapter 14: Air Quality; and Chapter 13: Noise and Vibration . Access arrangements during construction will be outlined and secured within the CEMP, which will be submitted along with the ES.

Consultee	Consideration	How addressed in the PEIR
Planning Inspectorate (ID Ref 3.10.3)	Applicant's proposed matters to scope out - Temporary or permanent effects to businesses, development land, private property, housing, community land, assets and recreational facilities from disruption of access, land take or amenity during operation. The Planning Inspectorate also agrees that given the nature of the operation of the proposed development, no significant effects are anticipated during operation and therefore can be scoped out of further assessment.	This matter is scoped out of the PEIR, in line with the Scoping Opinion from the Planning Inspectorate.
Planning Inspectorate (ID Ref 3.10.4)	The Planning Inspectorate disagrees with the intention to scope out the operational phase assessment of WCHs, Tourist attractions, and Temporary (Tourist) Accommodation. These should be scoped into the PEIR and ES.	Operational phase impacts on WCH's, Tourist attractions, and Temporary (Tourist) Accommodation are scoped into this PEIR and will also be assessed in the ES.

Technical engagement

15.3.3. Technical engagement with consultees in relation to socio-economics, recreation and tourism is ongoing. **Table 15-6** provides a summary of the consultation feedback from specific stakeholders as part of the Scoping Opinion which relate to socio-economics, recreation and tourism.

Table 15-6 Summary of stakeholder scoping opinion responses for socio-economics, recreation and tourism

Consultee	Consideration	How addressed in this PEIR
East Lindsey District Council	Construction management recommended to minimise economic effects on PRoW, residents, and local businesses, with a recommendation that community funds benefit affected communities.	This chapter considers preliminary effects in relation to designated routes and PRoW, including disruption to access and diversion, and how this may alter use of these assets. The identified receptors are presented in Section 15.8 of this preliminary assessment, and Volume 2, Part 2, Appendix 15.A: Socio-economics, Recreation and Tourism Receptors . An outline Public Rights of Way Management Plan (PRoWMP) will be produced as part of the ES, outlining appropriate construction management and mitigation measures to be implemented to minimise impacts on PRoW from the English Onshore Scheme.
East Lindsey District Council	Concerns expressed on behalf of one of their constituents, regarding the location of	were This chapter considers preliminary effects in relation to tourist attractions, including the Radcliffe Donkey Sanctuary in Huttoft, as presented in Section 15.12 of this preliminary assessment.

Consultee	Consideration	How addressed in this PEIR
	the proposed converter station adjacent to the donkey sanctuary in Huttoft, noting that its construction could potentially result in distress and disturbance for the rescued donkeys.	NGET is aware of the location of the Radcliffe Donkey Sanctuary and has considered this receptor when undertaking design development of the English Onshore Scheme. The proposed converter station sited adjacent to Huttoft is now no longer being taken forward as an option (due to ongoing design works for the Project and the preferred routeing) removing potential construction works from the area proximate to Radcliffe Donkey Sanctuary.

15.4. Data Gathering Methodology

15.4.1. The following data sources have been used to inform the baseline for socio-economics, recreation and tourism, as outlined in **Table 15-7**. All data is publicly available and the most recently available data at the time of writing has been used to inform the baseline for this assessment.

Table 15-7 Data sources used to inform the socio-economics, recreation and tourism assessment

Organisation	Data type
Official Census and Labour Market Statistics (NOMIS) (Ref 15.16)	Data from the 2021 Census on population demographics, the economy and employment (the most recently published census data at the time of writing).
English Indices of Multiple Deprivation (IMD) (Ref 15.17)	Deprivation data by local authority from the 2025 IMD (the most recently published IMD at the time of writing).
Ordnance Survey Mapping (Ref 15.18)	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 15.19) and 2025 report on Hotel Occupancy (Ref 15.20).

Study area

15.4.2. 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 best practice guidance, and professional judgement and experience.

15.4.3. “As outlined in Table 15-2, DMRB LA 112 Guidance (Ref 15.1) provides the best methodology for assessing many of the tourism and recreation receptors in the context of the English Onshore Scheme. For these receptors, the draft Order Limits (which encompasses the cable route between landfall and the proposed converter station) has been used to define the study area, incorporating a catchment from the edge of the draft Order Limits for each element of the assessment outlined below.

Socio-economics

- 15.4.4. **Employment Generation:** The study area for employment generation follows guidance⁵ set out within the Employment Density Guide 3rd Edition (Ref 15.13) and Additionality Guide 4th Edition (Ref 15.14). A '*local*' area (East Lindsey District Council and Lincolnshire County Council), and a '*regional*' (East Midlands) area will be used for construction employment generation, as this represents the principal labour market catchment area. The English Onshore Scheme is likely to be highly accessible from the majority of the East 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 English Onshore Scheme.

Recreation

- 15.4.5. **WCH:** Those PRoW located within the draft Order Limits and a 500 m study area (or those which have a direct means of access within the study area) will be used for the assessment of change in accessibility and amenity value of recreational routes used by WCH, in line with guidance in DMRB LA 112 (Ref 15.1).

Tourism

- 15.4.6. **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 English Onshore Scheme. There is no specific legislation or guidance on catchments relating to tourism assessments; as such this study area is based on prior experience and professional judgement, capturing those receptors most likely to experience effects.

15.5. Overall Baseline

Current Baseline

- 15.5.1. It should be noted that the Socio-economics, Recreation and Tourism Scoping Chapter presented baseline information for Operational employment, temporary or permanent effects to businesses, development land, private property, housing, community land, assets and recreational facilities from disruption of access, land take or amenity during construction, and temporary or permanent effects to businesses, development land, private property, housing, community land, assets and recreational facilities from disruption of access, land take or amenity during operation. These elements of the assessment have been excluded from the baseline within this PEIR chapter, based on the Scoping Response received and the agreement to scope out these elements, in line with the Scoping Opinion detailed in **Table 15-5**.

⁵ 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*'.

Socio-economics

Population

15.5.2. The 2021 population estimates, alongside the percentage of 16 - 64 year olds, for the local authority district, county and national levels are presented in **Table 15-8**.

Table 15-8 Resident Population⁶ (Ref 15.21)

Study area	Geographical area	Total population	% of resident population aged 16-64
National	England	56.5 million	63.0%
Regional	East Midlands	4.9 million	62.3%
County	Lincolnshire	768,364	59.8%
Local	East Lindsey	142,900	54.9%

15.5.3. As shown in **Table 15-8** above, the proportion of working age individuals across East Lindsey is slightly lower than that of Lincolnshire. At the regional and national levels, the working age population in the East Midlands and England are broadly similar, but both are slightly higher than the proportions observed at the county and district levels.

Economy and Employment

15.5.4. **Table 15-9** shows the proportion of individuals aged 16-64 who were economically active between October 2024 and September 2025. At the district level, economic activity in East Lindsey stands at 74.3%, which is slightly lower than the county average of 77.9%. While there is marginal variation between county, regional, and England levels, these figures broadly align and demonstrate higher rates of economic activity than within East Lindsey (Ref 15.22).

Table 15-9 Economic Activity (Ref 15.22)

	East Lindsey	Lincolnshire	East Midlands	England
Rates of Economic Activity (%)	74.3	77.9	78.4	79.7

15.5.5. The NOMIS Job Densities Report (Ref 15.23) presents the availability of employment in relation to labour demand. Job density refers to the number of jobs per resident aged 16-64. As of 2023, job density in East Lindsey was 0.74; slightly lower than in Lincolnshire (0.76) and the East Midlands (0.79). Job density rates across all these areas remain below 1.0, indicating that there is fewer than one job per person aged 16-64, and

⁶ Data presented for population and proportion of working age residents is from the 2021 year; whilst 2024 data has been released at a county and local authority level, this has not been updated for regional and national levels at the time of writing.

suggesting limited employment opportunities. However, this trend is broadly consistent with the national job density rate in England, which stood at 0.87 in 2023.

15.5.6. **Table 15-10** below shows the proportion of total employees working in each industry sector in 2024. Across the local level, a large proportion (18.6%) of employees are employed in Accommodation and Food Service Activities (Sector I). This is significantly higher than the Lincolnshire, East Midlands and England averages (8.9%, 7.1% and 7.8% respectively). Additionally, a large proportion (16.3%) of the local population is employed in Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles (Sector G). Across Lincolnshire, the proportion employed in Sector G is slightly higher (16.5%), however compared to East Midlands (14.5%) and England (13.7%), the East Lindsey and Lincolnshire values are higher than the regional and national averages. These high values are likely representing the district's coastal location with tourist services and accommodation highly represented in the local employment market. The proportion of employees in Sector Q: Human Health and Social Work Activities (10.5%) is significantly lower than the Lincolnshire proportion (15.8%) and continues to be lower than the regional and national averages (14.1% and 14.2% respectively).

Table 15-10 Overview of employee jobs by industry sector in 2024 (%) (Ref 15.21)

Industry Sector	East Lindsey	Lincolnshire	East Midlands	England
B: Mining and Quarrying	0.1	0.1	0.2	0.2
C: Manufacturing	10.5	11.7	11.6	7.3
D: Electricity, Gas, Steam and Air Conditioning Supply	0.0	0.2	0.5	0.4
E: Water Supply; Sewerage, Waste Management and Remediation Activities	1.0	1.2	0.7	0.7
F: Construction	5.8	6.5	5.6	5.0
G: Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles	16.3	16.5	14.5	13.7
H: Transportation and Storage	4.1	4.1	6.6	5.0
I: Accommodation and Food Service Activities	18.6	8.9	7.1	7.8
J: Information and Communication	1.2	2.1	2.8	4.5
K: Financial and Insurance Activities	0.6	0.9	1.6	3.4
L: Real Estate Activities	1.6	1.5	1.6	1.9
M: Professional, Scientific and Technical Activities	4.7	6.2	8.1	9.3

Industry Sector	East Lindsey	Lincolnshire	East Midlands	England
N: Administrative and Support Service Activities	5.2	7.6	7.9	8.6
O: Public Administration and Defence; Compulsory Social Security	2.3	4.1	4.3	4.9
P: Education	8.1	8.2	8.5	8.6
Q: Human Health and Social Work Activities	10.5	15.8	14.1	14.2
R: Arts, Entertainment and Recreation	4.7	2.1	2.2	2.5
S: Other Activities	2.9	2.1	1.8	1.9

Indices of Multiple Deprivation

- 15.5.7. The English IMD 2025 (Ref 15.24) 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.
- 15.5.8. 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.
- 15.5.9. The IMD 2025 data suggests a high level of deprivation within the study area (East Lindsey). East Lindsey, as a local authority district, is more deprived than 91% of local authority districts, meaning that it is within the 10% most deprived local authorities in England.
- 15.5.10. East Lindsey is ranked 20 out of 296 local authorities for Education, Skills and Training Deprivation, where 1 is the most deprived. It is ranked 21 for Employment Deprivation, and 42 for Health Deprivation. Of the seven domains of deprivation, East Lindsey ranks as least deprived for Crime, at 159 out of 296 (within the 50th percentile). This suggests overall that levels of deprivation are mixed across East Lindsey, with a tendency towards moderate-high levels of deprivation for the majority of indicators.

Recreation

Public access for Walkers, Cyclists and Horse Riders

- 15.5.11. The study area contains numerous PRoW and designated routes within the draft Order Limits and the 500 m study area, as outlined in **Volume 3, Part 2, Figure 15-5**. These PRoW provide daily connections for WCH undertaking recreation within their local area or accessing local services and facilities without using a vehicle. Some of these PRoW interconnect to form a wider network, allowing WCH access across a local authority district or county. Whilst many PRoW are used for local recreation, some (such as Long Distance Trails or other routes of regional or national importance) are likely to be accessed by WCH from a wider area.

- 15.5.12. A comprehensive baseline for PRow and designated routes within the draft Order Limits and study area will be compiled as part of the ES, as the design of the English Onshore Scheme is progressed. For the purposes of this preliminary assessment, the 77 PRow or designated routes which fall within the draft Order Limits and 500m study area have been identified and listed in **Volume 2, Part 2, Appendix 15.A: Socio-economics, Recreation and Tourism Receptors** and are also outlined in **Table 15-11** below.
- 15.5.13. 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. It has been assumed that all other PRow within the draft Order Limits and study area have a Medium sensitivity, as outlined below. It is acknowledged however that as part of refinement of the assessment of PRow, the sensitivity of some PRow is likely to decrease or increase as part of the ES assessment. There are no Low sensitivity receptors identified at this stage.

Table 15-11 PRow and Designated Routes within the draft Order Limits and study area

Receptor Description	Sensitivity
King Charles III England Coast Path	Very High - trails and routes of national importance, likely to be used for both recreational and leisure purposes in addition to commuting, that record frequent (daily) use. Such routes are likely to attract visitors from outside the local and regional area. Little or no potential for substitution.
South Wolds and Skegness Local Cycle Routes C1, C3, C4 and C7	High - PRow frequently used by WCH for recreational and leisure purposes (e.g. promoted regional routes) as well as commuting. May provide linkages with wider regional routes or networks.
All other PRow – a total of 73 identified (40 of which fall within or intersect the draft Order Limits, and 33 of which are located outside the draft Order Limits but within the 500m study area). See Volume 2, Part 2, Appendix 15.A: Socio-economics, Recreation and Tourism Receptors for a full list of PRow.	Medium - PRow moderately used by WCH for commuting, recreational and leisure purposes (e.g. regional or local routes) that are predominantly likely to be used by people from the local and regional area for circulation or as part of the PRow network.

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

Tourism

Tourism Attractions

- 15.5.15. Tourist attractions typically comprise facilities such as museums, zoos and farm parks, heritage assets, country parks, nature reserves, beaches, theme parks, and points of interest.
- 15.5.16. A summary of the tourist attractions in each local authority, and their sensitivity is outlined in **Table 15-12** below. Full details of tourist attractions within the study area can be found in **Volume 2, Part 2, Appendix 15.A: Socio-economics, Recreation and Tourism Receptors** and **Volume 3, Part 2, Figure 15-4**.
- 15.5.17. There is one tourist attraction (Anderby Creek Beach) which falls within the draft Order Limits, and a further 24 attractions of varying types that 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.
- 15.5.18. Further detail on tourist attractions and their location in relation to the draft Order Limits, will be incorporated into the ES following evolution and refinement of the English Onshore Scheme design.

Table 15-12 Tourist Attractions Sensitive Receptors

Receptor Description (all numbers are approximate)	Sensitivity
<ul style="list-style-type: none"> National Trust Sandilands East Lindsey National Landscape Area 	<p>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.</p>
<ul style="list-style-type: none"> Seven beaches Alford Manor House Museum Lincolnshire Aquapark Radcliffe Sanctuary The Cloud Bar in Anderby Creek Big Sky Alpacas 	<p>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.</p>
<ul style="list-style-type: none"> Twelve Lincolnshire Wildlife Trust Sites 	<p>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.</p>

Tourist Accommodation

- 15.5.19. 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.
- 15.5.20. Data from September 2025 shows 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 15.20). The same data shows that in the East Midlands; hotel occupancy rates have remained broadly similar from 2023 to 2025 at 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 for England as a whole was 54 per cent, however this could be due to an overall increase in supply and more short-term rentals available (Ref 15.20). The same data shows that in August 2025 in the East Midlands region, occupancy rates were slightly lower than the England average, at 51 per cent.
- 15.5.21. There are no tourist accommodation providers located within the draft Order Limits; however, an estimated 225 tourist accommodation providers 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. A summary of tourist accommodation providers in the study area, and their sensitivity is outlined in **Table 15-13** below. Further detail is outlined in **Appendix 15.A: Socio-economics, Recreation and Tourism Receptors** and **Volume 3, Part 2, Figure 15-3**.

Table 15-13 Tourist Accommodation Sensitive Receptors Summary

Receptor Description (all numbers are approximate)	Sensitivity
<ul style="list-style-type: none"> One tourist accommodation receptor in Mablethorpe 	Very High - Large purpose-built holiday park (e.g., Butlins, Centre Parcs) or large hotel, offering accommodation >250 bedspaces or pitches (for camping and caravan parks). A range of associated facilities such as events spaces, entertainment, multiple café, restaurant or bar facilities, dedicated areas for children's play, swimming pool and/or spa.
<ul style="list-style-type: none"> Three tourist accommodation receptors in Anderby Creek Two tourist accommodation receptors in Mablethorpe Two tourist accommodation receptors in Sutton on Sea One tourist accommodation receptor in Alford One tourist accommodation receptor in Anderby One tourist accommodation receptor in Chapel St Leonards 	High - Larger holiday park, or medium – large hotel, offering accommodation >50-250 bedspaces or pitches (for camping and caravan parks). Also has associated facilities such as a restaurant, bar, play area, and swimming pool.

Receptor Description (all numbers are approximate)	Sensitivity
<ul style="list-style-type: none"> One tourist accommodation receptor in Woodthorpe 	
<ul style="list-style-type: none"> 10 tourist accommodation receptors in Sutton on Sea Six tourist accommodation receptors in Chapel St Leonards Five tourist accommodation receptors in Alford Three tourist accommodation receptors in Anderby Three tourist accommodation receptors in Anderby Creek Three tourist accommodation receptors in Maltby le Marsh Three tourist accommodation receptors in Trusthorpe Two tourist accommodation receptors in Mumby One tourist accommodation receptor in Cumberworth One tourist accommodation receptor in Hogsthorpe One tourist accommodation receptor in Huttoft One tourist accommodation receptor in Mablethorpe One tourist accommodation receptor in Thurlby One tourist accommodation receptor in Withen 	<p>Medium - Small holiday park, small grouping of premises (e.g., multiple cottages on a farm) or small hotel or B&B, 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"> 40 tourist accommodation receptors in Alford 35 tourist accommodation receptors in Chapel St Leonards 27 tourist accommodation receptors in Sutton on Sea 16 tourist accommodation receptors in Hogsthorpe 13 tourist accommodation receptors in Anderby Creek 13 tourist accommodation receptors in Mablethorpe 	<p>Low - Standalone premise (such as a holiday cottage or similar), small group of properties (such as a group of holiday lets) or small B&B, offering accommodation with approximately 10 bedspaces or fewer. Not part of a chain, or accommodation group.</p>

Receptor Description (all numbers are approximate)	Sensitivity
<ul style="list-style-type: none"> • 10 tourist accommodation receptors in Maltby le Marsh • Six tourist accommodation receptors in Trusthorpe • Four tourist accommodation receptors in Hutoft • Two tourist accommodation receptors in Anderby • One tourist accommodation receptor in Spilsby • One tourist accommodation receptor in Claythorpe • One tourist accommodation receptor in Cumberworth • One tourist accommodation receptor in Sandilands • One tourist accommodation receptor in Strubby • One tourist accommodation receptor in Withern 	

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

Future baseline

15.5.23. The future baseline relates to known or foreseeable changes to the current baseline in the future, against which the effects of the English Onshore Scheme 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 English Onshore Scheme.

15.5.24. It is anticipated that there would be natural changes to the distribution and structure of the population over time. **Table 15-14** below presents the ONS 2022-based sub-national population projections, (Ref 15.25) for each local authority.

Table 15-14 Estimated Population Increase

Local Authority	% Increase, from mid-2022 to mid-2032
East Lindsey	5.9
England	7.8

- 15.5.25. The projected population increase in East Lindsey is slightly lower the England average, however at both a local and national level is likely to put a strain on existing community services (such as healthcare) and create additional demand for housing.
- 15.5.26. 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 English Onshore Scheme not proceed or be delayed. No demographic changes of significance are anticipated to arise in the period that the English Onshore Scheme is constructed and becomes operational.

15.6. Environmental Measures

- 15.6.1. As set out in **Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology**, the environmental measures are characterised as design measures or control and management measures. A range of environmental measures would be implemented as part of the English Onshore Scheme and will be secured in the DCO as relevant.
- 15.6.2. The English Onshore Scheme has been designed, as far as practicable, to reduce impacts resulting from environmental change through design, e.g., selecting locations which seek to minimise impacts on historic features, and the wider landscape, and designed to reduce potential noise and vibration effects through the selection of equipment. Where required, environmental measures as detailed within **Volume 1, Part 2, Chapter 8: Landscape and Visual Amenity, Volume 1, Part 2, Chapter 12: Traffic and Transport, Volume 1, Part 2, Chapter 13: Noise and Vibration, and Volume 1, Part 2, Chapter 14: Air Quality** will further reduce potential changes and effects.
- 15.6.3. 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).
- 15.6.4. A range of standard good practice mitigation measures for the English Onshore Scheme would be adopted throughout the duration of the construction phase. **Volume 3, Part 1, Appendix 5.B: Outline Code of Construction Practice (CoCP)** presents the likely good practice mitigation measures relevant to socio-economics, recreation and tourism.
- 15.6.5. **Table 15-15** outlines how these design and control measures will influence the socio-economics, recreation and tourism assessment.

Table 15-15 Summary of the environmental measures

Receptor	Potential changes and effects	Environmental measures	ID reference
Construction			
Tourist attractions Tourist accommodation	Delays or disruption to access as a result of construction works.	Access to tourism assets would be maintained, where practicable, along their current alignments during construction.	S01 (C)
Tourist attractions Tourist accommodation	Delays or disruption to access as a result of construction works.	Alternative access would be provided if access would be inhibited during construction.	S02 (C)
Tourist attractions Tourist accommodation	Delays or disruption to access as a result of construction works.	An outline Construction Traffic Management Plan (CTMP) would be prepared which could include opportunities (where applicable) to reduce route impacts and journey mileage to, from and around the construction sites and manage access for tourist assets and the wider community. An Outline CTMP will be submitted with the DCO application.	S03 (C)
PRoW	Temporary disruption or diversion of PRoW,	All designated PRoW crossing the working area would be managed in discussion with the relevant local authority, with access only closed for short periods while construction activities occur. Any required temporary diversions or closures of PRoW, footways or carriageways undertaken during construction would be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns. The signage will display the temporary diversion routes in place. This will be outlined and secured in the PRoWMP to accompany the ES.	S04 (C)

15.7. Scope of the Assessment

Spatial scope and study area

15.7.1. The study area for socio-economics, recreation and tourism varies according to receptor, as outlined below:

- **Employment Generation:** The study area for employment generation comprises a 'local' area (East Lindsey District Council and Lincolnshire County Council), and a 'regional' (East Midlands) area.
- **WCH:** The study area for PRoW encompasses the draft Order Limits and a 500 m study area beyond the draft Order Limits.
- **Tourist Attractions:** The study area for tourist attractions encompasses the draft Order Limits and a 5km study area beyond the draft Order Limits.
- **Tourist Accommodation:** The study area for tourist accommodation encompasses the draft Order Limits and a 5km study area beyond the draft Order Limits.

Identification of receptors

15.7.2. The principal socio-economics, recreation and tourism receptors that have been identified as being potentially subject to significant effects are summarised in **Table 15-16**.

Table 15-16 Socio-economics, recreation and tourism receptors subject to potential effects

Receptor (sensitivity / value)	Reason for consideration
Socio-economic	
Employment Generation	There is the potential for direct and indirect beneficial impacts to the local and regional economy through the creation of jobs. Construction of the English Onshore Scheme is anticipated to generate direct, temporary employment opportunities from construction workers on site throughout the construction period; and indirectly through manufacturing services and suppliers of the construction process; and by construction workers spending part of their income in the area local to the site.
Recreation	
Walkers, Cyclists and Horse Riders	During construction there is potential for WCH using PRoW and other designated routes, to be adversely affected by the English Onshore Scheme through potential temporary disruption, diversion or severance to access. Once operational, it is assumed that the majority of affected WCH routes will be returned to the same state as before construction, however it is not possible at this preliminary stage to confirm whether there will be any permanent diversions to PRoW; this will be reviewed as the Scheme

Receptor (sensitivity / value)	Reason for consideration
Tourism	<p>design is refined. Operational phase assessment of WCH has therefore been included within this preliminary assessment and will be assessed within the ES.</p>
Tourist Attractions	<p>During construction there is potential for tourist attractions to be adversely affected by the English Onshore Scheme, through potential disruption to access, or delays caused by construction activities. Specific attractions which may experience disruption to access may experience resultant impacts on their ability to operate due to construction activities.</p> <p>Once operational, it is assumed that any affected tourist attractions will be able to operate in the same manner as before construction, however it is not possible at this preliminary stage to confirm whether there will be any permanent operational phase changes which may affect access to or operation of tourist attractions; this will be reviewed as the Scheme design is refined. Operational phase assessment of tourist attractions has therefore been included within this preliminary assessment and will be assessed within the ES.</p>
Temporary Accommodation	<p>(Tourist) During construction there is potential for tourist accommodation to be adversely affected by the English Onshore Scheme, through potential disruption to access. Accommodation providers may experience resultant impacts on their ability to operate due to construction activities. The construction of the English Onshore Scheme also has the potential to affect the availability of tourist accommodation in the locality due to the influx of construction workers who are required to reside close to the English Onshore Scheme construction routes on a temporary basis and may require access to short term accommodation.</p> <p>Once operational, it is assumed that any affected tourist accommodation providers will be able to operate in the same manner as before construction, however it is not possible at this preliminary stage to confirm whether there will be any permanent operational phase changes which may affect access to or operation of tourist accommodation; this will be reviewed as the Scheme design is refined. Operational phase assessment of tourist accommodation (access to and operation of) has therefore been included within this preliminary assessment and will be assessed within the ES.</p> <p>There are no operational phase effects anticipated in relation to demand for tourist accommodation, as there will be no requirement for access to temporary accommodation by construction workers once the Scheme is operational.</p>

Spatial scope and study area

- 15.7.3. The spatial scope of the assessment of socio-economics, recreation and tourism covers the area of the English Onshore Scheme contained within the draft Order Limits, together with the study areas described as follows. The study areas for socio-economics, recreation and tourism are shown in **Volume 3, Part 2, Figure 15-1** and **Volume 3, Part 2, Figure 15.2**.

Temporal scope

- 15.7.4. The temporal scope of the assessment of socio-economics, recreation and tourism is consistent with the period over which the English Onshore Scheme would be carried out. As detailed in **Volume 1, Part 1, Chapter 4: Description of the Project**, it covers the period 2029 – 2035 for construction, and the lifetime of the Project for operation (expected to operate for 40 years, although likely extended through replacement and repair).
- 15.7.5. The English Onshore Scheme is expected to have a minimum life span of approximately 40 years. If decommissioning is required at this point in time, then activities and effects associated with the decommissioning phase are expected to be of a similar level to those during the construction phase works, albeit with a lesser duration of two years. Acknowledging the complexities of completing a detailed assessment for decommissioning works up to 40 years in the future, it is considered that the significance of effects relating to the decommissioning phase would be no greater than those from the construction phase and decommissioning effects are not discussed in detail in this chapter; however, Table 4-19 in **Volume 1, Part 1, Chapter 4: Description of the Project** provides a high level summary assessment of the likely significant effects associated with decommissioning. Furthermore, should decommissioning take place it is expected that an assessment in accordance with the legislation and guidance at the time of decommissioning would be undertaken.

15.8. Identification of receptors

- 15.8.1. The principal socio-economics, recreation and tourism receptors that have been identified as being subject to potential significant effects are summarised in **Table 15-17**.

Table 15-17 Socio-economics, recreation and tourism receptors scoped in for further assessment

Receptor	Reason for consideration
Working age residents	There is the potential for direct and indirect beneficial impacts on the local and regional economy through the creation of jobs. Construction of the English Onshore Scheme is anticipated to generate direct, temporary employment opportunities from construction workers throughout the construction period; and indirectly through manufacturing services and suppliers of the construction process; and by construction workers spending part of their income in the area local to the English Onshore Scheme.
WCH using PRoW and other designated routes	During construction there is potential for WCH using PRoW and other designated routes to be adversely affected by the English Onshore Scheme. This could arise through potential temporary disruption or severance to access. The draft Order Limits have been based on the

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

15.9. Potential effects considered within this assessment

15.9.1. The effects on socio-economics, recreation and tourism receptors, which have the potential to be significant and have been taken forward for detailed assessment are summarised in **Table 15-18**.

Table 15-18 Socio-economics, recreation and tourism potential significant effects

Receptor	Likely potential significant effects
Employment generation	Construction phase direct, indirect, and induced effects on the local and regional economy.
Walkers, Cyclists and Horse Riders	Construction and operational phase effects on WCH using PRow as a result of temporary disruption, or temporary or permanent diversion or changes to access due to construction activities and operational infrastructure.
Tourist Attractions	Construction and operational phase effects on tourist attractions and their ability to operate as a result of temporary disruption, or temporary or permanent diversion or changes to access due to construction activities and operational infrastructure.
Tourist Accommodation	Construction and operational phase effects on tourist accommodation providers and their ability to operate as a result of temporary disruption, or temporary or permanent diversion or changes to access due to construction activities and operational infrastructure. Construction phase effects on the availability of tourist accommodation as a result of the demand for temporary accommodation from construction workers.

15.9.2. The effects to be scoped out of the assessment at this stage are identified in **Table 15-6** Scoping Opinion responses, as agreed with the Planning Inspectorate.

15.10. Key Parameters for Assessment

Realistic worst-case design scenario

- 15.10.1. The assessment has followed the Rochdale Envelope approach as outlined in **Volume 1, Part 1, Chapter 4: Description of the Project** and **Volume 1, Part 1, Chapter 5 PEIR Approach and Methodology of the PEIR**.
- 15.10.2. The assessment of effects has been based on the description of the English Onshore Scheme and parameters outlined in **Volume 1, Part 1, Chapter 4: Description of the Project**.
- 15.10.3. However, where there is uncertainty regarding a particular design parameter within the scope of the socio-economic, recreation and tourism assessment, realistic worst-case design parameters are provided below along with the reasons as to why these parameters are considered worst-case. The preliminary assessment of socio-economics, recreation and tourism has been undertaken on this basis.
- 15.10.4. Effects of greater adverse significance than those presented in this assessment are not likely to arise should any other development scenario, based on details within the Rochdale Envelope (e.g., different infrastructure layout within the draft Order Limits), and what has been assessed herein, be taken forward in the final design.

- 15.10.5. In relation to socio-economics, recreation and tourism the following assumptions are made regarding the English Onshore Scheme's design parameters in order to ensure a realistic worst-case assessment has been undertaken.
- Through the Scoping Opinion, the Planning Inspectorate have agreed that the construction and operational phase assessment of amenity effects on all socio-economic, recreation and tourism receptors can be scoped out of the EIA, with amenity assessed in other topic aspect chapters where relevant and appropriate;
 - During the operational (and maintenance) phase the converter station would be operated by a small permanent staff (810 FTE employees) and maintenance will be limited to routine activities. As such, the Planning Inspectorate have agreed that the operational phase assessment of employment generation can be scoped out of the EIA; and
 - Data regarding road traffic and anticipated vehicle movements associated with the construction works is not currently available at the PEIR stage due to the ongoing development of the construction programme. A detailed analysis and all necessary information will be provided at the ES stage.

15.11. Assessment Methodology

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

Socio-economics

Employment Generation

- 15.11.2. For the purposes of this assessment, employment generation refers to the number of Full Time Equivalent (FTE) employee jobs generated from the construction phase of the English Onshore Scheme. It refers to both gross and net employment generated.

Approach to assessment

- 15.11.3. The assessment of likely potential significant effects relating to employment generation has been informed by the principles in HM Treasury Green Book (Ref 15.15). This approach has been developed using previous experience of delivering similar projects, 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 NGET. Leakage, displacement, and multiplier effects will then be 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 15.14). Leakage will be applied to construction employment calculations, based on travel to work data, prior experience and professional judgement, in discussion with the works contractor.

- 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 English Onshore Scheme cannot simply be treated as a net benefit as it has the potential to remove workers from other positions, and the net benefit is therefore reduced by the extent that this occurs.
 - Overall, it is assumed that due to the flexibility of the labour market and the fact that construction workers delivering the English Onshore Scheme are likely to represent a small proportion of the regional construction labour force, displacement of the direct construction employment 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 15.14).

- Multiplier effects
 - In addition to the direct construction employment generated by the English Onshore Scheme, there would be an increase in local employment arising from '*further economic activity (jobs, expenditure or income) associated with additional local income and local supplier purchases*' (Ref 15.14); 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 15.14) 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 English Onshore Scheme, based on its location within the East Midlands, and close proximity to surrounding regions such as Yorkshire and The Humber.

Significance of effect criteria

- 15.11.4. The methodology for assessing employment generation considers the likely direct, indirect and induced impacts associated with the English Onshore Scheme during construction. For socio-economics there is no accepted definition of what constitutes a significant (or not significant) socio-economic effect. It is however recognised that classification of an effect reflects the relationship between the scale of an impact (magnitude) and the sensitivity (or value) of the affected resource or receptor. As such socio-economic effects have been assessed on the basis of:
- Consideration of sensitivity to effects: Specific values in terms of sensitivity are not attributed to socio-economic resources/receptors due to their diverse nature and scale. However, the assessment takes account of the qualitative (rather than quantitative) '*sensitivity*' of the receptor (employment and the economy).
 - Magnitude of the impact: This entails consideration of the size of the effect on people (employees) in the context of the area in which effects will be experienced (the local and regional economy).
- 15.11.5. 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.
- 15.11.6. 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.
- 15.11.7. 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.
- 15.11.8. Effects that are deemed to be significant for the purposes of the socio-economic assessment are those that are described as being moderate or major beneficial or adverse.

Recreation

Public access for walkers, cyclists and horse riders

- 15.11.9. WCH are those non-motorised users of PRow, and other designated routes for pedestrians, cyclists, and equestrians. These may include both local routes, and those of national importance such as National Trails.

Approach to assessment

- 15.11.10. The assessment of PRow and designated routes, and potential disruption to WCH during construction are qualitative and informed by desk-based study. The following methodology for the assessment of likely significant effects has been proposed in accordance with DMRB LA 104 (Ref 15.12) and DMRB LA 112 (Ref 15.1). Despite the DMRB being the standard for the assessment of road schemes, this guidance provides an appropriate methodology for assessing the effects on WCH in the context of the English Onshore Scheme.
- 15.11.11. The PRow and other designated routes which are subject to disruption, severance or diversion (on a temporary or permanent basis) have been identified and will be refined further in the ES. An assessment of sensitivity and magnitude has been undertaken, applying professional judgement and prior experience from similar developments and informed by DMRB LA 112 (Ref 15.1) guidance.

Receptor sensitivity

- 15.11.12. The sensitivity criteria for WCH for this preliminary assessment has been assigned based on and informed by DMRB LA 112 (Ref 15.1) as shown in **Table 15-19** below. These sensitivity criteria align with the classifications of sensitivity outlined for each PRow in Section 15.5.

Table 15-19 Walkers, cyclists and horse riders - sensitivity criteria

Sensitivity	Description
Very High	Trails and routes of national importance, likely to be used for both recreational and leisure purposes in addition to commuting, that record frequent (daily) use. Such routes are likely to attract visitors from outside the local and regional area. Little or no potential for substitution; and/or Rights of way for WCH crossing roads at grade with >16,000 vehicles per day.
High	PRow frequently used by WCH for recreational and leisure purposes (e.g. promoted regional routes) as well as commuting. May provide linkages with wider regional routes or networks. Limited potential for substitution; and/or Rights of way for WCH crossing roads at grade with >8,000 - 16,000 vehicles per day.

Sensitivity	Description
Medium	PRoW moderately used by WCH for commuting, recreational and leisure purposes (e.g. regional or local routes) that are predominantly likely to be used by people from the local and regional area for circulation or as part of the PRoW network, but for which alternative routes can be taken; and/or Rights of way for WCH crossing roads at grade with >4000 – 8,000 vehicles per day.
Low	Routes which are infrequently used, have fallen into disuse through past severance, or which 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 <4,000 vehicles per day.

Magnitude of impact

15.11.13. The magnitude of impact for WCH has been assigned based on and informed by DMRB LA 112 (Ref 15.1) as shown in **Table 15-20**.

Table 15-20 Walkers, cyclists and horse riders - magnitude of impact

Magnitude	Description
Major	<ul style="list-style-type: none"> • Where the English Onshore Scheme could be expected to have a considerable effect (either beneficial or adverse) on receptors. • Permanent loss/severance of an existing recreational or commuting route/resource used by WCH.
Moderate	<ul style="list-style-type: none"> • Where the English Onshore Scheme could be expected to have a perceptible effect (either beneficial or adverse) on receptors. • Disruption of a recreational or commuting route/resource used by WCH with significant increase/decrease in journey length/time.
Minor	<ul style="list-style-type: none"> • Where the English Onshore Scheme could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors. • Alteration of a recreational or commuting route/resource used by WCH but with no significant increase in journey length/time.
Negligible	<ul style="list-style-type: none"> • Where no discernible effect is expected as a result of the English Onshore Scheme on receptors. • No change to recreational or commuting route/resource used by WCH.
No change	<ul style="list-style-type: none"> • No loss or alternation of characteristics, features, elements or accessibility; no observable impact.

Significance of effect criteria

15.11.14. The level of significance has been assigned based on and informed by Table 3.8.1 in DMRB LA 104 (Ref 15.12) and shown in **Table 15-21** 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 15-21 Walkers, cyclists and horse riders - significance of effect

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very High	Neutral (not significant)	Slight (not significant)	Moderate or Large (significant)	Large or Very Large (significant)	Very Large (significant)
	High	Neutral (not significant)	Slight (not significant)	Slight (not significant) or Moderate (significant)	Moderate or Large (significant)	Large or Very Large (significant)
	Medium	Neutral (not significant)	Neutral or Slight (not significant)	Slight (not significant)	Moderate (significant)	Moderate or Large (significant)
	Low	Neutral (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Slight (not significant)	Slight (not significant) or Moderate (significant)
	Negligible	Neutral (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Slight (not significant)

Tourism

Tourist Attractions

15.11.15. 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

15.11.16. The assessment of tourist attractions is qualitative and informed by desk-based study. 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 **Volume 1, Part 1, Chapter 5: Approach and Methodology**, prior experience of similar schemes, 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 English Onshore Scheme.

Receptor sensitivity

15.11.17. The sensitivity criteria for Tourist Attractions has been assigned in line with the criteria in **Table 15-22** below.

Table 15-22 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. And/or 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 where the level of use is assumed to be low and/or infrequent.

Magnitude of impact

15.11.18. The magnitude of impact for tourist attractions has been assigned in line with the criteria in **Table 15-23**.

Table 15-23 Tourist attractions - magnitude of impact

Magnitude	Description
Major	<ul style="list-style-type: none"> The English Onshore Scheme could be expected to have a considerable effect (either beneficial or adverse) on receptors; Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of the tourist attraction; and/or Introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision preventing visitors from accessing the attraction.
Moderate	<ul style="list-style-type: none"> The English Onshore Scheme could be expected to have a perceptible effect (either beneficial or adverse) on receptors; Partial loss of/damage to key characteristics, features or elements, e.g., partial removal or substantial amendment to access or acquisition of land compromising viability of the attraction; and/or Introduction (adverse) or removal (beneficial) of severe severance with limited/moderate accessibility provision for visitors.
Minor	<ul style="list-style-type: none"> The English Onshore Scheme could be expected to result in a small, barely perceptible effect (either beneficial or adverse) on receptors; A discernible change in attributes, 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 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.
Negligible	<ul style="list-style-type: none"> Very minor loss or detrimental alteration to one or more characteristics, features or elements, e.g., acquisition of non-operational land or buildings not directly affecting the viability of property; and/or very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision. No notable change for visitors, with no change to their experience of the attraction.
No change	<ul style="list-style-type: none"> No discernible effect is expected as a result of the t English Onshore Scheme on receptors.

Significance of effect criteria

15.11.19. 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 15-24** below. The remaining effects (neutral or slight) have been categorised as not significant.

Table 15-24 Tourist attractions - significance of effect

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very High	Neutral (not significant)	Slight (not significant)	Moderate or Large (significant)	Large or Very Large (significant)	Very Large (significant)
	High	Neutral (not significant)	Slight (not significant)	Slight (not significant) or Moderate (significant)	Moderate or Large (significant)	Large or Very Large (significant)
	Medium	Neutral (not significant)	Neutral or Slight (not significant)	Slight (not significant)	Moderate (significant)	Moderate or Large (significant)
	Low	Neutral (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Slight (not significant)	Slight (not significant) or Moderate (significant)
	Negligible	Neutral (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Slight (not significant)

Tourist Accommodation

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

Approach to assessment

15.11.21. The assessment of tourist accommodation is qualitative and informed by desk-based study. There are two aspects of tourist accommodation considered within the assessment: disruption to tourist accommodation as a result of construction activities, and demand for temporary accommodation. The methodology for these is considered below.

Disruption to tourist accommodation

15.11.22. Tourist accommodation has been assessed from the perspective of temporary disruption and delays to access, 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 **Volume 1, Part 1, Chapter 5: Approach and Methodology**, prior experience and professional judgement. This is an appropriate approach to assign an overall level of significance when assessing the effects on visitors and tourists accessing tourist accommodation in the context of the English Onshore Scheme.

Receptor sensitivity

15.11.23. The sensitivity criteria for Tourist Accommodation have been assigned in line with the criteria in **Table 15-25** below.

Table 15-25 Tourist accommodation - receptor sensitivity

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

Magnitude of impact

15.11.24. The magnitude of impact for disruption to tourist accommodation has been assigned in line with the criteria in **Table 15-26**.

Table 15-26 Disruption to tourist accommodation - magnitude of impact

Magnitude	Description
Major	<ul style="list-style-type: none"> loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements, e.g., direct acquisition and demolition of the accommodation; and/or introduction (adverse) or removal (beneficial) of complete severance with no/full accessibility provision preventing visitors from accessing the accommodation.
Moderate	<ul style="list-style-type: none"> 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 introduction (adverse) or removal (beneficial) of severe severance with limited/moderate accessibility provision for visitors.

Magnitude	Description
Minor	<ul style="list-style-type: none"> 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 the accommodation; and/or introduction (adverse) or removal (beneficial) of severance with adequate accessibility provision which is not likely to change visitors' behaviour of choice to stay at the accommodation.
Negligible	<ul style="list-style-type: none"> very minor loss or detrimental alteration to one or more characteristics, features or elements, e.g., acquisition of non-operational land or buildings not directly affecting the viability of property; and/or very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision.
No change	<ul style="list-style-type: none"> no notable change for visitors, with no change to their experience of the accommodation or associated facilities.

Significance of effect criteria

15.11.25. Potential significant effects for the assessment of tourist attractions comprise those which are assigned as moderate, large or very large as shown in **Table 15-27** below. The remaining effects (neutral or slight) have been categorised as not significant.

Table 15-27 Tourist attractions - significance of effect

		Magnitude				
		No change	Negligible	Minor	Moderate	Major
Sensitivity	Very High	Neutral (not significant)	Slight (not significant)	Moderate or Large (significant)	Large or Very Large (significant)	Very Large (significant)
	High	Neutral (not significant)	Slight (not significant)	Slight (not significant) or Moderate (significant)	Moderate or Large (significant)	Large or Very Large (significant)
	Medium	Neutral (not significant)	Neutral or Slight (not significant)	Slight (not significant)	Moderate (significant)	Moderate or Large (significant)
	Low	Neutral (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Slight (not significant)	Slight (not significant) or Moderate (significant)
	Negligible	Neutral (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Neutral or Slight (not significant)	Slight (not significant)

Demand for temporary accommodation

- 15.11.26. Tourist accommodation has been 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.
- 15.11.27. An evaluation of the likely number of construction employees who may reside in the locality on a temporary basis will be undertaken; based on the total number of construction employees combined with assumptions made by the Works Contractor and Applicant associated with travel planning, construction methodologies, and the construction programme. A percentage of the overall construction employment workforce will be 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.
- 15.11.28. 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.

15.12. Preliminary Assessment of Effects

Socio-economics

Construction employment generation

- 15.12.1. 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.
- 15.12.2. For the English Onshore Scheme, the construction period is estimated to be approximately six years (beginning in 2029 and the scheme becoming operational by the end of 2035). As discussed in **Volume 1, Part 1, Chapter 4: Description of the Project**, a new 400 kV substation will be required i.e., the proposed 400 kV LCS-B. LCS-B is included as part of the Grimsby to Walpole Project and therefore will form part of its DCO and is not included as part of the EGL 5 Project and assumptions

surrounding construction. The construction work is not permanent and therefore the effect would be temporary and medium-term⁷ in nature.

- 15.12.3. Based on the design of the English Onshore Scheme at the time of writing, at peak times, it is estimated that circa 300 gross daily employees will be required for construction of the English Onshore Scheme. To determine the net benefit, leakage, displacement, and multiplier effects must also be considered (see Section 15.5). Gross and net FTE construction phase employment generation would therefore be calculated within the ES when details of the English Onshore Scheme are further defined.
- 15.12.4. For the PEIR, no assessment has been provided in relation to the proportion of workers who would live in the local or regional area and commute, or are likely to live outside of the local and regional area and require access to temporary accommodation. It is anticipated however that for some specialist construction activities, workers may be sourced from outside the area. NGET will continue to review this, with further analysis to follow in the ES.
- 15.12.5. Given that 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 is unable to determine whether there is the potential for a **significant** effect during construction. This is a preliminary conclusion and will be revisited and assessed fully as part of the ES.

Preliminary Assessment of Effects: Recreation

Walkers, cyclists and horse riders: construction

- 15.12.6. There are a number of locations where PRoW are crossed by the draft Order Limits and study area, or where they pass in close proximity. A total of 43 PRoW and designated routes lie within or intersect the draft Order Limits, and a further 34 lie outside the draft Order Limits but within the 500 m study area. As such, there is potential for temporary disruption in access for WCH during construction for these routes, with a greater likelihood of disruption for those PRoW within the draft Order Limits and proximate to construction traffic routes and compounds.
- 15.12.7. All PRoW which have the potential to be impacted by the English Onshore Scheme would be identified in an Outline PRoWMP. The Outline PRoWMP will set out the measures required (including any potential temporary closures applied for / detailed in the DCO) to ensure that PRoW remain safe to use and that any potential disruption to PRoW is minimised.
- 15.12.8. It is anticipated that during construction, there are a number of PRoW which have the potential to experience disruption as a result of delays or diversions to access, or severance of access. The assessment of these factors in relation to WCH considers traffic and transport effects, which influence the magnitude of change assigned to WCH. The preliminary findings of the traffic and transport assessment are considered below; however, no PRoW are specifically identified within **Volume 1, Part 2, Chapter 12: Traffic and Transport** as having the potential to experience **significant** effects.

⁷ In socio-economic terms, short term effects are considered to temporary and <1 year in duration, medium term effects are temporary and between 1 and 5 years in duration, and long term effects are considered to permanent and 5+ years in duration.

- 15.12.9. **Volume 1, Part 2, Chapter 12: Traffic and Transport** provides a preliminary assessment of traffic and transport effects on PRoW, Long Distance Paths and other routes within the draft Order Limits (the traffic and transport study area does not consider WCH routes beyond the draft Order Limits). The assessment considers the implementation of a PRoWMP, and notes that it is anticipated that any impacts can be actively managed with minimal disruption to users of the PRoW network during the construction phase. The chapter does not draw conclusions on sensitivity, magnitude, or significance of effect at this preliminary assessment stage.
- 15.12.10. Based on the sensitivity criteria outlined in **Table 15-19**, the PRoW within the study area have been assigned sensitivities of Very High, High and Medium (see **Volume 2, Part 2, Appendix 15.A: Socio-economics, Recreation and Tourism Receptors**).
- 15.12.11. All PRoW which have the potential to be impacted by the English Onshore Scheme will be identified in a PRoWMP to accompany the ES. The PRoWMP will set out the measures required (including any potential temporary closures applied for/detailed in the DCO) to ensure that PRoW remain safe to use and that any potential disruption to PRoW is minimised. This will be produced to accompany the ES once the design of the English Onshore scheme has been further refined.
- 15.12.12. There are likely to be a number of WCH routes within the study area and draft Order Limits that have the potential to experience disruption as a result of temporary diversion or severance. It is considered that those PRoW which are located within or intersected by the draft Order Limits are most likely to experience potential **significant** effects as they are situated closest to the construction works. These are summarised in **Table 15-28**, along with their sensitivity.

Table 15-28 WCH routes within the draft Order Limits

Name / Identifier	Sensitivity
King Charles III England Coast Path	Very High
South Wolds and Skegness Local Cycle Route C1	High
South Wolds and Skegness Local Cycle Route C3	High
South Wolds and Skegness Local Cycle Route C7	High
39 PRoW: Alfo/281/1; Alfo/281/2; Alfo/282/2; Alfo/282/3; Alfo/282/4; Alfo/283/1; Alfo/283/2; Alfo/283/3; Alfo/283/4; Alfo/283/5; Alfo/285/1; Alfo/289/1; Alfo/290/1; Ande/964/1; Bils/11/1; Bils/13/1; Bils/73/1; Hutt/10/3; Hutt/10/4; Hutt/10/5; Hutt/11/1; Hutt/11/2; Hutt/1177/1; Hutt/12/1; Hutt/13/2; Hutt/14/1; Hutt/15/1; Hutt/2/3; Hutt/4/3; Hutt/4/4; Hutt/6/1; Hutt/6/2; Hutt/854/1; Hutt/9/1; Hutt/965/1; Sale/281/1; Sale/284/3; Sres/193/1; Sres/193/2	Medium

- 15.12.13. 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 traffic and transport chapter. The preliminary assessment of construction phase effects on WCH is therefore unable to determine whether there is the potential for a **significant** effect. This is a preliminary conclusion and will be revisited and assessed fully as part of the ES.

Walkers, cyclists and horse riders: operation

- 15.12.14. It is anticipated that once the English Onshore Scheme is operational, access to all PRoW will be restored although some may have minor permanent realignment to account for permanent operational structures associated with the English Onshore Scheme. These permanent changes are anticipated to be minimal and not affect the ability of WCHs to use the PRoW.
- 15.12.15. Based on the sensitivity criteria outlined in **Table 15-19**, the PRoW within the study area have been assigned sensitivities of Very High, High and Medium, as detailed in **Volume 2, Part 2, Appendix 15.A: Socio-economics, Recreation and Tourism Receptors**.
- 15.12.16. The operational phase has been scoped out of **Volume 1, Part 2, Chapter 12: Traffic and Transport**, therefore no effects in relation to diversions or severance of access on PRoW users during operation are anticipated. Any PRoW which have the potential to experience permanent realignment will be identified in a PRoWMP to accompany the ES. The PRoWMP will set out the measures required to ensure that any new alignments will provide the same level of access for WCHs. The PRoWMP will be produced to accompany the ES once the design of the English Onshore scheme has been further refined.
- 15.12.17. Similarly to the construction phase assessment, it is assumed that those PRoW which are located within or intersected by the draft Order Limits are most likely to experience potential permanent diversion during operation as they are situated closest to the permanent infrastructure associated with the English Onshore Scheme.
- 15.12.18. Based on the above, there are likely to be limited number of WCH routes within the study area and draft Order Limits that have the potential to experience disruption as a result of permanent diversion or severance during operation. Whilst it is not possible to assign the magnitude of change at this preliminary stage, based on the above and the scoping out of operational effects on PRoW in **Volume 1, Part 2, Chapter 12: Traffic and Transport**, magnitude of change for all potential effected routes is anticipated to be minor or negligible.
- 15.12.19. As a result, it is anticipated that effects on users of PRoW as a result of diversion or severance of access during operation are likely to be **not significant**. This is a preliminary conclusion and will be revisited and assessed fully as part of the ES.

Preliminary Assessment of Effects: Tourism

Tourist attractions: construction

- 15.12.20. A total of 25 tourist attractions are located within the 5 km study area and have been assigned sensitivities of High to Low, as outlined in **Volume 2, Part 2, Appendix 15.A: Socio-economics, Recreation and Tourism Receptors**. During construction, visitors to these assets may experience effects as a result of the works (such as delays or diversions).

- 15.12.21. **Volume 1, Part 2, Chapter 12: Traffic and Transport** does not identify any specific tourist attractions or facilities. It does assess '*sensitive locations*' which include '*tourist attractions*' and '*recreational areas*' however, and the sensitivity criteria outlined in **Volume 1, Part 2, Chapter 12: Traffic and Transport** notes that receptors may also refer to leisure users and people accessing tourist/visitor attractions. The chapter provides a preliminary assessment of traffic and transport effects on the local road network. 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 that there may be certain locations where there are **significant** effects, however locations are not specified in the preliminary assessment.
- 15.12.22. 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 English Onshore Scheme evolves; however, a preliminary assessment of magnitude indicates that there would be **no significant** adverse effects in relation to changes in access for users visiting tourist attractions during construction.

Tourist Attractions: Operation

- 15.12.23. A total of 25 tourist attractions are located within the 5 km study area, with only one of these (Anderby Creek beach) within the draft Order Limits. Once the English Onshore Scheme is operational, there is not anticipated to be any permanent land take, changes to access, or delays which have the potential to affect tourist attractions and their users.
- 15.12.24. The operational phase has been scoped out of **Volume 1, Part 2, Chapter 12: Traffic and Transport**, therefore no effects on the road network are identified during operation.
- 15.12.25. Similarly to the construction phase assessment, it is assumed that those attractions which are located within or intersected by the draft Order Limits (Anderby Creek beach) are most likely to experience potential effects during operation as they are situated closest to the permanent infrastructure associated with the English Onshore Scheme.
- 15.12.26. Based on the above, there are likely to be a very limited number of tourist attractions within the study area and draft Order Limits that have the potential to experience disruption as a result of permanent operational infrastructure. Whilst it is not possible to assign the magnitude of change at this preliminary stage, based on the above and the scoping out of operational effects in **Volume 1, Part 2, Chapter 12: Traffic and Transport**, magnitude of change for the majority of tourist attractions is anticipated to be minor or negligible.
- 15.12.27. As a result, it is anticipated that effects on users of tourist attractions as a result of the presence of permanent infrastructure during operation are likely to be **not significant**. This is a preliminary conclusion and will be revisited and assessed fully as part of the ES.

Tourist accommodation: construction

- 15.12.28. There are 225 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.

- 15.12.29. **Volume 1, Part 2, Chapter 12: Traffic and Transport** does not identify any specific tourist facilities. It does assess ‘*sensitive locations*’ which include ‘*tourist areas*’ however, and the sensitivity criteria outlined in **Volume 1, Part 2, Chapter 12: Traffic and Transport** 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.
- 15.12.30. Based on the criteria outlined in **Table 15-25**, 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 traffic and transport chapter. On the basis of the preliminary assessment however, 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 English Onshore Scheme evolves; however, a preliminary assessment of magnitude indicates that there are likely to be **not significant** effects overall in relation to changes in access for users accessing tourist accommodation due to the presence of construction works and traffic.

Availability of Tourist Accommodation

- 15.12.31. Given the design for the English Onshore Scheme is still being developed, it is not possible to anticipate the number of gross direct jobs generated employing construction workers from outside of the region during construction. Whilst it is anticipated that the English Onshore Scheme would employ 500 workers, it will be confirmed within the ES what per cent will be from the local area (18 miles outside of the English Onshore Scheme), and what 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.
- 15.12.32. There are 225 tourist accommodation providers located within the 5 km study area, providing an estimated 2,682 rooms. Workers on the English Onshore Scheme requiring accommodation could increase demand with the potential to result in **moderate adverse (significant)** effects, however this is a preliminary assessment and will be revisited at the ES following further refinement of the construction methodologies and Project design and is therefore a worst case scenario.

Tourist accommodation: operation

Users of Tourist Accommodation

- 15.12.33. There are 225 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.
- **Volume 1, Part 2, Chapter 12: Traffic and Transport** provides a preliminary screening assessment of traffic and transport effects on the local road network. No effects on the road network are identified during operation.

15.12.34. 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 English Onshore Scheme evolves; however, a preliminary assessment of magnitude indicates that there would be **no significant** adverse effects in relation to changes for users accessing tourist accommodation during operation due to the limited amount of traffic. This is a preliminary assessment however and will be reviewed in the ES assessment as the design of the English Onshore Scheme evolves.

15.13. Further Work to be Undertaken

- 15.13.1. The preliminary assessment presented here will be developed in the ES as the design of the English Onshore Scheme evolves.
- 15.13.2. The ES will present a detailed assessment in accordance with the methodology set out in Section 15.5 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.
- 15.13.3. The ES will include the results of relevant site surveys undertaken to inform the assessments of other environmental topics, for example usage surveys for PRoW (if required for the Traffic and Transport assessment).
- 15.13.4. Should any additional environmental measures be required, these will also be determined and detailed as part of the embedded mitigation for the English Onshore Scheme, or as additional mitigation as required.

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