

Draft Environmental Statement

Chapter 16 Socio- Economics, Recreation and Tourism

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16. Socio-Economics, Recreation and Tourism

16.1 Introduction

- 16.1.1 This chapter reports the preliminary assessment of the potential effects of the Weston Marsh to East Leicestershire Project (the Project) on socio-economics, recreation and tourism. This chapter includes consideration of the following matters:
- employment, Gross Value Added (GVA) generation, and provision of training opportunities during construction;
 - pressures on local visitor accommodation during construction;
 - disruption to visitor attractions during construction (severance and amenity);
 - disruption of access to recreational routes, Public Rights of Way (PRoWs), and open space of significance in the local area during construction;
 - potential loss of development land during construction;
 - disruption of access to businesses and community facilities during construction; this excludes visual amenity, which is considered in **Chapter 7 Visual**, and potential effects on agricultural businesses, which are considered in **Chapter 12 Agriculture and Soils**; and
 - potential for impacts on the operation of aviation infrastructure during construction and operation.
- 16.1.2 This chapter should be read in conjunction with the following chapters which provide the Project context and approach to Environmental Impact Assessment (EIA):
- **Chapter 2 Regulatory and Planning Policy Context;**
 - **Chapter 3 Main Alternatives Considered;**
 - **Chapter 4 Description of the Project;** and
 - **Chapter 5 EIA Approach and Methodology.**
- 16.1.3 There are interrelationships with other disciplines. Therefore, this chapter should also be read in conjunction with the following chapters:
- **Chapter 7 Visual** – visual amenity effects on population and users of promoted recreational routes and PRoWs in the Study Area;
 - **Chapter 12 Agriculture and Soils** – impacts on farm holdings and agricultural businesses;
 - **Chapter 13 Traffic and Transport** – impacts on access and promoted recreational routes and PRoWs in the Study Area;
 - **Chapter 14 Air Quality** – amenity effects on residential and community receptors, and local businesses in the Study Area;

- **Chapter 15 Noise and Vibration** – amenity effects on noise and vibration sensitive receptors, including residential and community receptors, local businesses, and users of promoted recreational routes and PRowS in the Study Area; and
- **Chapter 17 Health and Wellbeing** – amenity effects on population and users of promoted recreational routes and PRowS of significance in the Study Area.
- **Chapter 19 Cumulative Effects** includes consideration of the potential for in-combination and cumulative effects on socio-economics, recreation and tourism.

16.1.4 This chapter is supported by the following figures:

- **Figure 16.1 Indices of Multiple Deprivation;**
- **Figure 16.2 Socio-Economic, Tourism, Recreation and Health Receptors;** and
- **Figure 16.3 Development Land Allocations.**

16.2 Legislation, Policy Framework, and Guidance

Legislation and National Policy

16.2.1 Legislation and national policy relevant to the Project and this chapter are described in **Chapter 2 Regulatory and Planning Policy Context**, and supporting appendices **Appendix 2A Key Legislation**, **Appendix 2B National and Regional Policy** and **Appendix 2C Local Policy**.

Regional and Local Policy

16.2.2 **Chapter 2 Regulatory and Planning Policy Context** sets out relevant regional and local policy. Regional and local plans or policies relevant to this assessment are as follows:

- South East Lincolnshire Local Plan 2011-2036 (Ref 16.1): Policy 7 relating to ‘improving South East Lincolnshire’s Employment Land Portfolio’; Policy 8 seeking to protect and support ‘Prestige Employment Sites’; Policy 9 Promoting a Stronger Visitor Economy; and Policy 32 Community, Health and Wellbeing which considers the creation of socially cohesive and inclusive communities and improving health and wellbeing.
- Greater Lincolnshire Local Enterprise Partnership (LEP) Local Industrial Strategy (Ref 16.8): this Strategy recognises renewable energy and associated infrastructure as a priority sector for the regional economy and outlines the potential wider economic benefits for Lincolnshire from the planned investments in offshore wind capacity for sites off the Lincolnshire coastline. A key aim of the Strategy is to enhance supply chain links to facilitate the transition to low carbon and low-cost flexible grid systems.
- Greater Lincolnshire LEP Employment and Skills Advisory Panel Local Skills Report (Ref 16.9): this sets out the local skills strengths and needs across Greater Lincolnshire. High skill opportunities in growth sectors, including decarbonisation and offshore wind, are identified as a regional strength.

- Lincolnshire Wolds Destination Management Plan (Ref 16.10): this provides a strategic focus to the development of the visitor economy in the Lincolnshire Wolds and outlines a delivery framework for the public and private sectors.
- South Kesteven District Council Local Plan 2011-2036 (Ref 16.4): Policy SD1 Presumption in Favour of Sustainable Development; Policy E2 Strategic Employment Sites sets out sites that are considered to be of strategic employment importance; Policy E4 Protection of Existing Employment Sites sets out how important employment sites identified on the Policies Map will be protected; and Policy E9 Visitor Economy sets out that proposals for the development of the local visitor economy will be supported.
- South Kesteven Economic Development Strategy and Action Plan 2024-2028 (Ref 16.11): this outlines a vision for a thriving, innovative, and inclusive local economy. It prioritises business growth, high-quality job creation, skills development, regeneration, inward investment, and boosting the visitor economy. Key aims include raising productivity and wages above the national average, with a strong focus on collaboration and long-term economic resilience.
- Melton Local Plan 2011-2036 (Ref 16.2) and a new Melton Local Plan Partial Update (Ref 16.3): Policy EC1 Employment Growth in Melton Mowbray and EC2 Employment Growth in the Rural Area (Outside Melton Mowbray) demonstrate that the Local Plan must guide development in a way which ensures that the natural and physical environment (infrastructure) remains attractive, and a local workforce can be provided to service business. This means additional employment growth in the villages through a positive approach to the rural economy and rural diversification.
- Harborough Local Plan 2011-2031 (Ref 16.5): Policy BE3 Existing employment areas sets out types of development permitted in Key Employment Areas, and General Employment Areas; and Policy RT4 Tourism and leisure outlines how tourism will be maximised and supported.
- North Northamptonshire Joint Core Strategy 2011–2031 (Ref 16.6): Policy 7 Community Services and Facilities sets out that development should support and enhance community services and facilities; and Policy 22 Delivering Economic Prosperity sets out the Council's plans to deliver a net increase of jobs.
- North Northamptonshire Council Economic Growth Strategy (Ref 16.13): this emphasises three pillars as key focus areas for the next five years: business; people; and place. The strategy aims to support sustainable business growth, develop a skilled and inclusive workforce, and enhance the area's appeal for investment, residents, and visitors.
- West Northamptonshire Joint Core Strategy Local Plan 2012–2029 (Ref 16.7): Policy E1 Existing Employment Areas sets out the ambition of creating a vibrant, successful and developing local economy; and Policy INF1 Approach to Infrastructure Delivery states that new development will be supported by, and provide good access to, infrastructure, including physical, green, and social elements.
- One West Northamptonshire Plan 2025–2030 (Ref 16.14): this focuses on six key priorities: clean and green communities; improved life chances; connected communities; thriving villages and towns; economic development; and robust resource management.

- South Holland District Council Economic Action Plan (Ref 16.15): this outlines the vision for South Holland as a place of prosperity, wellbeing, and opportunity. It focuses on sustainable growth, business support, skills development and inward investment. Key challenges identified within the plan include low wages, skill shortages and infrastructure constraints, with initiatives to improve digital and transport infrastructure.
- Draft Harborough District Economic Development Strategy (Ref 16.12): this sets out a vision for Harborough to become a distinctive economic hub in Leicestershire and the Midlands, focusing on four key themes: thriving people; places; enterprise; and environment.

Guidance

- 16.2.3 There are no published guidelines or specific guidance for assessing socio-economics, recreation and tourism impacts as part of an EIA. However, the following standards have informed the non-statutory Draft Environmental Statement (referred to in this document as “DES” and non-statutory DES”) and will inform the assessment within the Environmental Statement (ES):
- Additionality Guide (4th Edition) (Ref 16.16);
 - The Green Book – Appraisal and Evaluation in Central Government (Ref 16.17); and
 - The Magenta Book – Guidance for Evaluation (Ref 16.18).

16.3 Scope of Assessment

- 16.3.1 The scope of the assessment has been informed by the Scoping Opinion (provided as **Appendix 5B Scoping Opinion**) adopted by the Planning Inspectorate on behalf of the Secretary of State on 17 December 2025, and ongoing engagement with relevant technical consultees.
- 16.3.2 A full summary of all issues raised relevant to socio-economics, recreation and tourism in the Scoping Opinion and National Grid’s response is provided in **Appendix 5C Preliminary Scoping Opinion Response**.
- 16.3.3 In the Scoping Opinion (**Appendix 5B Scoping Opinion**), the Planning Inspectorate agreed to scope out the following matters:
- **Scoping Opinion ID 3.12.1** – Potential employment and training benefits across the supply chain on the local labour market receptors (during operation).
 - **Scoping Opinion ID 3.12.2** – Potential disruption to local users of promoted recreational routes and PRowS of significance from temporary closure or diversions (during operation).
 - **Scoping Opinion ID 3.12.3** – Potential temporary or permanent loss of development land, utilities and renewables infrastructure (during operation).
 - **Scoping Opinion ID 3.12.4** – Potential temporary or permanent loss of open space (during operation).

- **Scoping Opinion ID 3.12.6** – Potential temporary or permanent loss of or impact on receptors (land take) affecting communities, community facilities, visitor attractions and businesses (direct) (during operation).
- **Scoping Opinion ID 3.12.5** – Potential disruption during operational activities (amenity and severance) affecting communities, community facilities, visitor attractions and businesses (indirect) (during operation).
- **Scoping Opinion ID 3.12.7** – Potential for impacts on the availability of tourism accommodation on tourism accommodation (during operation).
- **Scoping Opinion ID 3.12.8** – Potential temporary or permanent loss of residential property, access, and impact on amenity (during operation).

16.3.4 Further details of engagement undertaken to date are provided in Section 16.4.

16.4 Stakeholder Engagement

16.4.1 In relation to this topic, National Grid has met with relevant consultees including local planning authorities (LPAs). A summary of discussions in this meeting and how these have influenced the Project, scope and/or the approach to the assessment is provided in **Table 16.1**.

Table 16.1 Key stakeholder engagement and National Grid's response

Organisation and Date	Summary of Issue Discussed	Project Response
17 April 2026 – Targeted Engagement with LPAs and county councils	The potential impact of loss of Best and Most Versatile (BMV) agricultural land.	BMV is covered in Chapter 12 Agriculture and Soils , along with the effects of the specific placement of infrastructure on the operation of local agricultural activities.
	Cumulative impacts on temporary accommodation in the area due to construction workforce.	A Cumulative Effects Assessment (CEA) will be included as part of the ES. This will cover issues related to local accommodation availability for construction personnel and local labour. A preliminary cumulative assessment is provided in Appendix 19B Preliminary Assessment of Cumulative Effects of this DES.
	The sufficiency of local skills and resources to support the Project.	The Project is currently considering the ways in which it can promote local employment and skills.

Organisation and Date	Summary of Issue Discussed	Project Response
	Ensure that travel to work assumptions reflect local rural conditions.	The assessment of effects on employment in this chapter is currently limited by the availability of information on workforce numbers. As more information becomes available, the ES will account for leakage, displacement, and multiplier effect (as defined in Section 16.8). This will include consideration of commuting patterns, journey distances, and access to employment centres to ensure that assumptions regarding employment effects are representative of the Study Area, local transport networks, and realistic commuting patterns.

16.5 Assessment Methodology

16.5.1 This section describes the methodology used to establish the existing and future baseline together with the methodology/approach used to undertake the preliminary assessment on socio-economics, recreation and tourism. The overarching approach is also described in **Chapter 5 EIA Approach and Methodology**. This section also identifies further assessment needed to be undertaken as part of the ES.

16.5.2 The assessment is based on the standards identified above in Paragraph 16.2.3.

Study Area

16.5.3 The Study Areas for the socio-economics, recreation and tourism assessment are shown on **Figure 16.2 Socio-Economic, Tourism, Recreation and Health Receptors**. The Study Areas for the assessment of socio-economics, recreation and tourism effects vary depending on the spatial extent of the likely impact under consideration.

16.5.4 **Table 16.2** summarises the scope and Study Areas considered for each receptor type that are taken into account within this chapter. Within **Chapter 5 EIA Approach and Methodology**, Section 5.5 sets out the requirement of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 16.34) to identify both direct and any indirect significant effects. Section 16.6 presents a baseline for each receptor type. The baseline describes the current conditions within the Wider Study Area for direct effects, i.e. within the local authorities of South Holland, South Kesteven, Melton, Harborough, North Northamptonshire and West Northamptonshire.

Table 16.2 Socio-economics, recreation and tourism Study Areas

Receptor Type	Potential Effect	Study Area for Direct Effects	Study Area for Indirect Effects
Local labour market	Employment, GVA and training opportunities generation	Receptors located within the Wider Study Area	Receptors located within the Wider Study Area
Users of visitor accommodation	Availability of tourism accommodation due to construction workforce usage	Receptors located within the Wider Study Area	Receptors located within the Wider Study Area
Users of visitor attractions	Disruption to visitor attractions (amenity and severance)	Receptors located within the draft Order Limits	Receptors located within 5 km of the draft Order Limits
Users of recreational routes and PRowS	Disruption to recreational routes, PRowS of significance, and open space in the local area	Receptors located within the draft Order Limits	Receptors located within 500 m of the draft Order Limits
Users of open space	Temporary or permanent loss of open space	Receptors located within the draft Order Limits	Receptors located within 500 m of the draft Order Limits
Development land, utilities and renewable infrastructure	Temporary or permanent loss of development land	Receptors located within the draft Order Limits	Receptors located within 500 m of the draft Order Limits
Users of local businesses and community facilities	Disruption to local businesses and community facilities (amenity and severance)	Receptors located within the draft Order Limits	Receptors located within 500 m of the draft Order Limits
Users of aviation infrastructure	Disruption to the operation of aviation and defence infrastructure	Receptors located within the draft Order Limits	Receptors located within up to 5 km of the draft Order Limits

Data Collection

Desk study

16.5.5 The baseline description in this DES has been informed by a desk study, which has drawn on the following key information sources:

- 2021 Census (Ref 16.19);
- Index of Multiple Deprivation (IMD) (Ref 16.20);
- Business Register and Employment Survey (Ref 16.22);
- Gross Value Added by Industry (Ref 16.21); and
- Population projections (2022-based) (Ref 16.23).

- 16.5.6 Community facilities, open space, business and tourism receptors have been identified using web mapping of Ordnance Survey (OS) data, cross-checked against internet searches, and taking into account stakeholder feedback. The baseline for promoted and recreational routes also draws on OS data, as well as information from the relevant LPAs, maps of Sustrans National Cycle Network routes, and the baseline reported in **Chapter 13 Traffic and Transport**.

Impact Assessment Methodology

- 16.5.7 For socio-economics, there is no accepted definition of what constitutes a likely significant (or not significant) socio-economic effect. It is recognised that 'significance' reflects the relationship between the scale of impact (magnitude) and the sensitivity (or value) of the affected resource or receptor. As such, the significance criteria for socio-economic effects has been assessed using the professional judgement of authors with professional experience in socio-economics, and relies on the following considerations:
- The sensitivity of a given receptor: the assessment takes account of the qualitative (rather than quantitative) 'sensitivity' of each receptor, particularly the receptor's ability to respond to change based on the given impacts of the Project.
 - The magnitude of the impact: this entails consideration of the size of the impact, for example, on people, businesses, users of core paths, private properties, employees and development land in the context of the area in which impacts will be experienced.
- 16.5.8 These factors have then been combined to determine the consequent likely significance of the effect.
- 16.5.9 The following sections provide the criteria for sensitivity and magnitude of impact, and the significance of effect matrix used in this assessment.

Sensitivity

- 16.5.10 **Table 16.3** sets out the sensitivity criteria that have been used in this assessment.

Table 16.3 Sensitivity criteria

Sensitivity	Description
Very high	Businesses, individuals, groups of individuals, or other receptors possessing very significant economic, social and/or community value. These receptors are considered very likely to incur a material loss or gain as a result of potential changes in the environment, with little to no potential for substitution (i.e. receptors cannot be easily replaced, relocated, or replicated, and there are no comparable alternatives that provide a similar economic, social, or community function).
High	Businesses, individuals, groups of individuals, or other receptors possessing some significant economic, social and/or community value. These receptors are considered likely to incur some material loss or gain as a result of potential changes in the environment, with limited potential for substitution (i.e. replacement, relocation, or replication may be possible but would be difficult, constrained, or only partially meet the same economic, social, or community function).

Sensitivity	Description
Medium	Businesses, individuals, groups of individuals, or other receptors possessing some economic, social and/or community value. These receptors are considered likely to incur a material loss or gain as a result of potential changes in the environment, with potential for substitution (i.e. reasonably comparable alternatives are available, and affected receptors could be replaced, relocated, or replicated with some adjustment).
Low	Businesses, individuals, groups of individuals, or other receptors possessing some economic, social and/or community value. These receptors are not considered likely to incur any loss or gain as a result of potential changes in the environment.
Negligible	Businesses, individuals, groups of individuals, or other receptors possessing limited economic, social and/or community value. These receptors are not considered likely to incur any loss or gain as a result of potential changes in the environment.

Magnitude

16.5.11 **Table 16.4** sets out the criteria that have been used to define the magnitude of impact in this assessment.

Table 16.4 Magnitude criteria

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

Significance of effects

16.5.12 The general approach adopted for evaluating the significance of effects considering the sensitivity of the receptor and the magnitude of impacts is outlined in **Table 16.5**.

Table 16.5 Significance matrix

Value/Sensitivity of Receptor						
Magnitude of Impact		Very high	High	Medium	Low	Negligible
	Large	Major	Major/moderate	Major/moderate/minor	Moderate/minor	Minor/negligible
	Medium	Major/moderate	Major/moderate	Moderate/minor	Minor/negligible	Negligible
	Small	Major/moderate/minor	Moderate/minor	Moderate/minor	Minor/negligible	Negligible
	Negligible	Minor/negligible	Minor/negligible	Minor/negligible	Negligible	Negligible

- 16.5.13 This matrix is used as the basis for assigning significance to an effect; however, the identification of significance typically requires the application of professional judgement. As an illustration, a high sensitivity receptor subject to a large magnitude of change would experience a major or moderate effect, and a low sensitivity receptor subject to a small magnitude of change would experience a minor or negligible effect. The assessment matrix is a tool to assist with professional judgement; there are no defined cut-off points between the categories, and there is no guidance on which score should be assigned where the matrix provides alternatives.
- 16.5.14 Those effects which are found to be moderate or major are typically considered 'significant' and those which are minor or negligible typically considered 'not significant'. Duration of impact is also considered, with more weight given to reversible long-term or permanent changes than to short-term, temporary ones. Temporary effects are typically considered to be those associated with the construction and maintenance works, whereas long-term reversible effects/permanent effects are generally those associated with the operational stage (notwithstanding in some cases there may be exceptions, such as permanent PRow diversions which are implemented during construction).

Assessment Assumptions and Limitations

- 16.5.15 This DES has been collated based on a range of publicly available data and information only. It is assumed that the data collated is accurate. A precautionary approach has been taken and professional judgement, based on experience of similar linear projects, has been used where required to inform the scope of the assessment.
- 16.5.16 Compensation matters are not addressed within the DES and will be dealt with separately as part of the development consent order process. In addition, this chapter does not consider the effects of the Project on property values as this is not a matter for assessment under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (Ref 16.34). As a result, this is scoped out of the ES. This was not disputed by the Planning Inspectorate in the Scoping Opinion (**Appendix 5B Scoping Opinion**). Also, potential impacts on farm business are included in **Chapter 12 Agriculture and Soils**.

- 16.5.17 A baseline description of aviation and defence receptors, such as airports, airfields, barracks and associated infrastructure, has been provided in Section 16.6. The detailed assessment of potential effects on these receptors will be undertaken for the ES stage, when information from specialist aviation consultation is available.
- 16.5.18 Information on open greenspace has been drawn from desk-based research using OS data and checked against Google Maps. This may not capture the most comprehensive or up to date information, and therefore, the list of baseline open greenspaces should be viewed as indicative.
- 16.5.19 A proportion of the construction and maintenance workers are likely to live locally to the site, while a proportion will travel to the site to work. More detail on the average and peak number of workers expected to work across the construction period, and the proportion of workers who will be expected to live locally to the site will likely become available as the Project progresses and will be set out in the ES. This will inform the assessment of construction employment effects.

16.6 Baseline Conditions

- 16.6.1 The Project has been divided into five Sections as described in **Chapter 4 Description of the Project** and shown in **Figure 1.2 Draft Order Limits**. The Sections are defined by the geographical alignment of the draft Order Limits and the administrative boundaries of the local authorities:
- Section 1 passes through South Holland;
 - Section 2 passes through South Kesteven;
 - Section 3 passes through Melton;
 - Section 4 passes through Harborough; and
 - Section 5 passes through North Northamptonshire and West Northamptonshire.
- 16.6.2 The baseline describes the current conditions within the Study Areas for direct effects, i.e. within the local authorities of South Holland, South Kesteven, Melton, Harborough, North Northamptonshire and West Northamptonshire. The baseline is described by key receptor type and/or indicators with specific local authority information under each, rather than Section by Section to avoid repetition and allow assessment by receptor type.
- 16.6.3 The potential impacts arising from the Project are assessed relative to the baseline conditions and benchmarked against regional and national standards where appropriate.
- 16.6.4 This section provides the baseline conditions for the following geographical areas:
- the local authorities collectively known as the 'Wider Study Area';
 - the East Midlands region; and
 - England.

Existing Baseline

- 16.6.5 The following section outlines the socio-economics, recreation and tourism baseline.
- 16.6.6 The key indicators and measures of the areas are established for:

- population and deprivation;
- economy and employment;
- tourism and recreation;
- recreational routes, PRoWs and open space;
- development land, utilities and renewables infrastructure;
- local businesses and community receptors; and
- aviation and defence infrastructure.

Population and deprivation

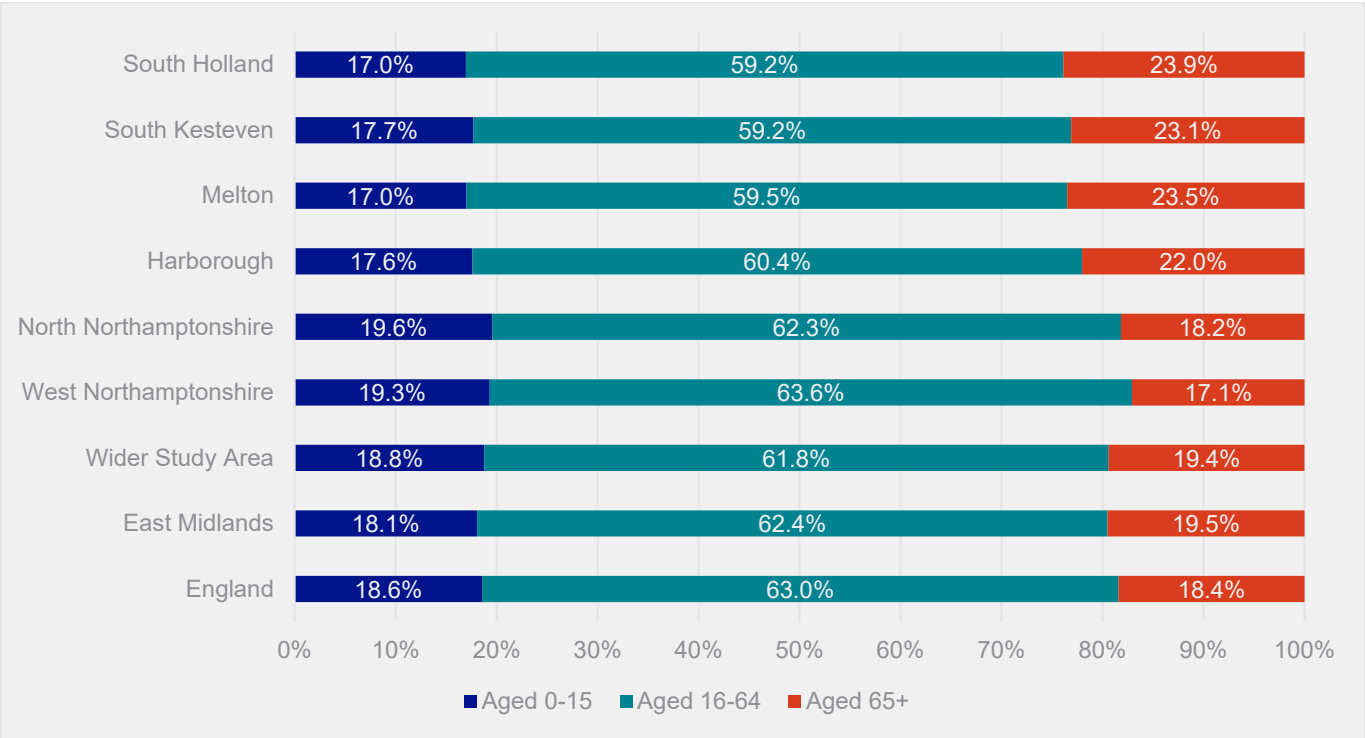
- 16.6.7 **Table 16.6** outlines population figures from the 2021 Census (Ref 16.19) and the percentage change since the 2011 Census for various LPA areas.
- 16.6.8 West Northamptonshire has the highest population among the listed areas, with 425,700 residents, indicating its status as a significant urban centre. North Northamptonshire and South Kesteven also have large populations, with 359,500 and 143,400 residents respectively. Melton has the smallest population amongst the LPAs (51,800 people) suggesting a less densely populated area. The Wider Study Area has a combined population of approximately 1.2 million, contributing to nearly a quarter of the East Midlands' population (4.9 million). England's total population stands at 56,490,000, with the East of England making up approximately 8.6% of this figure.
- 16.6.9 The data suggests varying levels of population growth across the different LPAs. Between 2011 and 2021, Harborough experienced the most significant growth, with a 14.3% increase. North Northamptonshire and West Northamptonshire also saw considerable rises, with 13.5% increases. Melton experienced the lowest level of growth with a 2.7% increase. The overall population across the Wider Study Area increased by 11.8%, suggesting a general upward trend in population across the region. This was higher than the increase in the East Midlands (7.7%) and across England (6.6%).

Table 16.6 Population by geographical area

Local Planning Authority (Project Section)	Population Census 2021	Percentage Change Since Census 2011
South Holland (Section 1)	95,100	+7.8%
South Kesteven (Section 2)	143,400	+7.2%
Melton (Section 3)	51,800	+2.7%
Harborough (Section 4)	97,600	+14.3%
North Northamptonshire (Section 5)	359,500	+13.5%
West Northamptonshire (Section 5)	425,700	+13.5%
Wider Study Area	1,173,200	+11.8%
East Midlands	4,880,100	+7.7%
England	56,490,000	+6.6%

16.6.10 The demographic data in **Image 16.1** offers insights into the age distribution across LPA areas within the Wider Study Area (Ref 16.19). The proportion of the population aged under 16 years varies, with North Northamptonshire having the highest percentage (19.6%), indicating a relatively younger population, while South Holland and Melton have the lowest (17.0%). West Northamptonshire has the highest percentage of working-age individuals (63.6%), suggesting a strong labour force, while South Holland and South Kesteven have the lowest (59.2%), which could imply a higher dependency ratio as these LPAs also have relatively high proportions of residents aged 65 and over.

Image 16.1 Population age structure by geographical area



16.6.11 **Table 16.7** presents the local authorities in the Wider Study Area by the average IMD score rank, as set out in the English Indices of Deprivation 2025 (Ref 16.20). It shows the overall ranking for LPAs where 1 is the most deprived and 296 is the least deprived. There are generally quite low levels of deprivation across the Wider Study Area. South Holland has the highest level of deprivation among the areas listed, with a ranking of 123; however, it is still only within the top 50% most deprived LPAs in the country. Harborough is the least deprived LPA in the Wider Study Area, falling within the 5% least deprived LPAs across the country.

Table 16.7 IMD score rank and proportion of lower super output area (LSOA)¹ in most deprived decile by geographical area

Local Authority	IMD Score Rank	Proportion of LSOAs in Most Deprived 10% Nationally (%)
South Holland	123	2.0
South Kesteven	196	3.6
Melton	202	0.0
Harborough	284	0.0
North Northamptonshire	157	4.4
West Northamptonshire	177	2.1

16.6.12 **Table 16.8** identifies the key urban areas, based on towns identified within the first tier of the settlement hierarchy in each of the respective Local Plans for each local authority within the Wider Study Area.

Table 16.8 Key urban areas

Local Planning Authority	First Tier of Settlement Hierarchy	Key Settlements in First Tier of Settlement Hierarchy
South Holland District Council (Ref 16.1)	Sub-Regional Centres	Spalding
South Kesteven District Council (Ref 16.4)	Sub-Regional Centres	Grantham
Melton Borough Council (Ref 16.2)	Service Centres	Asfordby, Bottesford, Croxton Kerrial, Harby, Hose, Long Clawson, Old Dalby, Scalford, Somerby, Stathern, Waltham, Wymondham
Harborough District Council (Ref 16.5)	Tier 1: Adjoining Leicester Urban Area	Scraptoft, Thurnby, Bushby and land adjoining the built-up areas of Leicester City and the Borough of Oadby and Wigston
North Northamptonshire Council (Ref 16.6)	The Growth Towns	Corby, Kettering, Wellingborough and Rushden
West Northamptonshire Council (Ref 16.7)	Principal Urban Area	Northampton

¹ LSOAs are ONS-defined small geographic areas across England designed to allow data reporting across small areas. Each LSOA in England is of a similar population size, with an average of 1,500 residents of 650 households.

Economy and employment

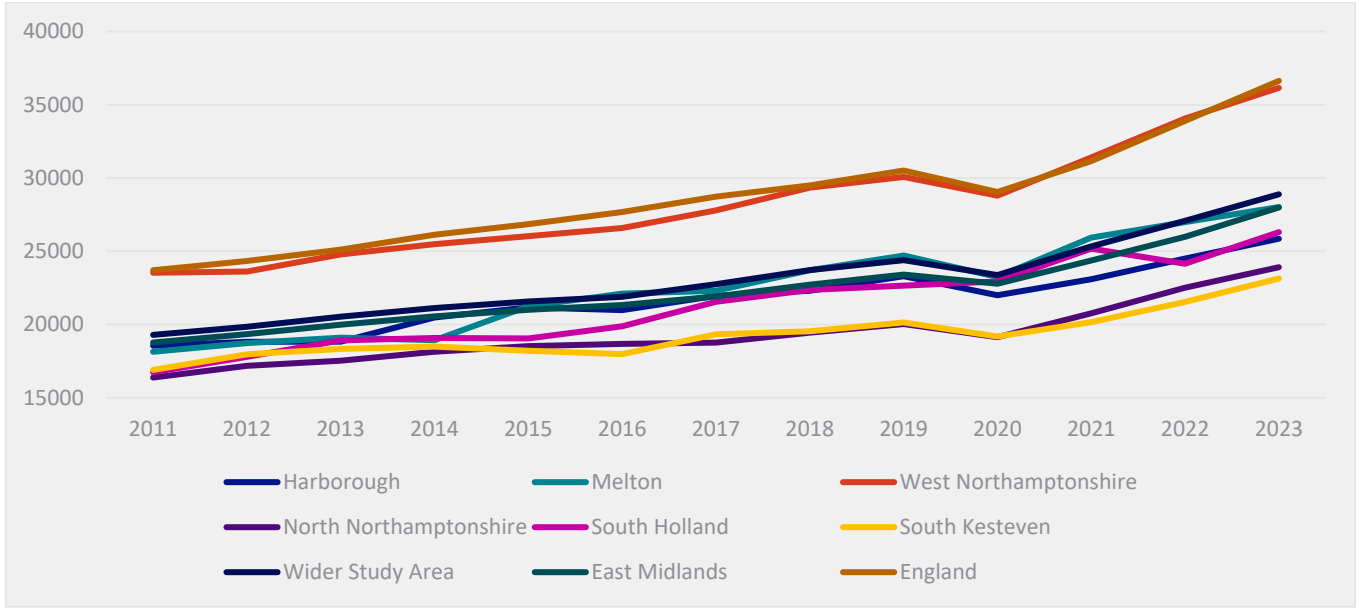
- 16.6.13
- Economic activity rate is recorded in the Census as the proportion of people aged 16+ who are active or potentially active members of the labour market (i.e. people who are employed or unemployed) (Ref 16.19). Examples of people who may not count as economically active include early retirees, carers and people with long-term sickness or disability. **Table 16.9** provides an overview of economic activity rates across the LPAs, with comparisons to the Wider Study Area as a whole, East of England, and national averages.
- 16.6.14
- West Northamptonshire has the highest economic activity rate amongst the LPAs at 65.9%, indicating a strong workforce population. North Northamptonshire, Harborough, and Melton also exhibit high economic activity, outperforming regional (59.9%) and national (60.9%) averages. South Holland and South Kesteven have the lowest activity rates at 59.8% and 60.3%, respectively.
- 16.6.15
- Overall, the Wider Study Area has a robust economic activity rate of 63.8%, above the East Midlands (59.9%) and England (60.9%) averages. This suggests a generally strong workforce population across the region, with some local variations.

Table 16.9 Economic activity by geographical area

Local Planning Authority	Economic Activity Rate (%)
South Holland	59.8
South Kesteven	60.3
Melton	61.4
Harborough	62.6
North Northamptonshire	64.5
West Northamptonshire	65.9
Wider Study Area	63.8
East Midlands	59.9
England	60.9

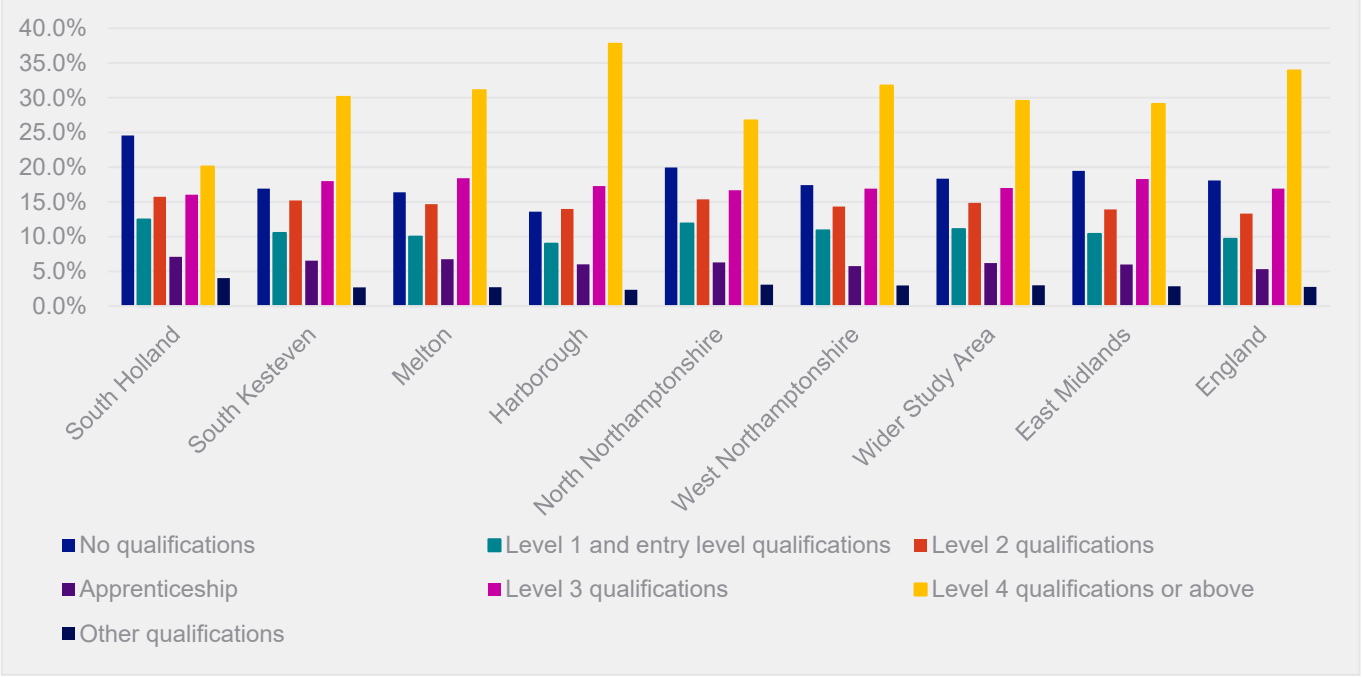
- 16.6.16
- GVA is a way to measure how much economic value a sector produces in goods and services, calculated as the difference between outputs and inputs (Ref 16.21). **Image 16.2** presents GVA per head across the LPAs in the Wider Study Area compared to the regional and national averages for 2011–2023. As of 2023, GVA per head is highest in West Northamptonshire at £36,200, significantly higher than the regional average of £28,000 but similar to the national average of £36,600. Conversely, as of 2023, South Kesteven has the lowest GVA per head at £23,100, indicating comparatively lower levels of economic output and productivity within the area. Since 2011, GVA per capita has increased across all geographies, and all geographies have now returned to their pre-pandemic levels.

Image 16.2 GVA by geographical area



16.6.17 **Image 16.3** shows that Harborough has the highest proportion of people with higher qualifications (National Vocational Qualification (NVQ) 4+) of the LPAs with 37.8% (Ref 16.19). This is the only LPA to outperform the national average of 33.9%. Conversely, there is a high proportion of people with no qualifications in South Holland at 24.6%, a much higher percentage than the other LPAs, the East Midlands, and England, suggesting a potential skills gap.

Image 16.3 Highest level of qualification by geographical area



16.6.18 Employment by broad industrial group is presented in **Table 16.10** (Ref 16.22). The health sector is the dominant employment industry in the Wider Study Area at 13.1%, which is similar to regional (14.6%) and national (13.5%) averages. Transport and storage and wholesale are more dominant in the Wider Study Area compared to regional and national averages, while sectors like accommodation and food services (5.9%) and information and communication (2.4%) have a smaller share of the workforce compared to regional and national averages.

Table 16.10 Employment industry by geographical area

Broad Industrial Group	Wider Study Area (number)	Wider Study Area (%)	East Midlands (%)	England (%)
Agriculture, forestry & fishing	5,150	1.0	0.7	0.5
Mining, quarrying & utilities	5,250	1.0	1.4	1.1
Manufacturing	62,000	12.0	12.3	7.4
Construction	21,750	4.2	4.3	4.7
Motor trades	12,400	2.4	2.3	1.7
Wholesale	36,800	7.1	4.9	3.8
Retail	38,750	7.5	8.0	8.2
Transport & storage (inc. postal)	53,750	10.4	7.0	5.1
Accommodation & food services	30,750	5.9	7.0	7.8
Information & communication	12,450	2.4	2.7	4.8
Financial & insurance	9,750	1.9	1.4	3.4
Property	8,550	1.7	1.7	1.9
Professional, scientific & technical	38,000	7.3	7.4	9.6
Business administration & support services	43,000	8.3	7.6	8.9
Public administration & defence	13,050	2.5	4.1	4.4
Education	39,500	7.6	9.0	8.6
Health	68,000	13.1	14.6	13.5
Arts, entertainment, recreation & other services	19,200	3.7	3.8	4.5

Tourism and recreation

- 16.6.19 **Table 16.11** presents the tourism value for each county² within the Wider Study Area as of 2024 (Ref 16.24). This includes Lincolnshire (encompassing local authorities South Holland and South Kesteven), Leicestershire (encompassing local authorities Harborough and Melton) and Northamptonshire (encompassing local authorities North and West Northamptonshire), as well as the broader East Midlands region.
- 16.6.20 The data indicates that Leicestershire records higher volumes and spend for day visits compared to Northamptonshire and Lincolnshire. On average, Leicestershire receives 15.6 million day visits annually, with associated spending of £834 million, while Northamptonshire sees 8.1 million day visits and £333 million in spend, and Lincolnshire sees 13.1 million day visits and £450 million in spend.
- 16.6.21 Lincolnshire records higher numbers of overnight trips and volume of overnight spend compared to Leicestershire and Northamptonshire, hosting 1.7 million overnight trips per year compared to 1.4 million and 1.1 million respectively. In terms of overnight spend, Lincolnshire sees an average of £408 million, compared to £382 million in Leicestershire and £236 million in Northamptonshire. Data for the East Midlands indicates the region attracts 79.4 million day visits and 7.7 million overnight stays annually.

Table 16.11 Tourism visits and spend

Area	Day Visits Volume, Annual Average (millions)	Day Visits Spend, Annual Average (£millions)	Overnight Trips, Annual Average (millions)	Overnight Spend, Annual Average (£millions)
County				
Lincolnshire (encompassing local authorities South Holland and South Kesteven)	13.1	450.0	1.7	408.0
Leicestershire (encompassing local authorities Harborough and Melton)	15.6	834.0	1.4	382.0
Northamptonshire (encompassing local authorities North and West Northamptonshire)	8.1	333.0	1.1	236.0
Region				
East Midlands	79.4	3,091.0	7.7	1,838.4

² Data is presented at county level as current data is not available at the local authority level.

16.6.22 **Table 16.12** shows the number and proportion of jobs in the tourism sector as of 2024 (composed of employment in accommodation, food and beverage services, and travel and tour agency related activities) in the Wider Study Area (Ref 16.22). The tourism sector supports approximately 31,430 jobs in the Wider Study Area, accounting for 6.1% of all employment, a lower proportion than in the East Midlands (7.1%) and England overall (8.1%).

Table 16.12 Employment in the tourism industry

Area	Tourism Sector (number)	Tourism Sector (% of total)
South Holland	1,550	4.5%
South Kesteven	4,575	8.3%
Melton	1,780	8.2%
Harborough	3,150	8.0%
North Northamptonshire	8,225	5.4%
West Northamptonshire	12,150	5.7%
Wider Study Area	31,430	6.1%
East Midlands	152,500	7.1%
England	2,237,000	8.1%

16.6.23 **Table 16.13** summarises the number of inventory rooms available in the serviced accommodation sector, which includes hotels and similar establishments, such as bed and breakfasts (B&Bs) using 2025 data gathered from CoStar (Ref 16.25). In total, there are 11,018 serviced accommodation inventory rooms among the local authorities within the Wider Study Area. West Northamptonshire accounts for the highest proportion of inventory rooms, followed by North Northamptonshire. Occupancy data from VisitBritain 2024 survey (Ref 16.26) indicates a hotel occupancy rate of 83% over the peak month (July) in the East Midlands region. Applying this 17% spare capacity rate indicates that there could be 1,873 spare inventory rooms within the Wider Study Area over the peak tourist season. Analysis on the regional level indicates there could be approximately 5,285 inventory rooms available in peak occupancy seasons.

Table 16.13 Inventory rooms in serviced accommodation

Table 16.14 Strategic visitor attractions

Tourist Attraction	County	Category	Visitor Numbers	Distance from Draft Order Limits
Forestry England Salcey Forest	Northamptonshire	Country Park	Over 200,000	10 km

Tourist Attraction	County	Category	Visitor Numbers	Distance from Draft Order Limits
Leicester Guildhall	Leicestershire	Museum and/or Art Gallery	50,001-100,000	12 km
Leicester Museum & Art Gallery (formerly New Walk Museum)	Leicestershire	Museum and/or Art Gallery	Over 200,000	13 km
National Space Centre	Leicestershire	Science/Technology Centre	Over 200,000	13 km
Belton House	Lincolnshire	Historic House/House and Garden/Palace	Over 200,000	14 km
Bradgate Park	Leicestershire	Country Park	Over 200,000	15 km
Canons Ashby	Northamptonshire	Historic Monument/Archaeological Site	50,001–100,000	28 km
Skegness Natureland Seal Sanctuary	Lincolnshire	Safari Park/Zoo/Aquarium/Aviary	100,001–200,000	42 km
International Bomber Command Centre	Lincolnshire	Heritage/ Visitor Centre	100,001–200,000	43 km
Rand Farm Park	Lincolnshire	Farm/Rare Breeds/Farm Animals	100,001–200,000	50 km
The Ropewalk	Lincolnshire	Museum and/or Art Gallery	50,001–100,000	95 km

Recreational routes, PRowS and open space

Recreational routes and PRowS

- 16.6.26 National cycle routes, the local cycle network, long-distance paths and national trails have been identified in the Study Area. These are shown on **Figure 16.2 Socio-Economic, Tourism, Recreation and Health Receptors**, and **Figure 13.1 Overall Context Map**. Information about these routes can be found in **Chapter 13 Traffic and Transport**, which includes a baseline of PRowS, National Cycle Networks, and recreational routes within the Study Area. The traffic and transport assessment identifies PRowS of significance in the local area.

Open space

- 16.6.27 The Study Area comprises large areas of agricultural land or open countryside interspersed by settlements. Open spaces within the Study Area are shown in **Figure 16.2 Socio-Economic, Tourism, Recreation and Health Receptors**.
- 16.6.28 Open spaces have been identified using the OS Open Greenspace dataset (Ref 16.28), which is a vector polygon dataset of open greenspaces in urban and rural areas including playing fields, recreational grounds, sports' facilities, play space, and allotments. **Table 16.15** lists open greenspaces within the draft Order Limits and within 500 m of the draft Order Limits.
- 16.6.29 Whilst the OS Open Greenspace dataset provides a useful indication of the level of green space provision, it does not provide a comprehensive dataset of areas of open access and common land to which there is a right of access under the Countryside and Rights of Way Act 2000 (Ref 16.32). The Project crosses numerous fields and open spaces, and engagement is ongoing with LPAs to understand how these open spaces are used to inform the socio-economics, recreation, and tourism assessment.

Table 16.15 Open space within the Study Area

Open Space	Within Draft Order Limits?	Within 500 m of Draft Order Limits?
Section 1		
Spalding Golf Club	N	Y
Section 2		
Corby Glen Playing Field	N	Y
Corby Glen Bowling Green	N	Y
Corby Glen Allotments	N	Y
Station Road Play Area, Corby Glen	N	Y
Orchard Way/Bourne Road Play Area, Corby Glen	N	Y
South Witham Allotments	N	Y
Great Close Play Park, South Witham	N	Y
Section 3		
Wartnaby Playing Field	N	Y
Asfordby Football Club	N	Y
Wreake Crescent Play Area, Asfordby	Y	Y
Hoby Road Allotments, Asfordby	Y	Y
Mill Lane Allotments, Frisby on the Wreake	Y	Y
Ashby Folville Playing Field	N	Y
Twyford Playing Field	N	Y

Open Space	Within Draft Order Limits?	Within 500 m of Draft Order Limits?
Section 4		
Tilton Playground	N	Y
Tugby Allotments	N	Y
Tugby Recreation Area	N	Y
Section 5		
Podmore Play Area	N	Y
Church Close Play Area, Braybrooke	N	Y
Mawsley Village Playing Field	N	Y
Mawsley Road Allotments	Y	Y
Wellingborough Grammarians Memorial Sportsfield	N	Y
Wellingborough Rugby Club	N	Y

Development land, renewables infrastructure, and utilities

- 16.6.30 Each Local Plan within the Study Area (as defined in **Chapter 2 Regulatory and Planning Policy Context, Appendix 2C Local Policy**, and summarised in **Table 16.16**) includes strategic land allocations for future development. These are identified on **Figure 16.3 Development Land Allocations**.

Table 16.16 Local Plans

Local Planning Authority	Relevant Local Plans
South Holland	South East Lincolnshire Local Plan 2011-2036 (Adopted March 2019) (Ref 16.1)
South Kesteven	The South Kesteven District Council Local Plan 2011-2036 (Adopted 2020) (Ref 16.4)
Melton	Melton Local Plan 2011-2036 (Adopted October 2018) (Ref 16.2)
Harborough	Harborough Local Plan 2011-2031 (Adopted 2019) (Ref 16.5)
North Northamptonshire	North Northamptonshire Local Plan (Part 1 (2016) and Part 2, Local Plans) (Ref 16.6)
West Northamptonshire	West Northamptonshire Local Plan (Adopted 2014) (Ref 16.7)

- 16.6.31 Within the Study Area there is a range of renewable energy infrastructure including solar farms, battery storage facilities and anaerobic digestion plants. **Table 16.17** provides a summary of those within the draft Order Limits and within 500 m of the draft Order Limits. Some of these receptors may operate as businesses and engagement is ongoing to understand how the infrastructure operates, including needs and requirements.

Table 16.17 Renewable energy infrastructure within the Study Area

Renewable Energy Infrastructure	Status	Within Draft Order Limits?	Within 500 m of Draft Order Limits?
Wardentree Lane Battery Storage	Application submitted	N	Y
Sewstern Road Anaerobic Digestion Facility	Application submitted	N	Y
Hall Farm, Wymondham Road - Solar PV Panels	Planning permission granted	Y	Y
Asfordby Solar Farm	Operational	Y	Y
Twyford Solar Farm	Planning permission granted	Y	Y
Eckland Lodge Solar Farm	Operational	N	Y
Land at Meadow Farm Solar	Operational	N	Y
Sywell Solar Farm	Operational	N	Y
Beckworth Emporium Anaerobic Digester Plant	Application submitted	N	Y

- 16.6.32 There is also a range of utilities infrastructure including electricity, gas, telecom, and water supply infrastructure within the Study Area. **Table 16.18** shows that telecommunications and water infrastructure are the most prevalent utility assets within the Study Area, alongside notable concentrations of high voltage (HV) and low voltage (LV) electricity infrastructure. Smaller numbers of gas, foul drainage, storm drainage and fuel line assets are also present. Further information on utilities is being gathered and will be considered in the ES.

Table 16.18 Utilities infrastructure within the Study Area

Utilities Infrastructure	Count of Infrastructure Within Study Area	Description
Telecom	56	Telecommunications ducts/cables
Water	56	Buried potable water infrastructure
HV electricity	51	High voltage electricity transmission/distribution infrastructure

Utilities Infrastructure	Count of Infrastructure Within Study Area	Description
LV electricity	31	Low voltage electricity distribution infrastructure
Storm drainage	18	Surface water and highway drainage infrastructure
Gas	10	Buried gas infrastructure
EHV electricity	9	Extra high voltage electricity transmission infrastructure
Foul drainage	4	Sewerage infrastructure
Electricity distribution	2	Local electricity distribution infrastructure
Fuelling	2	Fuel transmission/distribution pipeline infrastructure

Local businesses and community receptors

- 16.6.33 The Study Area includes numerous towns and villages, including those identified in **Table 16.8**.
- 16.6.34 Businesses tend to be clustered in town and village centres, with farms and other businesses such as farm shops located in more rural areas. Clusters of commercial properties have been identified using the OS AddressBase dataset (Ref 16.30). These are shown on **Figure 16.2 Socio-Economic, Tourism, Recreation and Health Receptors**.
- 16.6.35 Community receptors, such as schools, sports and recreational facilities, and places of worship tend to be located centrally within the settlements, remaining accessible to the local residents. These have been identified using the OS Local Important Buildings dataset (Ref 16.29). These are shown in **Table 16.19** and on **Figure 16.2 Socio-Economic, Tourism, Recreation and Health Receptors**.

Table 16.19 Community and business receptors within the Study Area

Community and Business Receptor	Within Draft Order Limits?	Within 500 m of Draft Order Limits?
Section 1		
Burley Fen Collection Concert Hall	N	Y
Section 2		
St Andrew's Church, Haconby	N	Y
Ron Dawson Memorial Hall	N	Y
Corby Glen Community Primary School	N	Y
Colsterworth C of E Primary School	N	Y

Community and Business Receptor	Within Draft Order Limits?	Within 500 m of Draft Order Limits?
Roman Catholic Church of Our Lady of Mount Carmel	N	Y
St John's Church, Corby Glen	N	Y
Charles Read Academy	N	Y
Willoughby Memorial Art Gallery	N	Y
Burton Coggles Village Hall	N	Y
St Thomas of Canterbury Church, Burton Coggles	N	Y
Section 3		
St Michael's Church, Wartnaby	N	Y
St Peter's Church, Saxelbye	N	Y
Captains Close Primary School	N	Y
All Saints Church, Asfordby	N	Y
St Thomas Of Canterbury Church, Frisby	N	Y
Upper Wreake Methodist Church, Frisby	N	Y
St Mary's Church, Ashby Folville	N	Y
St Andrew's Church, Twyford	N	Y
Section 4		
Tugby C of E Primary School	N	Y
Noseley Hall	N	Y
St John the Baptist Church, Goadby	N	Y
St Peter's Church, Tilton	N	Y
St John the Baptist Church, Glooston	N	Y
Section 5		
All Saints Church, Dingley	N	Y
All Saints Church, Braybrooke	N	Y
St Peter and St Paul Church, Harrington	N	Y
Braybrooke Village Hall	N	Y
Mawsley Community Primary School	N	Y
St Andrew's Church, Great Cransley	N	Y

Aviation and defence infrastructure

- 16.6.36 National Grid guidance (Ref 16.33) considers impacts to aviation and defence receptors that are within a 5 km buffer of an infrastructure development. **Table 16.20** details the aviation and defence infrastructure located within 5 km of the draft Order Limits.

- 16.6.37 The nearest major passenger aviation infrastructure is East Midlands Airport, located around 23 km to the west of the Wartnaby area. This is in excess of National Grid guidance (Ref 16.33) on the Study Area of aviation assets of this nature (15 km for passenger airports).

Table 16.20 Aviation and defence infrastructure within the Study Area

Aviation and Defence Infrastructure Receptor	Distance from Draft Order Limits
Castle Bytham/Black Spring Farm Private Airstrip	0.6 km
Ministry of Defence Animal Centre	0.6 km
Government Pipelines and Storage System Stonesby	0.7 km
Sywell Aerodrome EGBK	0.8 km
Former RAF Melton Mowbray	1.5 km
Kendrew Barracks	2.5 km
Aslackby Decoy Farm Private Airstrip	3.4 km
Buckminster Gliding Club	3.9 km

Future Baseline

- 16.6.38 The future baseline relates to known or anticipated changes to the current baseline, in the future, in the absence of the Project. Relevant factors in defining the future baseline are considered in this DES as described here, or will be considered in the ES.

Economy and employment projections

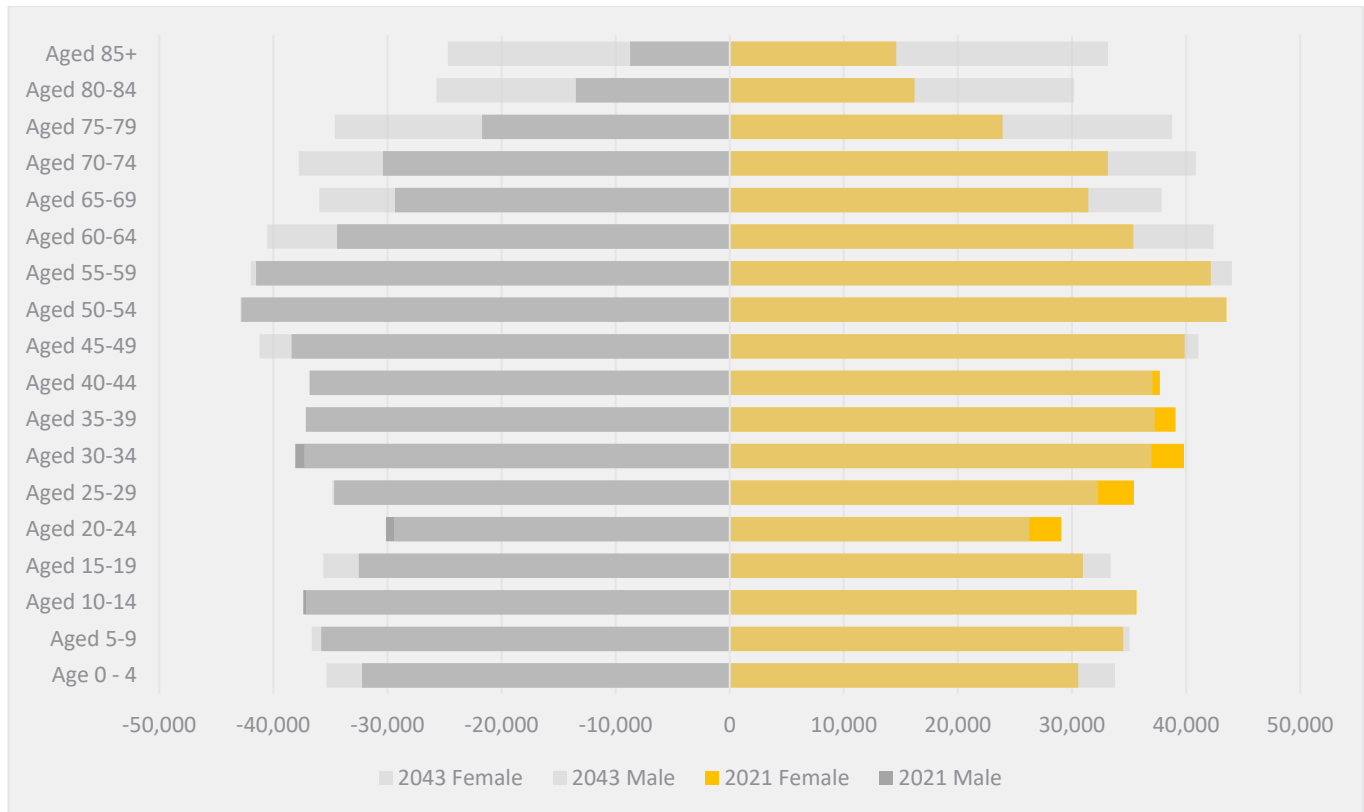
- 16.6.39 Data from ONS 2022-based population projections shows the total population change and projected change by age group to 2043 (**Table 16.21**) (Ref 16.23). The population of the Wider Study Area is expected to grow by 11.3%, exceeding the national average of 9.3%, though remaining below the regional average of 12.5%.
- 16.6.40 The working-age population (those aged 16–64) in the Wider Study Area is projected to increase by 1.6%, the lowest growth rate among comparator geographies. In contrast, the East Midlands is projected to see a 5.1% increase, and England as a whole a 2.1% rise. All geographies are expected to experience substantial growth in the population aged 65 and over, with the Wider Study Area forecast to see the largest increase at 49.3%, compared to 42.4% in the East Midlands and 41.6% nationally.

Table 16.21 Population change from 2021 to 2043 (total and by age group)

Area	Aged 0 to 15	Aged 16 to 64	Aged 65+	Total
Wider Study Area	+3.7%	+1.6%	+49.3%	+11.3%
East Midlands	+5.8%	+5.1%	+42.4%	+12.5%
England	+1.6%	+2.1%	+41.6%	+9.3%

16.6.41 **Image 16.4** shows a population pyramid of the total population within the Wider Study Area in 2021, with the grey bars representing the predicted change in population between 2021 and 2043. The widening of the top of the pyramid reflects an ageing population, with an increasing proportion of the population in the area aged 60 and over.

Image 16.4 Population pyramids of the local authorities within the Wider Study Area (2021 and 2043)



Tourism and recreation projections

- 16.6.42 There are many external factors which affect the tourism economy. In recent years these have included Brexit and changing entry rules to the UK, the COVID-19 pandemic, and the rising price of energy and cost of living crisis which has affected people's choice of holiday destinations. Other factors include economic uncertainty, foreign exchange rates, employment costs and weather patterns.
- 16.6.43 In November 2024, the government set out its new approach to tourism in a speech at a tourism industry conference (Ref 16.31). This included an aspiration for visitor numbers to the UK to reach 50 million by 2030.
- 16.6.44 The targeted and anticipated increase in tourism suggests that there may be a corresponding rise in the demand for tourism-related services within the region, necessitating the expansion of such services to accommodate this growth.

Development land, utilities and renewable infrastructure projections

- 16.6.45 The future baseline in relation to development land, utilities and renewable infrastructure is detailed in the Existing Baseline section above, with the purpose of identifying potential future developments.

Business and community facilities projections

- 16.6.46 The future baseline in relation to business and community facilities is not considered likely to change materially from the baseline already described. Furthermore, there are no significant development proposals or planned changes to service provision currently identified.

Aviation and defence infrastructure projections

- 16.6.47 The future baseline in relation to aviation and defence infrastructure is not considered likely to change materially from the baseline already described.

16.7 Design, Standard, and Additional Mitigation Measures

- 16.7.1 Mitigation measures to avoid, reduce, manage, or control potential impacts and resulting effects of the Project are typically described and considered in assessment in three groups or types as defined in **Chapter 5 EIA Approach and Methodology** of this DES. Each measure considered in this preliminary assessment is described in the relevant section below.

Design Measures

- 16.7.2 The Project and draft Order Limits have been designed to avoid sensitive receptors as far as practicable. This is in accordance with the Holford Rules (Ref 16.35) applicable to routeing of new overhead lines and the Horlock Rules (Ref 16.36) which apply to the design and siting of substations. These approaches are explained in further detail within the Corridor Preliminary Routeing and Siting Study (CPRSS) (Ref 16.37) and **Chapter 3 Main Alternatives Considered**. Principles include, but are not limited to, seeking to avoid areas of highest amenity, cultural or scientific value, taking advantage of natural screening provided by existing landform and features (e.g. woodland) and keeping visual, noise and other environmental effects to a minimum

Standard Measures

- 16.7.3 Standard measures are those that would be implemented on a project of this scale and nature regardless of being subject to statutory assessment. As such, it can be assumed that these measures will be applied in the assessment.
- 16.7.4 A range of standard measures for the Project will be adopted throughout the duration of the construction phase. A Draft Outline Code of Construction Practice (CoCP) is provided in **Appendix 4A Draft Outline CoCP**. Measures relevant to the control and management of impacts that could affect socio-economics, recreation and tourism are (refer to **Appendix 4A** for the full description of each measure):
- GG03 – on development of a Final CoCP;
 - GG12 – on potential nuisance activities being located away from sensitive receptors;
 - TT03 – on PRow diversions and requirement for a Public Rights of Way Management Plan (PRowMP);
 - NV01 and NV02 – on working hours and adoption of Best Practicable Means for noise management;

- S01 – on provision of environmental training of construction workers; and
- S02 – on recreational routes and their inclusion in the PRowMP.

Additional Mitigation Measures

- 16.7.5 Additional mitigation measures are those identified through assessment to reduce likely significant adverse environmental effects which may still occur despite the inclusion of the design and standard measures described above.
- 16.7.6 Additional mitigation measures are not anticipated to be required in relation to socio-economics, recreation and tourism effects. However, this will remain under review during the completion of further assessment and development of the ES.

16.8 Preliminary Assessment of Effects

- 16.8.1 A summary of potential impacts and mitigation measures identified in this preliminary assessment, and likely significance of the resulting effect with that mitigation in place, is provided in **Table 16.22**. Where appropriate for likely significant or notable effects, further explanation is provided in the following sections on construction, and operation and maintenance effects.

Construction

Economy and employment

- 16.8.2 The assessment of economy and employment encompasses the workforce and employment opportunities within the Wider Study Area surrounding the Project. This assessment considers the potential for both beneficial and adverse effects on employment, GVA, and training opportunities during the construction phase.
- 16.8.3 Detail relating to the number of construction workers required is not currently available. However, based on other similar grid connection projects, preliminary construction worker numbers are estimated to be approximately 930 Full Time Equivalent (FTE) gross direct employees throughout the approximate five-year construction duration. In the context of a large labour pool of construction workers in the Wider Study Area as reported in **Table 16.10**, the direct construction employment and GVA generated by the Project is likely to have a low magnitude, beneficial impact on the economy. The sensitivity of the local workforce to employment changes has been assessed as low, given the relatively high levels of economic activity in the Wider Study Area. Therefore, the resulting effect is likely to be minor beneficial, which is **not significant**.

- 16.8.4 A detailed assessment will be undertaken in the ES, when the construction employment numbers have been finalised. The assessment will incorporate leakage⁴, displacement⁵ and multiplier effects⁶ including indirect and induced effects on the economy of the Wider Study Area.

Visitor accommodation

- 16.8.5 This section considers impacts to users of visitor accommodation including tourists who may use local hotels, guesthouses, and similar facilities within the Wider Study Area. The assessment considers the potential impacts on the availability of accommodation, particularly in relation to increased demand from the construction workforce. This is because during construction of the Project, workers residing outside the local area would likely require accommodation in the local area. Accommodation demand is likely to be serviced from hotels, B&Bs, camping, caravan sites and short term let properties.
- 16.8.6 Based on the 2025 CoStar data (Ref 16.25), there were 11,018 serviced accommodation inventory rooms among the local authorities within the Wider Study Area. Information from VisitBritain states the peak bedspace occupancy rate in East Midlands was 83% in 2024 (Ref 16.26). Applying this 17% spare capacity rate indicates that there could be 1,873 spare inventory rooms within the Study Area over the peak tourist season. Analysis on the regional level indicates there could be c.5,285 inventory rooms available in peak occupancy seasons. Given the extent of the construction workforce required to temporarily move to the Wider Study Area and the duration of the five-year construction phase, the magnitude of the impact on tourism accommodation is considered to be low.
- 16.8.7 As the tourist accommodation within the Wider Study Area is likely to be able to accommodate non-local workers for the Project without displacing bedspace for tourist requirements, the sensitivity is considered medium.
- 16.8.8 Therefore, the effect on tourist accommodation within the Wider Study Area is likely to be minor adverse, which is **not significant**. This assessment will be confirmed in the ES, when more information regarding construction employment numbers is available.

Visitor attractions

- 16.8.9 As shown in **Table 16.14**, there are no strategic visitor attractions located within the 5 km Study Area, with the nearest receptor located approximately 10 km away from the draft Order Limits. Given the absence of tourism receptors within the Study Area, no likely significant effects on users of visitor attractions and tourism assets are anticipated as a result of the Project during construction. Impacts to recreational routes, PRoWs and open space are considered separately in the sections below.

⁴ The proportion of jobs that leave the local area because they are taken up by people, businesses, or suppliers based elsewhere.

⁵ The extent to which new economic activity replaces or reduces existing activity in the area (e.g. new jobs taking the place of others rather than creating additional benefit).

⁶ The additional economic benefits generated when initial spending (e.g. by a project or its workers) circulates through the local economy, supporting further jobs, income, and business activity.

Recreational routes, PRowS and open space

Recreational routes and PRowS

- 16.8.10 Users of recreational routes and PRowS include walkers, cyclists, and other recreational users who use designated paths and open spaces within the Study Area. This assessment considers potential disruption to access of routes and PRowS during construction.
- 16.8.11 **Chapter 13 Traffic and Transport** describes the PRowS initially identified and being potentially highly used in **Table 13.4. Appendix 13E Draft Outline Public Rights of Way Management Plan** includes a preliminary list of PRowS affected by the Project and measures proposed to reduce and manage potential impacts. **Chapter 13 Traffic and Transport** goes on to provide a preliminary assessment of effects on those PRowS from an accessibility, connectivity, and user journey time perspective, and the conclusions of that assessment relate directly to potential effects on recreational users of PRowS in this assessment.
- 16.8.12 Several PRowS and promoted/recreational route users are unlikely to be significantly affected during the delivery of the Project. Where practicable, routes will remain open by default during both construction working hours and outside working hours. Haul road crossings are designed such that pedestrian/cycle/equestrian users are afforded priority of movement.
- 16.8.13 Where PRowS and promoted/recreational routes would be impacted by substation sites, construction compounds, tower construction zones, laydown areas or form a temporary construction access, they would be closed/diverted for the duration of the associated works, with the potential for significant adverse effects due to an increase in journey distance and/or a duration of impact greater than four weeks (28 days). As identified in **Table 13.4** in **Chapter 13 Traffic and Transport**, those PRowS identified as potentially subject to significant effects from these impacts include:
- **Section 2** – Haco/8/9, Haco/6/2, Haco/15/1, Sway/5/1, BurC/9/2, BurC/9/3, BurC/9/4, Corb/10/1, BurC/10/1, NWit/9/1, and NWit/12/2; and
 - **Section 3** – E36/4, E93/1, E95/1, G60/1, H33/1, G64/1, G66/1 and G67/4.
- 16.8.14 In addition, during conductor stringing works, it is expected that PRowS that pass beneath the overhead line will need to be closed for short periods up to 28 days on safety grounds. Routes would be reopened at the earliest opportunity following completion of these works, but this may lead to significant adverse effects due to an increase in journey distance on well used routes. As identified in **Table 13.4** in **Chapter 13 Traffic and Transport**, those PRowS identified as potentially subject to significant effects from these impacts include:
- **Section 1** – Pinc/5/1 (Part of MacMillan Way) and Pinc/5/2 (part of MacMillan Way);
 - **Section 2** – Haco/14/1, Haco/8/9, Haco/6/2, Haco/8/3, Haco/8/2, Sway/5/1, Sway/6/2 and NWit/9/1;
 - **Section 3** – Viking Way, E18/1 (part of Leicestershire Jubilee Way), H36/2, H36/3, H109/1, I88/2, D59/3 (Part of Leicestershire Round) and D66/1;
 - **Section 4** – C98/1, Midshires Way (South of Tilton on the Hill), C66/2, B90/2, B22/1 (Part of Leicestershire Round) and Midshires Way (West of Welham); and

- **Section 5** – HB1 (Part of Midshires Way), MacMillan Way/Midshires Way/Jurassic Way, TR5, TK13, TK12, UL23, Nene Way and TF3.

- 16.8.15 Magnitude of impact and sensitivity of these receptors will be further considered as design and construction information is developed, and PRow survey results are collected, to inform further assessment to be reported in the ES.

Open space

- 16.8.16 Users of open space include local residents, walkers, cyclists, and other recreational users who use parks, playing fields, and informal green spaces for recreation and leisure. Potential receptors are identified in **Table 16.15**. The preliminary assessment considers the potential for temporary or permanent loss of open space during the construction phase; this will be assessed and confirmed when further design and construction information is available and reported within the ES.

Section 1

- 16.8.17 There is one open space receptor located in Section 1 within the Study Area, namely Spalding Golf Club. This receptor is located outside the draft Order Limits and, therefore, no land take is currently anticipated. Construction activities and a Primary Access Route (CR-7 shown on **Figure 13.2 Primary Access Route**) are proposed directly adjacent to the golf club. Therefore potentially significant indirect effects on users, including temporary disturbance or changes to accessibility during construction, may arise.

Section 2

- 16.8.18 There are seven open space receptors located in Section 2 within the Study Area. These receptors are located outside the draft Order Limits and therefore no land take is currently anticipated. Details regarding construction activities and access requirements are not available at this stage; however, South Witham Allotments and Great Close Play Area are over 350 m from the draft Order Limits and no construction traffic routes are proposed in their vicinity, therefore, they are unlikely to be subject to significant effects. A Primary Access Route is currently proposed though Corby Glen (LK-28 shown on **Figure 13.2 Primary Access Route**), therefore there is the potential for significant indirect effects on Corby Glen Playing Field, Corby Glen Allotments, Station Road Play Area, Orchard Way/Bourne Road Play Area, and Corby Glen Bowling Green, including temporary disturbance or changes to accessibility during construction.

Section 3

- 16.8.19 There are seven open space receptors located in Section 3 within the Study Area. Three receptors, Hoby Road Allotments in Asfordby, Mill Lane Allotments in Frisby on the Wreake, and the Play Area on Wreake Crescent in Asfordby are partially located within the draft Order Limits and therefore may be subject to temporary and/or permanent land take. As a result, there is potential for significant direct effects. In addition, construction activities and Primary Access Routes LK-118, LK-140 and LK-106 (shown on **Figure 13.2 Primary Access Route**) are proposed directly adjacent to these receptors, creating the potential for significant indirect effects associated with temporary restrictions to access during construction of the Project.

- 16.8.20 The remaining four receptors are located outside the draft Order Limits and no land take is currently anticipated. However, construction activities and Primary Access Routes are located in the vicinity of receptors. Specifically, Primary Access Route LK-106 is proposed in the vicinity of Asfordby Football Club, Primary Access Route LK-127 is proposed directly adjacent to Ashby Folville Playing Field, and Primary Access Routes LK-127 and LK-126 are proposed in the vicinity of Twyford Playing Field. Consequently, there is potential for significant indirect effects at these receptors as a result of temporary restrictions to access during construction of the Project. No construction traffic routes are proposed in the vicinity of Wartnaby Playing Field and, therefore, significant effects on this receptor are not anticipated.
- 16.8.21 The extent of any land take and associated effects on users of these open space receptors is not confirmed at this stage and will be defined through design development and assessment and reported in the ES.

Section 4

- 16.8.22 There are three open space receptors located in Section 4 within the Study Area, all of which are located outside the draft Order Limits and therefore no land take is currently anticipated. However, construction activities and a Primary Access Route (LK-132, as shown on **Figure 13.2 Primary Access Route**) is proposed through Tilton on the Hill, where Tilton Playground is located, and Primary Access Routes CR-148, LK-149, and LK-150 are proposed through Tugby, adjacent to Tugby Allotments and Tugby Recreation Ground. Therefore, potentially significant indirect effects on users of these receptors, including temporary disturbance or changes to accessibility during construction may arise.
- 16.8.23 Potential indirect effects on users of the open space receptor, including temporary disturbance or changes to accessibility during construction, will be assessed within the ES once detailed design information is available.

Section 5

- 16.8.24 There are six open space receptors located in Section 5 within the Study Area. One receptor, Mawsley Road Allotments, is located within the draft Order Limits and therefore may be subject to temporary and/or permanent land take. As a result, there is potential for significant direct effects. In addition, construction activities and Primary Access Routes CR-194, CR-192, and LK-199 (shown on **Figure 13.2 Primary Access Route**) are proposed in the vicinity of this receptor, creating the potential for significant indirect effects associated with temporary restrictions to access during construction of the Project.
- 16.8.25 The remaining receptors are located outside the draft Order Limits and no land take is currently anticipated. However, construction activities and Primary Access Route LK-196 passes through Mawsley Village in the vicinity of Mawsley Village Playing Field. Primary Access Route LK-212 is also directly adjacent to Wellingborough Grammarians Memorial Sportsfield, and Primary Access Route LK-218 is directly adjacent to Wellingborough Rugby Club. In addition, Braybrooke is surrounded by a number of Primary Access Routes including LK-191 and CR-176, which may impact the Play Area on Church Close. Consequently, there is potential for significant indirect effects at these receptors as a result of temporary restrictions to access during construction of the Project. No construction traffic routes are proposed in the vicinity of Podmore Play Area and, therefore, significant effects on this receptor are not anticipated.

- 16.8.26 The extent of any land take and associated effects on users of these open space receptors is not confirmed at this stage and will be defined through design development and assessment and reported in the ES.

Development land, utilities and infrastructure

- 16.8.27 This section considers impacts to land allocated for development, as well as existing utilities and renewable energy infrastructure within the Study Area. The assessment considers the risk of temporary or permanent loss of land or disruption to essential services during construction.
- 16.8.28 Detailed information regarding land take requirements are not available at this stage. However, the Project has been designed to avoid land covered by planning applications and local plan allocations, where practicable, to reduce the potential effects on land planned for future development, therefore significant adverse effects are not anticipated.
- 16.8.29 A full assessment of effects on development land, utilities and infrastructure receptors will be reported in the ES.

Community facilities and businesses

- 16.8.30 This section assesses the impacts of the Project on users of community facilities and local businesses, including residents, workers, and visitors who use services and amenities within the Study Area. Potential receptors are identified in **Table 16.19**. This preliminary assessment considers the potential for disruption to access and amenity of community facilities and businesses during construction. A full assessment of receptor sensitivity, impact magnitude and significance of effect will be undertaken and reported in the ES when more information is available.

Section 1

- 16.8.31 There is one community and business receptor located within the Study Area in Section 1, namely Burtey Fen Collection Concert Hall. During the construction phase, users of this receptor may experience amenity and severance effects associated with changes in traffic, air quality, and noise and vibration.
- 16.8.32 As discussed in **Chapter 14 Air Quality**, the likely risk to human receptors (including community receptors) in regard to construction dust in Section 1 is low, and therefore significant amenity effects are not likely regarding air quality.
- 16.8.33 **Chapter 13 Traffic and Transport** identifies several Primary Access Routes which could result in significant effects on the network and require further assessment in the ES. However, the one community and business receptor in Section 1 is not located along or near to the identified Primary Access Routes and is therefore unlikely to experience temporary changes in accessibility during construction.
- 16.8.34 **Chapter 15 Noise and Vibration** identifies Noise Sensitive Receptors (NSRs) that will be assessed further in the ES due to their potential to experience significant effects. The community and business receptor identified in Section 1 is not classified as an NSR; therefore, significant amenity effects are unlikely.
- 16.8.35 Overall, users of the community and business receptor in Section 1 may experience temporary amenity and severance impacts during construction. However, based on the information currently available, significant effects relating to air quality, traffic and transport, and noise and vibration are not anticipated. Therefore, although impact

magnitude criteria cannot be confirmed at this stage, it is unlikely that community facilities and businesses effects in this Section would be significant.

Section 2

- 16.8.36 There are 10 community and business receptors located within the Study Area in Section 2. During the construction phase, users of these receptors may experience amenity and severance effects associated with changes in traffic, air quality, and noise and vibration.
- 16.8.37 As discussed in **Chapter 14 Air Quality**, the likely risk to human receptors (including community receptors) in regard to construction dust in Section 2 is low, and therefore significant amenity effects are not likely regarding air quality.
- 16.8.38 **Chapter 13 Traffic and Transport** identifies several Primary Access Routes that could result in significant effects and require further assessment in the ES. Six community and business receptors in Section 2 are located along the identified Primary Access Routes and may therefore experience temporary changes in accessibility during construction; these are:
- Ron Dawson Memorial Hall (in the vicinity of LK-27, LK-28 and LK-29);
 - Corby Glen Community Primary School (in the vicinity of LK-27, LK-28 and LK-30);
 - Colsterworth C of E Primary School (in the vicinity of LK-34);
 - St John's Church, Corby Glen (in the vicinity of LK-27, LK-28 and LK-30);
 - Charles Read Academy (located on PAR LK-27); and
 - Willoughby Memorial Art Gallery (in the vicinity of LK-27, LK-28 and LK-30).
- 16.8.39 Impacts may include increased journey times, delays to access, reduced pedestrian amenity and potential perceptions of severance for users of community and business facilities. The potential for significant effects cannot be ruled out at this stage and will be assessed in the ES once further design and traffic information becomes available.
- 16.8.40 **Chapter 15 Noise and Vibration** identifies NSRs that will be assessed further in the ES due to their potential to experience significant effects. The community and business receptors identified in Section 2 are not classified as NSRs; therefore, significant amenity effects are unlikely.
- 16.8.41 Overall, users of community and business receptors in Section 2 may experience temporary amenity and severance impacts during construction. Significant effects relating to air quality and noise and vibration are not anticipated based on the information currently available. However, there is potential for traffic and transport-related amenity and severance effects which could be significant and therefore significant effects on the community facilities and businesses in this Section cannot be ruled out at this stage. This will be further assessed at ES stage.

Section 3

- 16.8.42 There are eight community and business receptors located within the Study Area in Section 3. During the construction phase, users of these receptors may experience amenity and severance effects associated with changes in traffic, air quality, and noise and vibration.

- 16.8.43 As discussed in **Chapter 14 Air Quality**, the likely risk to human receptors (including community receptors) in regard to construction dust in Section 3 is medium, and therefore significant amenity effects associated with construction dust are not currently anticipated, but will be subject to further assessment in the ES.
- 16.8.44 **Chapter 13 Traffic and Transport** identifies several Primary Access Routes that will require further assessment in the ES to determine whether construction traffic impacts could result in significant effects. Four community and business receptors in Section 3 are located along the identified Primary Access Routes and may therefore experience temporary changes in accessibility during construction; these are:
- St Michael's Church, Wartnaby (in the vicinity of LK-101 and LK-102);
 - Captains Close Primary School (in the vicinity of LK-106);
 - St Thomas Of Canterbury Church, Frisby (in the vicinity of LK-118); and
 - Upper Wreake Methodist Church, Frisby (in the vicinity of LK-118).
- 16.8.45 Impacts may include increased journey times, delays to access, reduced pedestrian amenity and potential perceptions of severance for users of community and business facilities. The potential for significant effects cannot be ruled out at this stage and will be assessed in the ES once further design and traffic information becomes available.
- 16.8.46 **Chapter 15 Noise and Vibration** identifies NSRs that will be assessed further in the ES due to their potential to experience significant effects. The community and business receptors identified in Section 3 are not classified as NSRs; therefore, significant amenity effects are unlikely.
- 16.8.47 Overall, users of community and business receptors in Section 3 may experience temporary amenity and severance impacts during construction. Based on the information currently available, significant effects relating to noise and vibration are unlikely. However, there is potential for traffic and transport-related amenity and severance effects which could be significant and therefore, significant effects on the community facilities and businesses in this Section cannot be ruled out at this stage. A full assessment of receptor sensitivity, impact magnitude and significance of effects will be undertaken and reported in the ES when more information is available.

Section 4

- 16.8.48 There are five community and business receptors located within the Study Area in Section 4. During the construction phase, users of these receptors may experience amenity and severance effects associated with changes in traffic, air quality, and noise and vibration.
- 16.8.49 As discussed in **Chapter 14 Air Quality**, the likely risk to human receptors (including community receptors) in regard to construction dust in Section 4 is low, and therefore significant amenity effects are not likely regarding air quality.
- 16.8.50 **Chapter 13 Traffic and Transport** identifies several Primary Access Routes that will require further assessment in the ES to determine whether construction traffic impacts could result in significant effects. Three community and business receptors in Section 4 are located along the identified Primary Access Routes and may therefore experience temporary changes in accessibility during construction; these are:
- Tugby C of E Primary School (in the vicinity of LK-149);
 - Noseley Hall (in the vicinity of LK-152); and

- St John the Baptist Church, Glooston (in the vicinity of LK-157).

- 16.8.51 Impacts may include increased journey times, delays to access, reduced pedestrian amenity and potential perceptions of severance for users of community and business facilities. The potential for significant effects cannot be ruled out at this stage and will be assessed in the ES once further design and traffic information becomes available.
- 16.8.52 **Chapter 15 Noise and Vibration** identifies NSRs that will be assessed further in the ES due to their potential to experience significant effects. The community and business receptors identified in Section 4 are not classified as NSRs; therefore, significant amenity effects are unlikely.
- 16.8.53 Overall, users of community and business receptors in Section 4 may experience temporary amenity and severance impacts during construction. Significant effects relating to air quality and noise and vibration are not anticipated based on the information currently available. However, there is potential for traffic and transport-related amenity and severance effects which could be significant and therefore significant effects on the community facilities and businesses in this Section cannot be ruled out at this stage. A full assessment of receptor sensitivity, impact magnitude and significance of effects will be undertaken and reported in the ES when more information is available.

Section 5

- 16.8.54 There are six community and business receptors located within the Study Area in Section 5. During the construction phase, users of these receptors may experience amenity and severance effects associated with changes in traffic, air quality, and noise and vibration.
- 16.8.55 As discussed in **Chapter 14 Air Quality**, the likely risk to human receptors (including community receptors) in regard to construction dust in Section 5 is low, and therefore significant amenity effects are not likely regarding air quality.
- 16.8.56 **Chapter 13 Traffic and Transport** identifies several Primary Access Routes that will require further assessment in the ES to determine whether construction traffic impacts could result in significant effects. Five community receptors in Section 5 are located along the identified Primary Access Routes and may therefore experience temporary changes in accessibility during construction; these are:
- All Saints Church, Braybrooke (in the vicinity of a large number of PARs such as LK-191, CR-176);
 - St Peter and St Paul Church, Harrington (located on LK-187);
 - Braybrooke Village Hall (in the vicinity of a large number of PARs such as LK-191, CR-176);
 - Mawsley Community Primary School (in the vicinity of LK-196); and
 - St Andrew's Church, Great Cransley (in the vicinity of LK-200 and CR-192).
- 16.8.57 Impacts may include increased journey times, delays to access, reduced pedestrian amenity and potential perceptions of severance for users of community and business facilities. The potential for significant effects cannot be ruled out at this stage and will be assessed in the ES once further design and traffic information becomes available.
- 16.8.58 **Chapter 15 Noise and Vibration** identifies NSRs that will be assessed further in the ES due to their potential to experience significant effects. One community and

business receptor in Section 5, St Peter and St Paul Church in Harrington, is identified as an NSR and therefore, there is potential for significant amenity effects to users of this receptor, but this will be confirmed in the ES.

- 16.8.59 Overall, users of community and business receptors in Section 5 may experience temporary amenity and severance impacts during construction. Significant effects relating to air quality are not anticipated based on the information currently available. However, there is potential for traffic and transport and noise and vibration-related amenity and severance effects which could be significant and therefore significant effects on the community facilities and businesses in this Section cannot be ruled out at this stage. A full assessment of receptor sensitivity, impact magnitude and significance of effects will be undertaken and reported in the ES when more information is available.

Aviation and defence infrastructure

- 16.8.60 This section examines impacts of the Project on users of aviation and defence infrastructure located within the Study Area. The assessment considers the potential for disruption to the operation of airfields, airports, or defence facilities during the construction phase.
- 16.8.61 Detailed information regarding potential impacts on users of aviation and defence infrastructure is not yet available. However, an assessment will be undertaken by aviation specialists to identify and evaluate any potential effects of the Project on aviation and defence operations and associated receptors. The findings of this work will be reported within the ES, where a full assessment of likely significant effects, and any required mitigation measures, will be presented. However, based on the nature of the Project, existing aviation safeguarding controls, and experience from comparable Nationally Significant Infrastructure Projects (NSIPs), significant adverse effects are not anticipated.

Operation and Maintenance

Aviation and defence infrastructure

- 16.8.62 This section examines impacts of the Project on users of aviation and defence infrastructure located within the Study Area. The assessment considers the potential for disruption to the operation of airfields, airports, or defence facilities during the operation and maintenance phase.
- 16.8.63 Detailed information regarding potential impacts on users of aviation and defence infrastructure is not yet available. However, an assessment will be undertaken by aviation specialists to identify and evaluate any potential effects of the Project on aviation and defence operations and associated receptors. The findings of this work will be reported within the ES, where a full assessment of likely significant effects, and any required mitigation measures, will be presented. However, based on the nature of the Project, existing aviation safeguarding controls, and experience from comparable NSIPs, significant adverse effects are not anticipated.

Table 16.22 Preliminary summary of socio-economic, recreation and tourism effects

Receptor(s)	Relevant Mitigation	Impact	Magnitude	Sensitivity/Value	Likely Significance of Effect
Construction					
Local economy	Not identified at this stage	Direct and indirect temporary employment, training and apprenticeship opportunities both on-site and indirectly in the supply chain.	Low	Low	Minor beneficial, not significant – subject to further assessment at ES stage.
Users of visitor accommodation	Not identified at this stage	Availability of tourism accommodation due to use by the construction workforce.	Low	Medium	Minor adverse, not significant – subject to further assessment at ES stage.
Users of visitor attractions	Not identified at this stage	Disruption to access and amenity of visitor attractions and tourism assets.	N/A	N/A	No effect, not significant .
Users of recreational routes and PRowS	Measures described in Appendix 4A Draft Outline CoCP and Appendix 13E Draft Outline PRow Management Plan	Disruption to access of recreational routes and PRowS due to construction works.	N/A	N/A	Potentially significant adverse – subject to further assessment at ES stage: Section 1 – Pinc/5/1 (Part of MacMillan Way) and Pinc/5/2 (part of MacMillan Way). Section 2 – Haco/8/9, Haco/6/2, Haco/15/1, Sway/5/1, BurC/9/2, BurC/9/3, BurC/9/4, Corb/10/1, BurC/10/1, NWit/9/1, NWit/12/2, Haco/14/1, Haco/8/9, Haco/6/2,

Receptor(s)	Relevant Mitigation	Impact	Magnitude	Sensitivity/Value	Likely Significance of Effect
					Haco/8/3, Haco/8/2, Sway/5/1, Sway/6/2 and NWit/9/1. Section 3 – E36/4, E93/1, E95/1, G60/1, H33/1, G64/1, G66/1, G67/4 Viking Way, E18/1 (part of Leicestershire Jubilee Way), H36/2, H36/3, H109/1, I88/2, D59/3 (Part of Leicestershire Round) and D66/1. Section 4 – C98/1, Midshires Way (South of Tilton on the Hill)), C66/2, B90/2, B22/1 (Part of Leicestershire Round) and Midshires Way (West of Welham). Section 5 – HB1 (Part of Midshires Way), MacMillan Way/Midshires Way/Jurassic Way, TR5, TK13, TK12, UL23, Nene Way and TF3.
Users of open space	Measures described in Appendix 4A Draft Outline CoCP and Appendix 13D Draft Outline Construction Traffic Management Plan	Temporary or permanent land take of open space as a result of construction of the Project.	N/A	N/A	Potentially significant adverse – subject to further assessment at ES stage: Section 1 – Spalding Golf Club. Section 2 – Corby Glen Playing Field, Corby Glen Allotments, Station Road Play Area, Orchard Way/Bourne Road Play Area, and Corby Glen Bowling Green. Section 3 – Hoby Road Allotments in Asfordby, Mill Lane Allotments in Frisby, Wreake Crescent Play Area, Asfordby Football Club, Ashby

Receptor(s)	Relevant Mitigation	Impact	Magnitude	Sensitivity/Value	Likely Significance of Effect
					Folville Playing Field, and Twyford Playing Field. Section 4 – Tugby Allotments, Tugby Recreation Area, and Tilton Playground. Section 5 – Church Close Play Area, Mawsley Road Allotments, Mawsley Village Playing Field, Wellingborough Grammarians Memorial Sportsfield, and Wellingborough Rugby Club.
Development land, utilities and infrastructure	Not identified at this stage	Temporary or permanent land take of development land, utilities and infrastructure as a result of construction of the Project.	N/A	N/A	Unlikely to be significant – subject to further assessment at ES stage.
Users of community facilities and businesses	Measures described in Appendix 4A Draft Outline CoCP and Appendix 13D Draft Outline Construction Traffic Management Plan	Disruption to access and amenity of community facilities and businesses.	N/A	N/A	Potentially significant adverse – subject to further assessment at ES stage: Section 2 – Ron Dawson Memorial Hall, Corby Glen Community Primary School, Colsterworth C of E Primary School, St John's Church, Charles Read Academy, and Willoughby Memorial Art Gallery. Section 3 – St Michael's Church, Captains Close Primary School, St Thomas Of Canterbury Church, and Upper Wreake Methodist Church.

Receptor(s)	Relevant Mitigation	Impact	Magnitude	Sensitivity/Value	Likely Significance of Effect
					Section 4 – Tugby C of E Primary School, Noseley Hall, and St John the Baptist Church. Section 5 – All Saints Church, St Peter and St Paul Church, Braybrooke Village Hall, Mawsley Community Primary School, and St Andrew's Church.
Users of aviation and defence infrastructure	Not identified at this stage	Disruption to the operation of aviation and defence infrastructure.	N/A	N/A	Unlikely to be significant – subject to further assessment at ES stage.
Operation					
Users of aviation and defence infrastructure	Not identified at this stage	Disruption to the operation of aviation and defence infrastructure.	N/A	N/A	Unlikely to be significant – subject to further assessment at ES stage.

Alternative Scenarios

- 16.8.64 As described in Section 4.4 of **Chapter 4 Description of the Project**, there are elements of the Project which have not been fixed at this stage. Therefore, flexibility needs to be considered in this DES. Two potential alternative scenarios are outlined in **Table 4.3** and are assessed in **Table 16.23**.
- 16.8.65 This assessment considers each scenario, together with the assumptions and mitigation measures described in this chapter. It provides a qualitative appraisal of the potential changes to the preliminary conclusions reported in this section, should these scenarios occur.
- 16.8.66 **Table 16.23** presents the conclusions of this appraisal, supported by appropriate qualitative justification, to ensure that any potentially significant effects are identified in this DES. If these alternative scenarios remain under consideration in the application for development consent, they will be appropriately assessed in the ES.

Table 16.23 Preliminary assessment of alternative scenarios

Scenario	Potential Change in Impacts	Potential Change in Effects
1. No or reduced haul roads	The removal or reduction of dedicated haul routes could alter the spatial distribution of construction traffic and associated severance, amenity and environmental effects, including noise, visual and air quality effects. This scenario could increase reliance on the public highway network for the movement of construction workers, plant and materials. Consequently, traffic-related impacts on the public highway network may increase, with associated effects experienced by receptors along construction traffic routes.	This scenario could result in changes in the distribution of construction traffic impacts. This could alter the magnitude and spatial extent of effects in relation to severance and amenity for: users of recreational routes, PROWs and open space; and community facilities and businesses.
2. Off-site construction compound near Melton Mowbray	The introduction of an off-site construction compound could alter the spatial distribution of construction traffic and associated severance, amenity and environmental effects, including noise, visual and air quality effects. It may also introduce a new location of construction activity, resulting in associated noise, visual, severance and amenity effects for receptors located close to the off-site compound and along its associated access routes.	This scenario could introduce new socio-economic, recreation and tourism effects associated with localised construction traffic and construction activity, including changes in air quality, noise levels, visual amenity and related environmental conditions around the off-site compound. The overall change in socio-economic, recreation and tourism effects would depend on the location of the compound, the surrounding receptors and the extent to which construction activities are displaced from the Project corridor.

16.9 Monitoring

- 16.9.1 There are no monitoring requirements at this stage for socio-economics, recreation and tourism. This will be kept under review and updated in the ES.

16.10 Further Assessment

- 16.10.1 A full detailed assessment will be undertaken before the submission of an application for development consent. The results of this detailed assessment, proposals for mitigation measures and the mechanisms by which they would be secured and delivered, will be set out in the ES.
- 16.10.2 More detail on the number of workers required across the construction period, and the proportion of workers who will be expected to live locally to the site will likely become available as the Project progresses and will be set out in the ES. This will inform the assessment of construction employment effects.
- 16.10.3 An assessment of the effects of the Project on users of airfields as socio-economic receptors will be presented in the ES when information from specialist aviation consultation is available.

References

- Ref 16.1 South East Lincolnshire (2019). *South East Lincolnshire Local Plan 2011-2036* [online]. Available at: <https://southeastlincslocalplan.org/media/21941/South-East-Lincolnshire-Local-Plan-2011-2036/pdf/Local-Plan-text-March-2019.pdf?m=1720710748483> [Assessed 16 July 2026].
- Ref 16.2 Melton Borough Council (2018). *Melton Local Plan 2011-2036* [online]. Available at: <https://www.meltonplan.co.uk/adoptedplan> [Assessed 16 July 2026].
- Ref 16.3 Melton Borough Council (2025). *Melton Local Plan Partial Update* [online]. Available at: <https://www.meltonplan.co.uk/localplanupdate/pre-submission> [Assessed 16 July 2026].
- Ref 16.4 South Kesteven District Council (2020). *The South Kesteven District Council Local Plan 2011-2036* [online]. Available at: https://www.southkesteven.gov.uk/sites/default/files/2023-08/Local_Plan_2011-2036_%28Final_inc_covers%29%20%281%29.pdf [Assessed 16 July 2026].
- Ref 16.5 Harborough District Council (2019). *Harborough Local Plan 2011-2031* [online]. Available at: https://www.harborough.gov.uk/downloads/file/5714/harborough_local_plan_2011-2031_-_adopted_april_2019 [Assessed 16 July 2026].
- Ref 16.6 North Northamptonshire Council (2016). *Joint Core Strategy 2011 – 2031* [online]. Available at: <https://www.northnorthants.gov.uk/planning-strategies-and-plans/north-northamptonshire-local-plan> [Assessed 16 July 2026].
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