

VikingLink

nationalgrid

UK Onshore Scheme

Environmental Statement

Volume 2 Document ES-2-B.09

Chapter 13

Socio-economics & Tourism (Proposed
Underground DC Cable)

VKL-08-39-G500-009

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Environmental Statement Volume 2			
ES Reference	Chapter	Chapter Title	
ES-2-A.01	Ch01	Introduction	
ES-2-A.02	Ch02	Development of the UK Onshore Scheme	
ES-2-A.03	Ch03	The UK Onshore Scheme	
ES-2-A.04	Ch04	Environmental Impact Assessment Methods	
ES-2-B.01	Ch05	The Proposed Underground DC Cable	
ES-2-B.02	Ch06	Intertidal Zone	
ES-2-B.03	Ch07	Geology & Hydrogeology	
ES-2-B.04	Ch08	Water Resources & Hydrology	
ES-2-B.05	Ch09	Agriculture & Soils	
ES-2-B.06	Ch10	Ecology	
ES-2-B.07	Ch11	Landscape & Visual Amenity	
ES-2-B.08	Ch12	Archaeology & Cultural Heritage	
ES-2-B.09	Ch13	Socio-economics & Tourism	
ES-2-B.10	Ch14	Traffic & Transport	
ES-2-B.11	Ch15	Noise & Vibration	
ES-2-B.12	Ch16	Register of Mitigation	
ES-2-C.01	Ch17	The Proposed Converter Station	
ES-2-C.02	Ch18	Geology & Hydrogeology	
ES-2-C.03	Ch19	Water Resources & Hydrology	
ES-2-C.04	Ch20	Agriculture & Soils	
ES-2-C.05	Ch21	Ecology	
ES-2-C.06	Ch22	Landscape & Visual Amenity	
ES-2-C.07	Ch23	Archaeology & Cultural Heritage	
ES-2-C.08	Ch24	Socio-economics & Tourism	
ES-2-C.09	Ch25	Traffic & Transport	
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Glossary & Abbreviations

Glossary of Terms	
Term	Meaning
base scheme design	The design of the UK Onshore Scheme for the purposes of the planning application.
connection point	The existing Bicker Fen 400 kV Substation; the point on the National Electricity Transmission System (NETS) where Viking Link connects.
the Contractor	Party or parties responsible for the detailed design and construction UK Onshore Scheme.
converter station	Facility containing specialist equipment (some indoors and some potentially outdoors) for the purposes of converting electricity from AC to DC or DC to AC.
detailed scheme design	The design of the Scheme developed by the Contractor within the Limits of Deviation (AC and DC cables) and Rochdale Envelope (converter station).
Direct Current (DC)	Electric power transmission in which the voltage is continuous. This is most commonly used for long distance point to point transmission.
landfall	The area between Mean Low Water Springs and Mean High Water Springs where the Onshore and Offshore Schemes meet.
Limits of Deviation	These define the maximum extents of the corridor for which planning permission is sought and within which proposed DC and AC cable routes may be installed.
the Project	Viking Link, from the connection point at Revsing Substation in Denmark to the connection Bicker Fen Substation in Great Britain).
Rochdale Envelope	This defines the parameters of the proposed converter station for which planning permission is sought including its location, layout and dimensions.
the Scheme	UK Onshore Scheme from MLWS to the connection point comprising underground AC and DC cables, converter station and access road.
Temporary Construction Compound	Compound used by the Contractor for siting of offices, welfare facilities, storage and laydown.
Temporary Construction Facilities	All areas used for temporary construction requirements including compounds, working areas.
Temporary Works Area	Larger working area located on or adjacent to the working width used where construction activities requires a larger area for example at trenchless crossings.
Transition Joint Pit	Buried concrete pit where onshore and submarine cables are physically jointed together.
working width (DC cables)	The 30 m wide working corridor required for the installation of underground DC cables.

List of Abbreviation	
Abbreviation	Meaning
AONB	Area of Outstanding Natural Beauty
BBC	Boston Borough Council
BRES	Business Register and Employment Survey
CEMP	Construction Environmental Management Plan
DMP	Destination Management Plan
DMRB	Design Manual for Roads and Bridges
ELDC	East Lindsey District Council
ES	Environmental Statement
FTE	Full Time Equivalent
GPS	Global Positioning System
GVA	Gross Value Added
HCA	Homes and Communities Agency
IMD	Index of Multiple Deprivation
JSA	Job Seeker's Allowance
LDF	Local Development Framework
LEP	Local Enterprise Partnership
LSOA	Lower Super Output Area
NGVL	National Grid Viking Link
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NKDC	North Kesteven District Council
ONS	Office for National Statistics
PRoW	Public Rights of Way
RAF	Royal Air Force
ROWIP	Rights of Way Improvement Plan
SA	Sustainability Appraisal
SHDC	South Holland District Council
Zol	Zone of Influence

1 Introduction

1.1 Introduction

- 1.1.1 This chapter has been prepared by Arcadis Consulting. It reports the findings of the baseline studies and the assessment of the potential impacts of the proposed Direct Current (DC) cable route on relevant Socio-economic and Tourism considerations. Table 13.1 below sets out the structure of the Environmental Statement (ES) with respect to Socio-economics & Tourism. Reference should be made to other documents which form part of the ES as appropriate.
- 1.1.2 There is cross-over between some of the impacts identified in relation to socio-economics and tourism and other topics covered in the ES, notably landscape and visual amenity, traffic and transport, and noise and vibration (for example in relation to potential effects on residential amenity). Reference should therefore also be made to Landscape and Visual Amenity (Chapter 11 ES-2-B.07), Traffic and Transport (Chapter 14 ES-2-B.10) and Noise and Vibration (Chapter 15 ES-2-B-11) of this ES.

Table 13.1 Environmental Statement: Socio-economics & Tourism			
ES Reference	ES Volume	ES Chapter	Content
ES-2-B.09	2	13	Main Report: Proposed Underground Cable
ES-2-C.08	2	24	Main Report: Proposed Converter Station
ES-3-B.01	3	13	Figures: Proposed Underground Cable
ES-3-C.01	3	24	Figures: Proposed Converter Station
ES-4-B.09	4	13	Technical Appendices: Proposed Underground Cable
ES-4-C.08	4	24	Technical Appendices: Proposed Converter Station

1.2 Chapter Structure

- 1.2.1 The remainder of this chapter is structured as follows:
- Section 2. Approach to Assessment. Describing the methodology that has been followed in undertaking the impact assessment.
 - Section 3. Basis of Assessment. Sets out the key assumptions which have been made in undertaking the impact assessment.
 - Section 4. Planning Policy and Legislative Requirements. Summarises the key national, regional and local planning policy documents of relevance to socio-economics and tourism.

- Section 5. Baseline Conditions. Reports the results of desktop and field studies undertaken to establish existing conditions.
- Section 6. Potential Impacts. Identifies the potential impacts on socio-economics and tourism which may occur as result of construction, operation and decommissioning.
- Section 7. Mitigation. Identifies proposed mitigation including measures which are incorporated into the design and construction of the proposed DC cable route.
- Section 8. Residual Effects. Reports the residual effects which remain taking into account proposed mitigation and identifies whether these are significant or not.
- Section 9. Cumulative Effects. Identifies the inter and intra-project cumulative effects which may occur in combination with other developments.
- Section 10. Summary of Assessment. Provides a summary of the key findings of the impact assessment.

2 Approach to Assessment

2.1 Introduction

2.1.1 This section describes the approach to the identification and assessment of impacts resulting from the construction, operation and decommissioning of the UK Onshore Scheme on socio-economics and tourism.

2.2 Summary of Consultation

Scoping Opinion Review

- 2.2.1 Scoping opinions received from individual stakeholders have been reviewed to identify any issues specific to this discipline. The principal issue identified in the scoping responses received relate to the need to ensure that the proposals appropriately consider recreation, together with incorporating measures so as not to discourage people from accessing the countryside for quiet enjoyment; consideration of relevant aspects of local authority green infrastructure strategies and Rights of Way Improvement Plans (ROWIPs); and potential impacts of the scheme on Public Rights of Way (PRoW).
- 2.2.2 Recreation routes potentially affected by the UK Onshore Scheme are identified within the baseline section of this chapter. Local authority strategies and plans of relevance are identified in the following section of this chapter.
- 2.2.3 Table 13-2 summarises the issues raised in the scoping opinion in relation to socio-economics and tourism and outlines how and where this has been addressed in subsequent chapters of the ES. A copy of the scoping opinion is included in Volume 4 of the ES (ES-4-A.04, Appendix 4.1).

Consultee	Summary of Comment	How and where addressed
Natural England	Potential impacts on public rights of way, National Trails and coastal access routes in the vicinity of the development should be considered, with appropriate mitigation incorporated as necessary. Relevant Right of Way Improvement Plans (ROWIPs) should be referred to as necessary.	Public rights of way in the vicinity of the scheme have been assessed, with findings set out in the relevant chapters of the ES (Chapter 13 (Document ES-2-B.09) for the proposed DC cable route and Chapter 26 (Document ES-2-C.08) for the proposed converter station).

Additional Consultation

- 2.2.4 Consultation undertaken in relation to the socio-economics and tourism topic includes that undertaken with landowners in respect of the proposed cable route.
- 2.2.5 The Rights of Way Officer at Lincolnshire County Council was informed on 13 March 2017 of the extent and scope of recreational surveys undertaken at sections of the proposed DC cable route. Further discussion took place by telephone and email on 14 March 2017.

Table 13.3 Additional Consultation (Socio-economics & Tourism)		
Consultee	Nature of Additional Consultation	How and where addressed
Lincolnshire County Council	Advised by email and telephone discussion of proposed method for PRoW surveys along the proposed DC cable route.	The methodology followed to undertake the PRoW surveys has been set out in this chapter.

2.3 Scope of Assessment

Aspects to be Assessed

- 2.3.1 The socio-economics and tourism topic covers the following areas of assessment:
 - Assessment of potential socio-economic impacts, specifically the direct and indirect employment created during the construction and operational phases, and impacts on the amenity of local residents (in relation to the latter there is an overlap with findings from other disciplines, notably noise; and landscape and visual amenity); and
 - Tourism and recreation impacts, including impacts on tourism as a result of construction traffic (linking with findings from the traffic and transport discipline), impacts on tourism infrastructure as a result of negative visitor perception, and impacts on users of PRoW (linking here with findings from the landscape and visual amenity discipline).

Spatial Scope

- 2.3.2 The Zone of Influence (ZoI) for the socio-economic and tourism discipline has been selected to capture the likely significant effects that may occur and therefore comprises the following local authority areas, for which baseline information is primarily disaggregated:
 - South Holland District Council
 - North Kesteven District Council
 - Boston Borough Council
 - East Lindsey District Council.
- 2.3.3 Within this ZoI, the spatial scope for the identification of specific impacts (for example in relation to land-take or the severance of recreational routes) at the local level relates more closely to the UK Onshore Scheme boundary and would extend up to 500m from the cable centre line of the Scheme, which is considered through professional judgement to encompass impacts. A small

section of the Zol would protrude into the intertidal zone. However, the tourism users of this zone would be directly related to the onshore beach activities, and are thus most appropriately included within this Chapter.

Temporal Scope

- 2.3.4 The assessment considers potential environmental effects during the construction phase (likely to be temporary impacts), as well as operational, longer term and permanent impacts.
- 2.3.5 Temporary impacts may relate to construction employment, impacts on residential amenity as a result of construction processes, and impacts on tourism and recreation (for example the temporary severance of PRoW).
- 2.3.6 Longer term, operational and permanent impacts relate primarily to the creation of employment for maintenance purposes.

2.4 Identification of Baseline Conditions

Desk Studies

- 2.4.1 A range of desktop studies and sources of information have been reviewed to help identify baseline conditions. These have included:
 - A review of relevant policy documents and strategies for the proposed DC cable route. Documents have included the emerging Local Plans of the relevant local authorities, together with documents prepared as part of the supporting evidence bases; local economic assessments and strategies from relevant local authorities as well as that produced by the Greater Lincolnshire Local Enterprise Partnership; in addition to the latest Countryside Access and Rights of Way Improvement Plan prepared by Lincolnshire County Council.
 - Population and demographic data (resident populations, patterns of change) identified from Census information (2011) (Ref:13-1), including predicted demographic change. The data review has identified key demographic features.
 - Data relating to the labour force and employment (for example economic activity, employment by sector, unemployment, skills and qualifications) which is available from a variety of sources including 2011 Census data, Nomis (official labour market statistics), the Office for National Statistics (ONS) and the Business Register and Employment Survey (BRES) (Ref:13-2).
 - Data relating to the volume and value of tourism to the local economy identified from internet and desktop research. Relevant sources of information have included Visit England data as well as national and regional statistics available from the Great Britain Tourism Survey, the Greater Lincolnshire Local Enterprise Partnership and Lincolnshire County Council.
- 2.4.2 Desk-top sources have also been used initially to identify relevant receptors within the Zol and at the local study area within 500m of the UK Onshore Scheme. These relate to local businesses (including tourism businesses such as accommodation providers and visitor attractions), community services and facilities, and recreational routes. The findings of desktop data

gathering and assessment work in relation to the location of receptors has been confirmed by site visits where necessary.

Field Studies

- 2.4.3 Field studies have also been undertaken to assist with the identification of baseline conditions.
- 2.4.4 Surveys were undertaken along PRoW that may potentially be disrupted by construction of the proposed DC cable route, the purpose of which was to identify the condition and degree of usage.

2.5 Approach to Assessment

Assessment Guidance

- 2.5.1 There are no published guidelines or requirements for assessing socio-economic or tourism related impacts as part of an EIA. The assessment therefore seeks to identify and assess relevant changes which may arise from the UK Onshore Scheme, with resultant impacts on material assets. There is no specific guidance in relation to assessing the impact of interconnectors. The Design Manual for Roads and Bridges (DMRB) (Ref:13-3) has therefore been used as it is considered to be the most appropriate methodology for assessing effects of linear schemes and includes guidance for assessing impacts on land use and community impacts. The assessment has also been informed by the Homes and Communities Agency's (HCA) Additionality Guide (Ref:13-4) which explains how to assess the additional impact of local economic growth for various interventions.

Assessment Criteria

Sensitivity of Receptors

- 2.5.2 The sensitivity of socio-economic receptors to the UK Onshore Scheme is primarily determined by reference to the nature of the activity that the human receptor is undertaking. A combination of quantitative and qualitative assessment, together with professional judgement, has therefore been used.
- 2.5.3 Receptors along the proposed DC cable route include socio-economic and tourism infrastructure (for example businesses, visitor attractions, clusters of accommodation providers and recreational activities including usage of Public Rights of Way (PRoW)). The sensitivity of receptors used for the assessment is set out in Table 13-4.

Table 13.4 Sensitivity Criteria (Socio-economics & Tourism)

Sensitivity	Descriptions
Very High	Where the individual receptor is defined as being one of the following: Of international importance; Of very high socio economic, recreational or tourism value; Having little or no capacity to absorb change without fundamentally altering its present character; A resource that cannot be re-provided within an accessible distance.
High	Where the individual receptor is defined as being one of the following: Of national importance; Of high socio economic, recreational or tourism value; Having low capacity to absorb change without fundamentally altering its present character; Individuals or groups experiencing the loss of access to a social or economic resource; A resource that is scarce and not easily re-provided within an accessible distance.
Medium	Where the individual receptor is defined as being one of the following: Of regional importance; Of moderate socio economic, recreational or tourism value; Having moderate capacity to absorb change without significantly altering its present character; Individuals or groups experiencing restriction of access to a social or economic resource; A resource for which an alternative is available within an accessible distance; This level of sensitivity could also be applied where the loss of employment or closure of multiple small businesses within an area could be deemed a regionally important issue.
Low	Where the individual receptor is defined as being one of the following: Of local importance; Of low socio economic, recreational or tourism value; The receptor is tolerant of change without detriment to its character; A resource for which several alternatives are available within an accessible distance.
Negligible	Where the individual receptor is resistant to change, of low socio economic, recreational or tourism value, or where there is a wide choice of alternatives within an accessible distance.

Magnitude of Impacts

2.5.4 The significance of effects is a function of the magnitude of the impact and the sensitivity of the receptor. The assignment of magnitude of impact must involve an element of subjective

judgement; however, in the determination of the magnitude of impacts of the Project on socio-economic and tourism assets, regard is had to the advice and views of stakeholders and consultees.

- 2.5.5 The approach to evaluating magnitude of change as a result of the UK Onshore Scheme is set out in Table 13-5 below. The magnitude of change may be either beneficial or adverse and may be influenced by proximity as well as perceived or real linkages between the Project and the receptor (for example a visitor attraction).

Table 13.5: Impact Magnitude Criteria (Socio-economics & Tourism)	
Magnitude	Description
High	Where the extent of effects on receptors is large in scale (for example leads directly to closure or significant job losses within a business) or leads to a significant reduction in a particular recreational activity/group of visitors, and/or will continue beyond the project construction period thereby constituting a permanent, long-term impact (over ten years) on baseline conditions.
Medium	Where the extent of effects on receptors may be moderate (for example where businesses might lose income as a result of fewer visitors per annum/reduced recreational activity or where the reduction in visitor numbers is outside of what can be considered to be normal annual variability) and/or will continue beyond the project construction period thereby constituting an effect on baseline conditions over the medium term (between five and ten years).
Low	Where the extent of effects on receptors is considered to be small (for example there may be a very minor reduction in annual visitor numbers/recreational activity, but this is considered to be within the parameters of normal annual variability and does not have an impact on jobs or overall income levels) and does not extend beyond the Scheme construction period.
Negligible	Where very little change from baseline conditions takes place, approximating to a 'no change' situation.

Assessing the Significance of Effects

- 2.5.6 Table 13-6 sets out how the significance of effects has been determined. Where one or other of two possible scores could apply to an effect, professional judgement has been exercised to determine the significance of the effect. A significant effect is considered to be where the effect is of moderate significance or above.

Table 13.6: Assessment of Significance (Socio-economics & Tourism)					
Magnitude of Impact	Sensitivity of Receptor				
	Very High	High	Medium	Low	Negligible
High	Major	Major	Moderate	Moderate	Minor
Medium	Major	Moderate	Moderate	Minor	Negligible
Low	Moderate	Moderate	Minor	Negligible	Negligible
Negligible	Minor	Minor	Negligible	Negligible	Negligible

3 Basis of Assessment

3.1 Assumptions or Limitations

- 3.1.1 Baseline conditions have been established using data that is currently available and as up-to-date as possible. Where available, directly comparable information has been obtained across local authority areas.
- 3.1.2 Assessments regarding severance from other community and other facilities such as employment areas have been made using professional judgement.

3.2 The Proposed Underground DC Cable

- 3.2.1 A full description of the construction and operation of the proposed DC cable route is provided in ES-2-B-01 Chapter 5.
- 3.2.2 The selection of route option and construction methods has involved consideration of socio economic, tourism and recreational impacts by seeking to take into account settlements, community land uses and infrastructure, tourism and businesses. By avoiding settlements as much as possible, impacts during construction that may affect local residential amenity (for example by means of noise, traffic and visual impacts etc.) will have been reduced.
- 3.2.3 The proposed DC cable route construction will take place throughout the year.
- 3.2.4 A Construction Environmental Management Plan (CEMP) will be completed prior to the start of construction and will specify how environmental management will be achieved during the construction phase. For example, good practice measures will be adopted during construction in order to minimise impacts on the amenity of local residents by virtue of visual impact, noise, dust, or construction traffic.
- 3.2.5 Access to PRoW is likely to be disrupted during construction. Where this is the case, National Grid Viking Link (NGVL) will work to ensure that disruption is minimised, and that appropriate signage is used to clearly identify any temporary diversions that may be necessary and/or temporary closures that may be required. An Outline Access Management Strategy summarising this information will be submitted with the planning application.
- 3.2.6 The assessment of impacts assumes that the above has been undertaken as part of the design process and that the CEMP and Outline Access Management Strategy is in place.
- 3.2.7 The proposed DC cable route is approximately 67.16 km in length; for the purposes of the assessment it has been assumed that the whole cable route will be required for the construction phase.

- 3.2.8 In addition to the proposed DC cable route there is additional land required for temporary construction facilities (TCF) along the route. This is included as part of the Scheme in the assessment.
- 3.2.9 Construction is assumed to be continuous throughout the year. The works will include horizontal directional drilling at the landfall location which will involve temporary construction works within the intertidal area involving some limitation on public access to the sea defence/ beach access in the vicinity. Whilst construction activities would usually be undertaken during daytime periods, there would be some activities where 24 hour working could be required. During standard operation, no activity will be carried out along the route.

4 Planning Policy and Legislative Considerations

4.1 National Planning Policy

National Policy Statements (NPS)

- 4.1.1 The overarching National Policy Statement for Energy (EN-1) (Ref:13-5) acknowledges that the construction, operation and decommissioning of energy infrastructure may have socio-economic effects at local and regional levels. EN-1 confirms that the likely significant social and economic effects should be set out as well as proposed avoidance or mitigation measures for those effects.
- 4.1.2 Policy Statement EN-1 recognises that ‘energy is vital to economic prosperity and social well-being and so it is important to ensure that UK has secure and affordable energy’ (paragraph 2.1.2); new infrastructure plays a vital role in ensuring secure energy supplies and supporting ongoing economic growth. Decision-makers can give substantial weight to the contribution which a proposed development would make towards satisfying this need.
- 4.1.3 EN-1 provides guidance in relation to the assessment of socio-economic impacts, confirming that socio-economic impact assessments should consider:
- the creation of jobs and training opportunities;
 - the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities (if a difference in baseline conditions in relation to demand for housing, accommodation or local services is anticipated);
 - effects on tourism; and
 - the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure and cumulative effects.
- 4.1.4 EN-1 also provides guidance in relation to land-use assessment and confirms that the assessment should identify existing and proposed land uses and effects and the extent, if any, to which a proposed scheme may prevent an existing or proposed use on a neighbouring site from continuing. This includes business operators and economic land uses, local communities and community facilities (health, education and community gathering) and visitor attractions, accommodation and recreational areas.

National Planning Policy Framework (NPPF)

- 4.1.5 The NPPF (Ref:13-6) seeks to support a prosperous rural economy and support sustainable rural tourism that benefits rural areas, communities and visitors, and which respect the character of the countryside.
- 4.1.6 The objective ‘Promoting healthy communities’ seeks to deliver social, recreational and cultural facilities and services the community needs; planning policies and decisions should plan positively for provision of shared space and guard against the unnecessary loss of facilities.

4.2 Local Planning Policy

North Kesteven District Council Local Plan (2007)

- 4.2.1 The North Kesteven District Council Local Plan (Ref:13-7) was formally adopted in 2007 and amplifies the broad framework of the Lincolnshire Structure Plan, setting out detailed policies and proposals for the development of the District.
- 4.2.2 As a rural district, Policy C2 of the Local Plan states that proposals will be permitted providing that the environmental, economic and social value of the countryside is maintained and protects the character of the area.
- 4.2.3 All development will have an impact on people, premises and land. However, Policy C5 seeks to manage the effect of proposals on public amenities and community facilities.
- 4.2.4 Policy RST2 aims to protect existing public rights of way in the district. Planning permission will not be granted for proposals that will adversely affect an existing public right of way; this includes making the PRoW less attractive or convenient for users.

South Holland District Council Local Plan 2006)

- 4.2.5 The South Holland Local Plan (Ref:13-8) was adopted on the 18th July 2006. It is a comprehensive statement of planning policies for the development and use of land in the District until the year 2021 and replaced both the South Holland District Local Plan 1998.
- 4.2.6 Many of the existing and proposed cycle routes in South Holland are associated with existing rights of way, riverbanks or disused railways. These areas are often valuable areas for nature conservation and other recreational uses such as walking. Policy TC2 seeks to protect existing and projected cycleways and create opportunities for future use. Development that would prejudice any element of existing cyclepaths or public rights of way (PRoW) would not be permitted. This is further enforced by Policy LT3 on recreational routes, PRoW and disused railway lines.

Boston Borough Local Plan (Saved Policies beyond 2007)

- 4.2.7 The Boston Borough Local Plan was adopted in April 1999. In accordance with the provisions of the Planning & Compulsory Purchase Act 2004, the Council secured approval from the Secretary of State for Communities and Local Government for some of the policies in the adopted local plan to be saved beyond September 2007. These policies remain the adopted policies (Ref. 13-9). The policies that remain adopted include Policy CO1 which states that development will not be permitted in the countryside unless it is supported by other Local Plan policies. The plan makes allowance for development which benefits economic activity, or which meets particular social needs, while maintaining or enhancing the environment.

East Lindsey Local Plan (saved policies 2007)

- 4.2.8 The East Lindsey Local Plan was originally adopted in 1995. The policies and text were updated in 1999 via a formal amendment. The Council are currently working on a replacement for the Local Plan. As a result of this, some of the policies were saved and some were removed in 2007 (Ref: 13-10). Of the saved policies, Policy C11 for the Lincolnshire Wolds Area of Outstanding Natural Beauty seeks to protect the distinctive character of the area. The policy refers to man-made structures such as electricity transmission being introduced into the landscape could detract from the scenic beauty.
- 4.2.9 The protection of general amenities is addressed in Policy A4 highlighting the potential issue of excessive noise during “unsociable hours”, disturbance by movements to and from premises and air and light pollution.
- 4.2.10 East Lindsey District Council emphasise the importance for tourism and recreation to provide an uplifting setting for living and working. Policy T1 on tourism strategy ensures to ‘provide for visitor quiet enjoyment of the countryside whilst, at the same time and in every case, they have due regard to protecting the district’s natural and heritage assets and the amenities of local communities’.

Boston Borough Interim Plan (2006)

- 4.2.11 The deposit draft of the Boston Borough Local Plan (Ref:26-11) was withdrawn from the statutory adoption process in February 2006. An Interim Plan was produced to guide changes in the use and development of land for the period between 27th February 2006 (when it was adopted) and the time when Local Development Framework (LDF) documents were adopted. It takes its lead from the Council’s corporate priorities and objectives.
- 4.2.12 The Interim Plan’s functions are to act as a spatial and land use planning embodiment, guide development control decisions, provide a basis for co-ordinating public and private investment in the development and use of land and bring issues concerning the use of land before the public and to involve them in the plan-making process.

South East Lincolnshire Local Plan 2011-2036 (Publication Version March 2017)

- 4.2.13 The Local Plan (Ref:13-12) will replace the saved policies in the Boston Borough and South Holland District Local Plans. The Local Plan gives an effective spatial expression to the vision and aspirations of South East Lincolnshire’s local communities and to those elements of the relevant strategies and programmes which relate to a development and use of land in the area. This should be coupled with a local interpretation of the requirements of the national planning policies, particularly the NPPF.
- 4.2.14 The Local Plan contains:
- an overall vision for South East Lincolnshire which sets out how the area and places within it should develop;

- a set of strategic priorities for the area focusing on the key issues that need to be addressed;
- a set of strategic policies that address the strategic priorities;
- a suite of criteria-based policies to be taken into account when considering development; and
- a 'delivery' section containing sufficient detail in relation to allocated sites and any broad locations to provide clarity to developers, local communities and other interests about the nature and scale of development.

East Lindsey Emerging Local Plan (2017)

- 4.2.15 East Lindsey District Council has recently produced the Submissions Modification of its Local Plan. The plan is made up of two main documents including the Core Strategy (Ref:13-13) (Submissions Modifications Draft 2016-2031 and Schedule of Proposed Modifications 2017) and Settlements Proposals document (Ref:13-14).
- 4.2.16 The Core Strategy Strategic Policy 27 (SP27) for Renewable and Low Carbon Energy states that the transmission and interconnection of electricity development will be supported where their individual or cumulative impact is, when weighed against the benefits, considered to be acceptable. Accessible green infrastructure is safeguarded by Strategic Policy 25 (SP25) by ensuring no net loss of greenspace. The document reinforces the importance of the PRoW network and seeks to protect valuable connections for people and wildlife.

4.3 Supplementary Guidance Documents

Greater Lincolnshire Destination Management Plan 2013-2020

- 4.3.1 The Greater Lincolnshire Destination Management Plan (Ref:13-15) is a facilitating document that aims to address the changes the visitor economy needs to maximise impact on the economy resulting in growth, wealth, employment and improved quality of life. Boston is highlighted as a key driver in tourism growth in Lincolnshire.

Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) Management Plan 2013-2018

- 4.3.2 The Lincolnshire Wolds AONB Management Plan (Ref:13-16) is a statutory document which has been formally adopted by Lincolnshire County Council, East Lindsey District Council, West Lindsey District Council and North East Lincolnshire Council and which sets out the policies and objectives for managing the AONB.
- 4.3.3 The five key aims of the Management Plan include to sustain and enhance the Lincolnshire Wolds' natural beauty and its landscape character; recreational, tourism and interpretive activities and opportunities appropriate to the area; and the economic and social base of the Wolds including the development and diversification of enterprises appropriate to the area.
- 4.3.4 In relation to recreation and access, the Management Plan includes the strategic objective to 'develop, promote and seek implementation of a wide range of sustainable access, recreation

and tourism initiatives appropriate to the Lincolnshire Wolds AONB', with policies including to maximise access opportunities for visitors and residents (Policy ARTP1); providing co-ordinated information on access, tourism and recreation opportunities (Policy ARTP2); raising the profile of the Lincolnshire Wolds AONB (Policy ARTP3); and supporting new measures and good practice to improve the infrastructure where compatible with the AONB (Policy ARTP4).

The Wash and Fens Green Infrastructure Plan

- 4.3.5 The Wash and Fens Green Infrastructure Plan (Ref:13-17) aims to 'create and positively manage an integrated network of high quality and where practicable, multifunctional green infrastructure that delivers enriched and robust habitats with greater connectivity and enhanced and sustainable public access to the countryside for the benefit of all who live, work in and visit The Wash and fens'. The Wash and fens area includes parts of east Lindsey and South Holland District Council areas, extending from Chapel St Leonards to North Norfolk.

The Draft Lincolnshire Rights of Way Improvement Plan 2014-19 (ROWIP)

- 4.3.6 The ROWIP (Ref:13-18) is a five-year strategic document covering Lincolnshire, which sets how the authority intends to improve the management, provision and promotion of PRow in the County. The Draft ROWIP covers the period 2014-2019 and considers the strengths and weaknesses of the access resource for walking, horse-riding and cycling and considers the opportunities to develop and improve the access network.
- 4.3.7 Statements of Action contained in the ROWIP include to identify and develop circular and themed recreational routes to and from the countryside and tourism sites (NI11), with the County Council prioritising areas which are covered by other green infrastructure plans and strategies such as the Coastal Country Park and The Wash and Fens Green Infrastructure Plan. Other priorities include to work with planning authorities and developers to enhance rights of way and cycling networks across Lincolnshire to encourage a modal shift to walking and cycling (NI19).

5 Baseline Conditions

5.1 Study Area

- 5.1.1 The proposed DC cable route corridor is approximately 67.16 km in length and is routed through the areas of Boston Borough Council (BBC) (9.78 km), East Lindsey District Council (ELDC) (51.60 km), South Holland District Council (SHDC) (0.98 km) and North Kesteven District Council (NKDC) (4.8 km) and From the Proposed Landfall Site to the east of Stickford the DC route follows more elevated land through the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB). The DC route then passes south west into the lower lying fens where land is primarily in agricultural use until it reaches the proposed converter station site on North Ing Drove in SHDC.
- 5.1.2 The Zol for the assessment of socio-economic and tourism impacts is described in section 2 of this chapter and identifies that considerations such as impacts on the local economy will be defined on a local authority wide level. Local impacts (for example impacts on community infrastructure or local businesses) are considered using a spatial scope extending up to 500m from the proposed DC cable route, which through professional judgement is considered to represent the likely extent of impacts.

5.2 Overview of Socio-economic Characteristics

Local Population

- 5.2.1 This section presents data relating to the local population, identified from Census information (2011), including information relating to gender and age profiles. Lincolnshire is one of the most sparsely populated counties in the UK, with a population density of around 1.2 persons per hectare (compared to 2.9 for the East Midlands and 3.7 for England and Wales as a whole) (Ref:13-1).
- 5.2.2 The proposed DC cable route passes through the local authority areas of BBC, ELDC, SHDC and NKDC. Table 13-7 sets out broad characteristics of the population of each of these areas. The age profiles show that, for South Holland and East Lindsey Districts in particular, a higher proportion of the population is aged over 65 than is the case for Lincolnshire and England as a whole.

Table 13.7 Local Population						
Population Characteristics	East Lindsey	South Holland	Boston	North Kesteven	Lincolnshire	England
Total population	136,401	88,270	64,637	107,766	713,653	53 million
Age profile (%)						
0-15	15.4	16.9	17.6	17.7	17.1	18.9
16-64	58.6	60.9	62.7	61.4	62.2	64.8
65+	26.0	22.3	19.7	20.9	20.6	16.4
Gender (%)						
Male	48.7	48.8	48.8	48.8	48.7	49.2
Female	51.3	51.2	51.2	51.2	51.3	50.8

* Source: Census Data 2011 (Ref: 13-1)

Local Economy

- 5.2.3 This section describes the characteristics of the local economy, including information relating to economic activity, unemployment, qualifications levels and deprivation.

Table 13.8 Local Economy						
Local Economy Characteristics	East Lindsey	South Holland	Boston	North Kesteven	Lincolnshire	England
Economic Activity (%)	61	69	70	70	68	70
Unemployment (%)	4	4	4	3	4	4
Claimant count*	1.8	1.1	1.2	0.9	1.5	1.5
Qualifications						
No qualifications	32.6	30.8	32.7	21.7	26.1	22.5
GCSE and A level equivalent	40.3	41.8	39.1	44.3	42.8	40.9
Further and higher education	18.1	15.8	15.1	25.4	21.3	27.4
Other qualifications	4.8	7.9	9.9	4.2	5.5	5.7

* Source: Lincolnshire Research Observatory, 2015 (Ref:13-20), 2015 Figures

- 5.2.4 Economic activity rates, unemployment rates and the proportion of Job Seekers Allowance (JSA) claimants are broadly similar across each of the four local authority areas and are comparable to

both county-wide and national levels, although East Lindsey has the lowest economic activity and highest claimant count of the four.

5.2.5 In the Index of Multiple Deprivation (IMD) showing overall deprivation, the 2015 data (Ref:13-21) shows Lincolnshire ranked 90th out of 152 upper tier local authorities in England, where 1st is the most deprived. However, when looking at individual domains showing aspects of deprivation, Lincolnshire's ranking shows some variation. Table 13-9 shows that within Lincolnshire, East Lindsey has the most Lower Super Output Areas (LSOAs) in 10% of the most deprived areas in England.

Local Authority Area (total number of Lower Super Output Areas (LSOAs) for area in brackets)	No. of LSOAs in the 10% most deprived areas in England	No. of LSOAs in the 11-20% most deprived areas in England	Rank of average rank
South Holland (49)	0	1	134
Boston (36)	1	5	66
North Kesteven (64)	0	0	266
East Lindsey (81)	12	10	33
South Holland (49)	0	1	134
Lincolnshire (420)	29	29	90

* Source: Department for Communities and Local Government, 2015 (Ref:13-21)

5.2.6 The Local Economic Assessment produced for Lincolnshire in 2011 (Ref:13-22) identifies that the County is one of the weakest performing areas in the country and is generally regarded as a low skilled, low wage economy. However, the Greater Lincolnshire area has a pivotal role to play in relation to the food security of the UK, growing more than one-eighth of the nation's food. Growth over the next decade is predicted to be in the region of 2% per year, putting the Greater Lincolnshire economy at around £19 billion in 2025. Similarly, the quality of Lincolnshire's coastline has ensured the presence and importance of the tourism industry. The local authority district of East Lindsey had the highest total revenue from tourism in Lincolnshire in 2013 of just under £496 million.

5.2.7 The presence of both agriculture and the tourism industry does mean that there is a seasonal nature to employment in the County, with unemployment increasing during the winter months. The Local Economic Assessment (Ref:13-22) acknowledges that there is some evidence to suggest that the extent of seasonality has diminished over time due to the lengthening of the tourist and growing seasons.

5.2.8 Due to the scale of Lincolnshire, the Local Economic Assessment identifies thirteen 'functional geographies' which aim to identify areas within which there are specific linkages; two of these

- functional geographies are focused around the centres of Skegness and Boston respectively, emphasising the role that these towns have within the wider economy.
- 5.2.9 Future priorities for growth in the region identified by the Local Enterprise Partnership (LEP) include the agri-food industry, manufacturing and the visitor economy.
- 5.2.10 The East Lindsey Economic Baseline 2016 (Ref:13-23) presents key data about the local economy and identifies opportunities for growth. The document suggests that the local economy is still recovering from the recession, however the economy has performed strongly in the priority sectors of agri-food, tourism and manufacturing. Of note are the ‘two different economic pictures for the District’s Coastal and Rural Inland’ areas. The former is dominated by tourism activities, with the latter being a more important sector for manufacturing, the District’s employment in the education and health sectors, and in knowledge intensive sectors. The Coast is characterised by a low skill, low wage and seasonal economy, with a mixed picture in relation to the growth and decline of businesses; compared to a high proportion of ‘high growth, growing or stable’ businesses within the Rural Inland area.
- 5.2.11 The South Holland economy is based primarily on agricultural, horticulture and food manufacturing, with a number of national and international companies present within the District. It is estimated that 22% of SHDC’s enterprises are directly engaged in agriculture (Ref:13-19).
- 5.2.12 The Central Lincolnshire Economic Needs Assessment (Ref:13-24) includes North Kesteven District Council within its study area. North Kesteven is a predominantly rural area with the market town of Sleaford acting as the main urban centre. The local economy is dominated by agriculture and food processing industries. The Economic Needs Assessment identifies that there are high levels of out-commuting from North Kesteven, primarily to Lincoln but also to East Lindsey.
- 5.2.13 The economic strength of Boston Borough Council is the agriculture, horticulture and food manufacturing sectors. More recently, there are many other businesses established in Boston such as a strong manufacturing and print sector, a vibrant retail sector with national and independent retailers as well as active trading in the Port of Boston (Ref 13-25).

Tourism and Recreation

- 5.2.14 The description of the tourism baseline has been subdivided into three areas – tourism volume and value; tourism infrastructure (including visitor accommodation, visitor attractions and tourism businesses); and recreational activities.

Tourism Volume and Value

- 5.2.15 The value of Lincolnshire’s tourism industry in 2015 was £1.35 billion, an increase of £80 million from 2014 and 33% more than its value in 2010 (Ref:13-21). The total number of visitor days to the county in 2014 was over 28 million, with an increase in the length of visitor stay of 3.3% between 2013 and 2014. Tourism visits in Lincolnshire in 2014 were estimated to have

- supported 18,907 Full Time Equivalent (FTE) jobs, with the majority of these (80.6%) being generated directly in the tourism sector (Ref:13-22).
- 5.2.16 A Destination Management Plan (DMP) (Ref:13-15) has been prepared for Greater Lincolnshire for the period 2013-2020, which aims to support growth and investment, address fragmentation in the visitor economy and strengthen different functions and activities. The DMP sets out the value of tourism to the economy by district council area; revenue generated from tourism by SHDC, BBC, NKDC and ELDC in 2012 equated to just over 20% of revenue to Lincolnshire as a whole. Strategic priorities for developing the visitor economy in Greater Lincolnshire include improvements to the tourism product, 'selling' the destination through new technologies such as social media, and destination image, branding and promotion.
- 5.2.17 The DMP considers the current performance of Greater Lincolnshire as a whole, in relation to the visitor economy and concludes that the area is dependent on a very high proportion of day visitors; that there is a strong bias to non-serviced accommodation for staying visitors; and that that there has been a recent rise in the proportion of people staying with friends and relatives rather than in formal visitor accommodation. There is also a potential imbalance in accommodation supply within the Greater Lincolnshire area with an over-provision of poor quality accommodation.
- 5.2.18 Work undertaken to identify the profile and characteristics of leisure visitors to Lincolnshire is summarised in the DMP, concludes that:
- Lincolnshire has a strong and loyal local market, but is generally unknown by the wider market;
 - It has a perception of being a place with flat farming countryside, not as scenic as other parts of the UK but offering the feeling of freedom and space both in the country and along the coast;
 - Lincolnshire is attracting older independent-minded leisure visitors. These groups tend to go for holidays in more rural locations where there is a mix of activities and attractions;
 - Those who are aware of Lincolnshire as a region generally have a positive perception; and
 - Lincolnshire is seen as a place most suited to coastal and rural holidays; the DMP notes that rural holidays typically rely on high quality scenery and that there is a perception that the scenery in Lincolnshire may not be so impressive, therefore the product offer and activities available need to be enhanced in order to give people a reason to visit.
- 5.2.19 Tourism strengths of South Lincolnshire within the area of the proposed DC cable route are primarily focused around the natural landscape and recreational activities such as walking, cycling and use of waterways.
- 5.2.20 At a more local level, East Lindsey had an estimated 4.27 million visitors in 2014 (an increase of 5% since 2009), with a 26.7% increase in the economic impact of tourism between these dates. Further, the visitor economy employs some 20% of the East Lindsey workforce (Ref: 13-23).

STEAM data¹ shows that the fastest growing element of the tourism economy across East Lindsey is serviced accommodation. Opportunities identified in the East Lindsey Economic Baseline 2016 report (Ref: 13-23) include the quality of the environment; notably that the landscape asset of the Lincolnshire Wolds AONB has considerable potential to inform the economic development agenda in the District, enhancing the inland tourism offer and quality of life for local communities and businesses. Coastal opportunities include those presented by the Coastal Country Park.

- 5.2.21 STEAM data for the Central Lincolnshire area shows that the visitor economy here is also growing, with visitor days, visitor numbers and direct expenditure all increasing between 2012 and 2013 (Ref:13-24).
- 5.2.22 The growing importance of activity and environmental tourism within this part of Lincolnshire has already been identified in this chapter. A study undertaken in 2016 (Ref:13-25) on behalf of the Greater Lincolnshire Nature Partnership and LEP explored the current contribution that nature and wildlife tourism can make to the visitor economy, using STEAM data to estimate that nature tourism within the Greater Lincolnshire area can generate a gross contribution of around £51 million, with the potential to contribute more in the future.

Tourism Infrastructure

- 5.2.23 Tourism infrastructure includes visitor accommodation, visitor attractions, and other tourism businesses. Tourism related businesses have been defined for the purposes of this ES as those businesses for whom a significant part of their business is likely to be reliant on visitor spend, for example restaurants, pubs and tea-rooms, cycle hire businesses and activity providers such as horse-riding centres. Tourism businesses are likely to have different catchment areas according to their offer – certain activity providers are likely to have a wider catchment area of users than, for example, a pub (although it is appreciated that there will be instances where the reputation of the latter may attract visitors from a much wider area). Individual businesses such as pubs, cafes and tea-rooms are considered to perform primarily a local service function for visitors. This section provides an overview of tourism infrastructure along the proposed DC cable route, with specific receptors then identified in the appropriate route section.
- 5.2.24 The majority of visitor accommodation within the local authority areas along the length of the proposed DC cable route is self-catering, ranging from larger complexes within ELDC such as those near Skegness at the coast through to smaller, self-contained units (for example farm-based or in rural towns and villages). Caravan and camping sites are found primarily along the coastal strip and immediately inland. Coastal towns such as Mablethorpe, Chapel St Leonards, Ingoldmells and Skegness have serviced hotels and guest hotels, with the area also supporting a wide range of bed and breakfast accommodation.

¹ STEAM (Scarborough Tourism Economic Activity Monitor) data is from use of a tourism economic impact model providing estimates of the volume, value and economic impact of tourism relating to a selected area, visitor event(s) or for a specific tourism development.

- 5.2.25 Occupancy in all types of accommodation can vary significantly throughout the year, with peak periods typically during the summer months. The accommodation profile occupied by different types of visitor usually represents a high proportion of domestic visitors in self-catering, with overseas visitors tending to stay in more expensive serviced accommodation.
- 5.2.26 As would be expected, clusters of visitor accommodation are located within, or in close proximity to, larger settlements along the coastal strip.
- 5.2.27 Inland from Sutton-on-Sea and Sandilands, the hinterland is predominantly rural in nature, with small villages and isolated developments. Within this hinterland there are a scattered number of individual accommodation providers, primarily hotel/bed and breakfast type accommodation and self-catering facilities. There are also relatively isolated rural camping and caravan sites.

Recreational Activities

- 5.2.28 The preceding sections have focused on the volume and value of the tourism sector and on businesses with a tourism focus in the vicinity of the proposed DC cable route. Reasons for visitors choosing Lincolnshire as a holiday or day visit destination include the landscape (particularly in the Lincolnshire Wolds AONB) and activities such as walking in the countryside. Broadly, recreation activities in the vicinity of the proposed DC cable route include:
- Beach and coastal activities focused on the coastal strip around Sutton-on-Sea and Sandilands.
 - A network of local public footpaths and bridleways along the length of the proposed DC cable route. Walking networks include circular walks focused around the Coastal Country Park, the 'Water Rail Way' (a traffic-free path along the former Lincoln to Boston railway), the Brown Fen Waterway Trail (a 66 mile circular route linking Boston, Fosdyke, Spalding, Crowland and Donington) and the developing English Coastal Path.
 - Recreational activities focused around inland drainage channels and waterways including for example the River Witham and the South Forty Foot Drain, also known as the Black Sluice Navigation – an artificial drainage river that runs north-south to the west of the villages of Bicker and Donington, and which provides 19 miles of navigation into the west of Boston. The navigation was re-opened in 2009. Above Donington Bridge, access is only possible for small unpowered boats such as canoes and kayaks.
- 5.2.29 There are a number of outdoor festivals and shows that take place within the Zol including:
- The Heckington Show – styled as 'the largest village show in England' and held over the end of two days at the end of July every year. The show includes a 'ten-mile road race' in the vicinity of the showground, which is located approximately 5km to the west of the proposed DC cable route.
 - The Wolds Walking Festival – run by the Lincolnshire Wolds AONB, the annual walking festival takes place in May / June. A range of themed walks of varying difficulties are included each year; included in 2017 were a walk through the Coastal Country Park with Anderby Creek as a starting point, an 11.5 mile walk through the Southern Wolds starting at Partney Bridge.

5.3 Route Section 1 Proposed Landfall to Well High Lane

5.3.1 Route Section 1 of the proposed DC cable route stretches from the proposed landfall site to Well High Lane near the village of Haugh. The following sections consider features of relevance to the topic of socio-economics and tourism along this section of the DC route, focusing on the headings of settlement and land-use and tourism and recreation. Key features and receptors identified along Route Section 1 are shown on Figure 13-1.

Settlement and Land Use

5.3.2 Settlements in the vicinity of the proposed DC cable route are primarily small villages and hamlets. Characteristics of these settlements in terms of their population, local economy and community facilities are identified in Table 13-10.

Settlement	Facilities and Services
Sandilands	Sandilands is a small settlement conjoined to the small town of Sutton-on-Sea on the eastern coast of Lincolnshire. The beach at Sandilands attracts local residents and visitors and is used by dog walkers, runners, cyclists, kitesurfers and surfers. Sandilands is a primarily residential area, with several local businesses (for example cafés, caravan parks and campsites) in addition to an 18 hole links golf course located close to the beach.
Hannah	A small hamlet to the north of the DC route, home to local businesses including bed and breakfast establishments and Hannah cum Hagnaby St Andrews Church.
Markby	A small hamlet to the north of the DC route, home to isolated rural properties.
Asserby	A village to the south of the proposed DC cable route, primarily home to rural properties.
Saleby	Saleby is a village with a population of approximately 250 people within the district of East Lindsey. The village is located to the north of the DC route and includes community facilities such as the Parish Church of St. Margaret.
Ailby	Ailby is a hamlet in the district of East Lindsey. There are several local businesses located here including a garden centre and a livery yard.
Thoresthorpe	Isolated rural properties with local businesses including nurseries.
Haugh	Haugh is a hamlet with basic community facilities including the St.Leonard Anglican Parish Church.

5.3.3 Outside of the main settlements listed above, there are a number of more isolated rural properties in both residential and local business use along the DC route. Inland from the coastal strip, the principal land-use along this section of the proposed DC cable route is agriculture.

Tourism and Recreation

5.3.4 The coastal area around Sandilands is a popular visitor destination; to the north and south of the proposed landfall are the towns of Skegness and Mablethorpe.

Tourism Infrastructure

5.3.5 The wider area offers a range of visitor accommodation and facilities, including hotels, caravan and camping sites, with a cluster of such facilities located in and around the towns of Sutton-on-Sea and Sandiland.

5.3.6 Visitor accommodation identified in the vicinity of the proposed DC cable route itself is as follows:

- Millbrook Campsite;
- Sutton-on-Sea Caravan Club site;
- Cherry Tree Caravan site; and
- Olcote Farm Touring Caravan site.

5.3.7 Visitor attractions in the Zol, together with annual visitor numbers where known, are identified in Table 13-11 and shown on Figure 13-1.

Table 13.11 Route Section 1 – Visitor Attractions	
Visitor Attraction	2015 Visitor Numbers
Burgh Le Marsh Windmill	17,430
Lincolnshire Coast Light Railway	1,000
Skegness Natureland Seal Sanctuary	105,008
Radcliffe Donkey Sanctuary	-
Ark Wildlife Park	-
Alford Manor House Museum	-

5.3.8 Tourism businesses in the vicinity of Route Section 1 are summarised in Table 13-12.

Table 13.12 Route Section 1 – Tourism Businesses	
Tourism Business	Comments
Activity providers	The Black Cat Equestrian centre is located near Sandilands.
Golf courses	The 18 hole Sandilands Golf Course is located near the proposed landfall site. A Golf Open Week is held in late July each year. The golf course is under shared ownership with The Grange and Links Hotel, located half a mile to the north. In addition to a membership comprising local residents, the golf course is utilised regularly by visitors to the area.

Table 13.12 Route Section 1 – Tourism Businesses	
Tourism Business	Comments
Pubs / restaurants, cafes and tea-rooms	A range of facilities primarily facilities clustered within Sutton-on-Sea and Sandilands.
Other tourism businesses (for example cycle hire)	Local businesses include Coast and Country Bike Hire, located at Anderby to the south of the DC route and serving the wider area.

Recreational Activities

- 5.3.9 The Lincolnshire coastline has numerous beaches of recreational importance including the Blue Flag beaches at Skegness, Sutton-on-Sea and Mablethorpe, as well as beaches accessed from more remote locations including Roman Bank and the Huttoft Terrace car park. Whilst naturally usage of beaches is at its peak during the main holiday season, usage by local residents takes place all year round.
- 5.3.10 To assess recreational usage in the vicinity of the proposed landfall at Boygriff, a survey was undertaken of beach usage and of the numbers of users of the promenade behind the beach that would be crossed by the DC route. Surveys were undertaken during the Bank Holiday weekend in August 2016, representative of a busy summer weekend, as well as an off-peak survey in November 2016. The survey counted upwards of 100 people walking along and 100 cyclists using the promenade on 26 August 2016, with off-peak user numbers being similar for walkers (just over 100 people walking on 30 November 2016) but cyclist use being significantly lower.
- 5.3.11 Route Section 1 of the DC route crosses four PRoW, illustrated on Figure 13-2, in addition to the promenade behind the beach at Boygriff referred to above. A survey to assess the condition and usage levels of the PRoW, together with the identification of any wider connections associated with or linked to individual routes, was undertaken in March 2017.
- 5.3.12 The Lincolnshire Coastal Country Park stretches along the coast from Sandilands south to Chapel St Leonards and inland as far as the villages of Huttoft, Anderby, Mumby and Hogsthorpe. The Coastal Country Park initiative, which is led by Lincolnshire County Council in partnership with a number of other organisations, includes amongst its objectives to improve the quality of the environment within this area, to promote sustainable tourism and to help offset some of the negative impacts associated with tourism (high off-season unemployment, low incomes). The Coastal Country Park publicises walking routes within the area, including circular routes that combine beach, sea wall and inland footpaths. Three circular walks are currently promoted, including one from Sandilands to Huttoft Bank, an 11km walk incorporating a section along the Sutton Branch Line (a 2km stretch of the disused Sutton Branch Railway).
- 5.3.13 The England Coast Path is a new National Trail being created all around England's coast. The trail is opening in sections and will be complete in 2020. Both the Sutton Bridge to Skegness (92 km) and Skegness to Mablethorpe (26 km) sections are expected to be ready in 2018.

5.3.14 Other specific locations where recreational activities may be focused within Route Section 1 include Rigsby Wood Nature Reserve, an ancient woodland managed by the Lincolnshire Wildlife Trust accessible via a waymarked route.

5.4 Route Section 2 Well High Lane to A16 (Keal Road)

5.4.1 The proposed DC cable route extends south through the Lincolnshire Wolds AONB as far as the village of West Keal. The following sections consider features of relevance to the topic of socio-economics and tourism along this section of the DC route, focusing on the headings of settlement and land-use and tourism and recreation. Key features and receptors identified along Route Section 2 are shown on Figure 13-1.

Settlement and Land-Use

5.4.2 Key features of settlements along this section of the DC route are identified in Table 13-13.

Settlement	Facilities and Services
Ulceby	Ulceby is a village in the district of East Lindsey. The population of the village is just over 1,711. Community facilities include the Church of All Saints. The majority of the village population reside in the hamlet of Ulceby Cross.
Partney	Partney is a small village with a population in the region of 240. The church of St.Nicholas and the Victory Hall are local community facilities.
Langton	Scattered rural properties within a small settlement to the west of the DC route, including farm businesses and a local church.
Sausthorpe	Sausthorpe is a small village on the southern edge of the Lincolnshire Wolds AONB. The village has a population of just over 300 people and basic community facilities including a place of worship.
Hagworthingham	Hagworthingham sits on the edge of the Lincolnshire Wolds AONB. The A158 from Lincoln to Skegness passes through the village, which includes a public house and shop and service facilities. The village has a population of just over 350 people.
Hundleby	A large village to the west of Spilsby with services and facilities including a public house, visitor accommodation, place of worship and local employment centres.
Spilsby	Spilsby is a market town in the district of East Lindsey. The town, which has a population of over 3,000, includes a range of amenities including small retailers, banks, bakers, butchers, public houses and cafes. The town is described as performing well economically. Spilsby is the main service centre for a rural area of medium to small sized villages including Dalby, Sausthorpe, Raithby and Mavis Enderby. Recent investment in Spilsby town centre has resulted in environmental improvements and an enlarged shopping area.

Table 13.13 Route Section 2 – Settlement Characteristics	
Settlement	Facilities and Services
Raithby	Raithby is a village in the East Lindsey district of Lincolnshire and has a population of nearly 200 people. The village includes a local church and Raithby Hall.
Mavis Enderby	Mavis Enderby is a hamlet with local church (St.Michael Parish Church).
Old Bolingbroke	Old Bolingbroke is a village located some three miles to the west of Spilsby. Local attractions include Bolingbroke Castle.

5.4.3 Outside of the main settlements listed above, there are isolated rural properties in both residential and local business use. The principal land-use along this section of the proposed DC cable route is agriculture. Local businesses located in the vicinity of the proposed DC cable route are identified on Figure 13-3 and include for example the Ulceby Cross Filling Station on the A16/A1104 roundabout to the south east of the DC route and businesses located along the route of the A16.

Tourism and Recreation

5.4.4 In addition to heritage and recreational attractions, Lincolnshire is also home to the Lincolnshire Wolds AONB, through which part of the proposed DC cable route between Haugh and Sausthorpe is located. The topic of landscape is considered separately in Chapter 11. The AONB, which covers a total area of approximately 558 square kilometres is recognised not only for its unique physiography but also for its scenic working and valued cultural landscape. The AONB Management Plan (Ref:13-16) identifies that the area’s ‘extensive network of quiet lanes and public rights of way provide some of the most attractive and tranquil walking, riding and cycling routes in eastern England’. Visitor numbers to the AONB were estimated in 2003 as being in the region of 1.1 million to the wider Wolds area, with the vast majority of these (over one million) being day visitors. A total tourism spend of £38 million for the Wolds has been suggested.

Tourism Infrastructure

5.4.5 Visitor accommodation in the vicinity of the DC route is primarily concentrated within villages and settlements, including Partney, Bolingbroke and Spilsby and includes bed and breakfast and self-catering accommodation.

5.4.6 Visitor attractions identified within this section of the proposed DC cable route include Gunby Hall, near Spilsby, Bolingbroke Castle and the Lincolnshire Aviation Heritage Centre. Table 13-14 sets out visitor numbers for individual attractions where these are available.

Table 13.14 Route Section 2 – Visitor Attractions	
Visitor Attraction	2015 Visitor Numbers
Gunby Hall	37,650
Bolingbroke Castle	-
Lincolnshire Aviation Heritage Centre	22,000 (approximate)

- 5.4.7 Gunby Hall is a Grade I listed house located at the foot of the Lincolnshire Wolds and is in the ownership of the National Trust. The Estate extends to some 560 hectares of land, with facilities including gardens and tea rooms. Bolingbroke Castle is administered by the Heritage Trust of Lincolnshire on behalf of English Heritage; free access is provided to visitors all year round. Both Gunby Hall and Bolingbroke Castle host events during the summer including open-air theatre performances. The Lincolnshire Aviation Heritage Centre is a family run museum focused around Royal Air Force (RAF) Bomber Command with exhibits including aircraft from World War II.
- 5.4.8 Other tourism related businesses are again primarily focused within villages and settlements; no tourism businesses have been identified specifically within the local study area (within 200m of the DC route).

Recreational Activities

- 5.4.9 The AONB is a popular location for a range of recreational activities including walking, cycling, horse-riding and geocaching (an outdoor treasure hunting game using GPS enabled devices).
- 5.4.10 Formal equestrian routes (such as the Lindsey Trail) are located principally in more northern areas of the AONB.
- 5.4.11 Geocaching, an activity where participants use GPS co-ordinates to find hidden containers in various locations, is popular within the AONB. ‘Down Your Wold’ is a community heritage project supported by Heritage Lincolnshire and the Lincolnshire Wolds Countryside Service; Down Your Wold geocaches (containing heritage cards and children’s activities) are currently hidden in eleven locations within the AONB, with the nearest locations to the DC route being at Hagworthingham and Gunby.
- 5.4.12 Field sports are a popular activity in rural Lincolnshire, with particular activities at specific locations including pheasant and partridge shoots.
- 5.4.13 The Snipe Dales Country Park and Nature Reserve is located between Horncastle and Spilsby and managed by Lincolnshire Wildlife Trust. The reserve includes a range of waymarked trails through the site.
- 5.4.14 There are twelve PRoW within Route Section 2 which cross the DC route. Figure 13-4 shows the locations of these PRoW.
- 5.4.15 A survey to assess condition and usage levels of the PRoW, together with the identification of any wider connections associated with or linked to individual routes, was undertaken in March

2017. Although levels of usage of PRoW within this area were low during the survey period, the survey identified that PRoW were accessible, well signposted and in good condition, suggesting that routes are in regular usage.

5.5 Route Section 3 A16 (Keal Road) to River Witham

5.5.1 The third section of the proposed DC cable route passes in a southerly direction close to the settlements of East and West Keal. The following sections consider features of relevance to the topic of socio-economics and tourism along this section of the DC route, focusing on the headings of settlement and land-use; and tourism and recreation. Key features and receptors identified along Route Section 3 are shown on Figure 13-5.

Settlement and Land-Use

5.5.2 Key features of settlements along this section of the DC route are identified in Table 13-15.

Table 13.15 Route Section 3 – Settlement Characteristics	
Settlement	Facilities and Services
East Keal	East Keal is a village in the East Lindsey district of Lincolnshire with a population of nearly 370. It is located on the edge of the Lincolnshire Wolds AONB and facilities include a church, primary school, Post Office and local businesses.
West Keal	West Keal is a small settlement in the countryside with basic facilities including a church and a café as well as agricultural businesses (for example Burwell Pheasantries).
East Kirkby	East Kirkby is a village in the district of East Lindsey with a population of just over 300. The village has basic services including a public house. The Prime Meridian passes by the former RAF East Kirkby airfield.
Keal Cotes	A small village through which the A16 passes, with some visitor facilities for example a camping business and public house.
Stickford	A scattered settlement on both sides of the A16 to the south of the DC route. Facilities include a public house and Stickford Community Centre.
New Bolingbroke	Linear settlement with community facilities include a Post Office and small range of local businesses.
Stickney	Small community to the east of the DC route, with a good range of community services and facilities including primary school, Post Office, doctor's surgery and village hall. A range of local businesses are located here.
Carrington	A small rural village (parish population of just over 550) with facilities including a local church.
Gipsey Bridge	Small hamlet mainly comprising residential properties.

5.5.3 Outside of the main settlements listed above, there are isolated rural properties in both residential and local business use. The principal land-use along this section of the proposed DC cable route is agriculture.

Tourism and Recreation

Tourism Infrastructure

5.5.4 Visitor accommodation in the vicinity of the DC route is primarily concentrated within villages and settlements, including East and West Keal, New Bolingbroke and Stickney and includes bed and breakfast and self-catering accommodation. There are several isolated rural properties that also offer self-catering and bed and breakfast accommodation for visitors. Approximately 5km to the north-west of the DC route is the Tattershall Lakes Country Park, an 85 hectares site which offers wooden lodges, static caravans and glamping facilities. Other campsites in the area include as part of facilities offered by the Bubblecar Museum.

5.5.5 Visitor attractions identified within Route Section 3, including visitor numbers for individual attractions, are set out in Table 13-16 and identified on Figure 13-3.

Table 13.16 Route Section 3 – Visitor Attractions	
Visitor Attraction	2015 Visitor Numbers
The Bubblecar Museum	Figures not available. Likely to be less than 10,000 p.a.
Ark Wildlife Park	-
Sibsey Trader Windmill	-
Battle of Britain Memorial Flight Visitor Centre at Coningsby	21,000 (approx. 2015 numbers)
Tattershall Castle	46,334

5.5.6 Tattershall Castle is a National Trust property located within the Zol for the DC route.

5.5.7 Other tourism related businesses are again primarily focused within villages and settlements; no tourism businesses have been identified specifically within the local study area (within 500m of the DC route).

Recreational Activities

5.5.8 There are four PRoW within Route Section 3 which will be crossed by the proposed DC cable route (shown in Figure 13-5). The Water Rail Way is one of these routes, a walking and cycling route that follows the course of the River Witham along a disused railway track.

- 5.5.9 A survey to assess the condition and usage levels of the PRoW, together with the identification of any wider connections associated with or linked to individual routes, was undertaken in March 2017.
- 5.5.10 The River Witham is navigable from Brayford Pool in Lincoln to Boston and provides access for boaters to the Witham Navigable Drains to the north of Boston, and to the South Forty Foot Drain to the south.

5.6 Route Section 4 River Witham to the Proposed Converter Station

5.6.1 Route Section 4 passes near the settlements of Swineshead, Bicker and Donington and to the north-west of the town of Boston. The following sections consider features of relevance to the topic of socio-economics and tourism along this section of the DC route, focusing on the headings of settlement and land-use; and tourism and recreation.

Settlement and Land-Use

5.6.2 Key features of settlements along Route Section 4 are identified in Table 13-17.

Table 13.17 Route Section 4 – Settlement Characteristics	
Settlement	Facilities and Services
East Heckington	Small linear settlement focused along the A17 to the west of the DC route.
Swineshead Bridge	Hamlet to the east of the DC route, which includes Swineshead railway station and several local businesses.
Swineshead	Swineshead is a village with a range of local amenities such as small shops, post office, a pharmacy, doctors’ surgery and public houses. The village has a population of just over 450.
Bicker	Bicker is a village in the Borough of Boston, with a range of services and facilities and a population of nearly 1,000 people.
Donington	Donington is a large village with a good range of services and facilities in the Borough of Boston, and has a population of nearly 7,000.

5.6.3 Outside of the main settlements listed above, there are a number of rural properties in both residential and local business use. The principal land-use along this section of the proposed DC cable route is agriculture. Local businesses located in the vicinity of the DC route are identified on Figure 13-4.

Tourism and Recreation

Tourism Infrastructure

- 5.6.4 Visitor accommodation (primarily bed and breakfast and self-catering accommodation) is principally clustered in and around the main settlements located in the vicinity of the DC route, including Boston, Bicker and Donington to the east of the DC route and Great Hale and Helpingham to the west.
- 5.6.5 There are no visitor attractions in the vicinity of the DC route within Route Section 4.
- 5.6.6 Other tourism related businesses are again primarily focused within villages and settlements; no tourism businesses have been identified specifically within the local study area (within 500m of the DC route).

Recreational Activities

- 5.6.7 There is one PRoW within this section which is crossed by the proposed DC cable route (shown on Figure 13-6).
- 5.6.8 A survey to assess condition and usage levels of the PRoW, together with the identification of any wider connections associated with or linked to the route, was undertaken in March 2017. The survey identified levels of usage of the PRoW in this area as low.

6 Potential Impacts

6.1 Overview of Potential Impacts

- 6.1.1 The installation of the subsurface cable would not give rise to any permanent impacts upon the identified socio-economic and tourism receptors. The only impact of the development upon the identified socio-economic and tourism receptors would arise from construction activities which would be temporary or short-term occurrences during the construction phase only. This would include effects resulting from construction such as construction traffic, noise and vibration from construction plant and machinery, dust generation and site runoff or other temporary effects caused by access or compounds.
- 6.1.2 This chapter comprises an overview of socio-economic and tourism impacts (for example relating to construction employment), with impacts relating to specific locations (such as where PRow are crossed by the proposed DC route) set out in the individual route sections.

Local Economy

- 6.1.3 Construction of the proposed DC cable route (including the proposed landfall at Boygrift) will have a range of impacts on the local economy, including job creation, the procurement of local services and materials, and spend within the locality.
- 6.1.4 Like other major utility and infrastructure projects, there will be a higher level of construction employment and a minimal level of operational employment. The labour force required for the work proposed will consist of a mix of highly specialised workers, semi-skilled staff and others. These personnel include specialist engineers and plant operators, inspectors and supervisors, and management staff. Although a large percentage of the staff employed by the Contractor and National Grid will be drawn from the permanent staff of those organisations, it is normal practice on such projects that some local staff and site labour may be required which would be let on a sub-contract basis to local firms.
- 6.1.5 The construction period is anticipated to be of approximately three to four years duration (depending on installation methods, access and available resources) and employ in the region of 60 personnel. Numbers will vary during the course of construction depending on the activities being undertaken. Chapter 14 (Traffic and Transport) sets out that it is currently unknown where workers may originate, therefore the distribution of worker origin has been based on the approximate populations of large settlements (>6,000 people) within a 60 minute drive time of each temporary construction facility within each route section.. An assessment of the number of jobs lost to displacement and leakage (employment benefits created outside of the immediate area) has been undertaken.

- 6.1.6 Displacement relates to the proportion of employment that has been transferred from one place to another, rather than new job creation, so for example where construction workers have moved between construction schemes. Since the construction of the proposed DC cable route is not expected at this point to require labour, land or capital from other local firms or organisations, it has been assumed that displacement would be low – for example, the Contractor may use local labour for some low-skilled activities which may come from within the local workforce.
- 6.1.7 Leakage refers to the proportion of employment benefits that are 'lost' from the immediate area. An example of this could be where more specialist construction techniques may not be able to be provided from within the local jobs market and appropriately skilled workers may need to be brought in from outside of the study area. A further point for consideration relates to the high mobility of construction workers. It is expected that a reasonably high proportion of employment benefits would be retained within the local area.
- 6.1.8 In addition to the creation of direct construction employment, construction of the proposed DC cable route could also generate indirect and induced employment opportunities. Indirect employment could arise from local firms providing services (for example fencing, or landscape restoration), or the provision of goods, materials and local service staff during the construction phase (for example security or administrative roles). Induced employment results from the spending of incomes earned by those directly employed on the construction of the scheme and workers employed by suppliers/ subcontractors, for example on food or accommodation. Multipliers to calculate supply linkages and income expenditure are often combined into a composite multiplier. At a local level, the Additionality Guide (Ref:13-4) identifies composite multipliers of 1.05, 1.1 and 1.15 (low, medium and high). For the purposes of the proposed DC cable route, a low composite multiplier of 1.05 has been assumed in that local supply linkages are anticipated to be low.
- 6.1.9 Whilst the traffic and transport assessment assumes as a traffic worst case that all workers commute from within a 60 minutes' drive time, it is anticipated for the socio economic and tourism assessment that there will be a requirement for temporary living accommodation within reasonable commuting distance of the project (such as rented housing, hotels, guest houses, bed and breakfast establishments/lodgings and official caravan parks). Expenditure in the accommodation sector will therefore be generated as a result of the construction of the proposed DC cable route, which will in turn create further local expenditure on services such as fuel, food and drink. It is considered that there is a sufficient range and quantity of accommodation within an acceptable commuting distance of the length of the proposed DC cable route for this not to adversely affect the local tourist trade.
- 6.1.10 The overall effect on the local economy, by virtue of job creation, impacts on the business supply chain (by virtue of the procurement of materials and supplies) and expenditure created in the local economy from construction workers, is considered to be **temporary** and **minor beneficial**. No significant negative effects are expected to arise.

Local Population

- 6.1.11 A further socio-economic effect of construction of the proposed DC cable route relates to impacts on the amenity of local residents. Impacts on residential amenity during construction may result from visual impact, noise and traffic impacts; these areas are assessed individually in Landscape and Visual Amenity (Chapter 11 ES-2-B.07), Traffic and Transport (Chapter 14 ES-2-B.10) and Noise and Vibration (Chapter 15 ES-2-B.11).
- 6.1.12 Traffic and Transport (Chapter 14 ES-2-B.10) effects on the local population may arise through increases in HGV traffic, severance and impacts on pedestrians and cyclists. Overall, no significant effects are identified in the assessment except for temporarily at weekends on a small number of road links. From a Landscape and Visual Amenity perspective, construction activity can prove intrusive in the context of existing landform, land use, settlement, landscape elements/features and overall impression of the landscape character which may impact on residents' amenity. The only significant effect identified is moderate adverse impact on some residential properties in the settlement of Salesby.
- 6.1.13 Noise and Vibration potentially impacts on properties in the vicinity of the construction. The assessment identifies some significant effects on properties within defined distances from the construction, and this varies between daytime and night time.

Tourism and Recreation

- 6.1.14 Potential impacts on tourism and the visitor economy during the construction phase of the proposed DC cable route may include:
- Impacts deriving from the visual impacts of construction, for example adverse impacts on tourism arising from changes to views;
 - Impacts on tourism as a result of negative visitor perception during construction;
 - Impacts deriving from increased traffic on the local road network due to construction of the proposed DC cable route or to traffic congestion as a result of construction works at locations where the DC route crosses transport routes;
 - Impacts on tourism deriving from the accommodation requirements of construction staff (i.e. a reduction in uptake of accommodation by visitors due to pre-existing uptake by those involved in the construction of the UK Onshore Scheme, leading to reductions in visitors); and
 - Impacts on recreational activities directly affected by the construction of the DC route.
- 6.1.15 The assessment of the impacts on tourism via these mechanisms requires input from other assessments, notably from the landscape and visual assessment (Landscape and Visual Amenity (Chapter 11 ES-2-B.07)) and that undertaken for Traffic and Transport (Chapter 14 (ES-2-B.10)).
- 6.1.16 The baseline data set out in Section 5 presents an overview of tourism in Lincolnshire, together with key information about various visitor markets and the characteristics thereof. A review of

this data to ascertain what some of the impacts relating to perception and image of the proposal might be identifies the following points:

- The area sees a very high proportion of day visits. These are therefore likely to be local people who are unlikely to change their visitor behaviour patterns as a result of the UK Onshore Scheme.
- Aside from the better-known coastal towns and attraction such as Skegness and Mablethorpe, the rural hinterland of Lincolnshire is not well known as a place to visit at present. However, this could change in the future with marketing, and changes in the way that people find out about potential destinations (for example using Trip Advisor as a way of identifying positively reviewed locations and attractions). The Strategic Economic Plan 2014 for the Lincolnshire LEP includes focused objectives for growing tourism in Lincolnshire.
- UK staying visitors may potentially be the most sensitive group of receptors to construction of the proposed DC cable route. Although the highest intensity of staying visitors are likely to be along the coastal strip, in and around towns such as Sutton-on-Sea, Mablethorpe and Skegness, visitors will be attracted to other activities / areas further inland such as history and heritage, recreational activities and scenery.
- The proposed DC cable route construction will take place all year but seek to avoid the holiday season near the coast. This should minimise impacts but a worst case scenario may be the temporary displacement of visitors to other visitor attractions or accommodation centres within Lincolnshire, thus transferring visitor spend rather than any overall reduction in volume and value. Visitor attractions elsewhere in the County are considered largely to have the capacity to absorb displaced visitors. Accommodation providers within the County typically exhibit higher occupancy rates during peak periods such as August, when there would be less spare capacity to absorb displaced visitors at this time.
- Existing weaknesses in the visitor economy in Lincolnshire (such as quality of visitor accommodation and experience) may in themselves impact on future visitor choice and thereby numbers.

6.1.17 The significance of impacts on tourism volume and value is considered to be **negligible** and not economically significant over the long-term.

6.2 Route Section 1 Proposed Landfall Site to Well High Lane

Settlement and Land-Use

6.2.1 The landscape and visual assessment identifies no significant effects on residential properties during construction with the exception of views from residential receptors in the settlement of Salesby where a small number of locations on the southern edge of the settlement may gain partial visibility of the temporary construction compound and a short section of the proposed DC cable route during construction. There may also be a slight increase in visibility of traffic on the A1104 as a result of temporary hedge removal. Construction activity and temporary structures are likely to be noticeable elements in more open views experienced from a small number of

- receptors and although temporary in nature and of a medium duration are anticipated to result in a Moderate Adverse impact.
- 6.2.2 With respect to noise and vibration, at the landfall site a moderate adverse significant effect is identified on residences due to construction noise. A small number of isolated properties would also experience an effect of moderate adverse significance from the DC cable route construction.

Tourism and Recreation

- 6.2.3 The survey of beach and promenade usage undertaken at Boygriff in relation to the location of the proposed landfall, identified that whilst the stretch of coastline from Sutton-on-Sea south towards Anderby is well used, some sections are more heavily used than others with these sections tending to correspond to closer car parking availability (therefore the section of beach to the north of the proposed landfall at Boygriff is well used as a result of the presence of parking in Sandilands itself and the public car park near to Sandilands Golf Course; the section of beach to the south of the proposed landfall is equally well used as a result of the Huttoft car park). During a sunny August Bank Holiday weekend in 2016, less than 100 beach users were identified at any one time in the vicinity of the proposed landfall site, compared to several hundreds of beach users at locations a short distance to the north and south.
- 6.2.4 The beach and promenade are used all year round by local people as well as visitors, with the promenade being popular for walking, cycling and dog walking. The usage survey identified a similar proportion of walkers using the promenade during both peak and off-peak survey times (August and November 2016).
- 6.2.5 The timescale for construction of the proposed landfall will depend on the construction methodology adopted, however public access to a section of the beach will be restricted during the construction period. It is considered that the impact on beach users as a result of this restriction in access would be **negligible** due to the quality and quantity of alternative provision that is available.
- 6.2.6 Construction traffic may impact on tourism through additional traffic levels on routes in the area. On weekdays, six sites are identified as having significant effects and eight sites on weekends.
- 6.2.7 The assessment of effects on users of PRoW considers both direct effects on routes where they are crossed by the proposed DC cable route as well as indirect effects on the amenity of users of these routes. A planned approach is proposed to be taken to the management of PRoW and an Outline Access Management Plan has been completed for the UK Onshore Scheme. It is the intention to keep PRoW open as far as possible via management and short-term closures where necessary, in order to balance safety and disruption risks to users. No permanent closures of PRoW are required as part of the UK Onshore Scheme.
- 6.2.8 In addition to the promenade, the proposed DC cable route crosses four PRoW in this route section. PRoW Hutt/854/1 (part of the former Sutton Branch Line) forms part of a circular walk promoted through the Lincolnshire Coast Country Park. Both this PRoW and Hutt 6/2 are within the coastal strip and therefore in close proximity to a high proportion of staying visitors. Although

- usage levels during the period the PRoW were surveyed were low (due to factors such as weather and time of year), it is likely that these routes will see higher seasonal use during the summer months (the former Sutton Branch Line route in particular).
- 6.2.9 There is a secondary temporary construction compound located between Huttoft Road and the former Sutton Branch Line adjacent to PRoW Hutt/854/1, which may further impact users of the circular walk from an amenity perspective (noise/visual intrusion). There are several temporary working areas none of which would have any impact on tourism and recreation receptors.
- 6.2.10 PRoW Sale/281/1 passes through the ancillary works area of primary construction compound P1, and therefore may be subject to temporary closure during the period this construction compound is active.
- 6.2.11 No significant visual effects are identified from chapter 11 (Landscape and Visual Amenity) referring to impact on users of PRoW.
- 6.2.12 Construction management proposals for each of the PRoW crossed by the DC route along Route Section 1 would involve temporary closures for up to 20 days at each location as a realistic worst case to enable cable route construction. This would involve the following PRoW in route section 1: Hutt/6/2;
- Hutt/854/1;
 - Sale/281/1; and
 - Sale/290/1.
- 6.2.13 There is likely to be a temporary impact on users of these PRoW during the construction period; from the temporary closure. Impacts on users of PRoW are assessed as **temporary** and **minor adverse**.
- 6.2.14 No direct impacts have been identified on tourism businesses as a result of permanent or temporary land-take associated with the construction of the proposed DC cable route but some impacts may arise indirectly in the areas where residential amenity is affected visually or where there are noise impacts on visitors staying at the caravan and camping sites, or from the traffic impacts from construction works in the locations identified in the residential amenity section.

6.3 Route Section 2 Well High Lane to A16 (Keal Road)

Settlement and Land-Use

- 6.3.1 The landscape and visual assessment identifies no significant effects on residential properties during construction. With respect to noise and vibration, a small number of isolated properties would experience an effect of moderate adverse significance from the DC cable route construction.

Tourism and Recreation

- 6.3.2 Route Section 2 is located in a primarily agricultural area and includes a section of the Lincolnshire Wolds AONB.

- 6.3.3 No direct impacts on tourism businesses have been identified as a result of permanent or temporary land-take associated with the construction of the proposed DC cable route but some impacts may arise indirectly in the areas where residential amenity is affected visually or where there are noise impacts on visitors staying at the caravan and camping sites, or from the traffic impacts from construction works in the locations identified in the residential amenity section.
- 6.3.4 Construction traffic may impact on tourism through additional traffic levels on routes in the area. On weekdays, two sites are identified as having significant effects and five sites on weekends. No significant effects on landscape and visual amenity have been identified. The assessment of effects on users of PRow considers both direct effects on routes where they are crossed by the proposed DC cable route as well as indirect effects on the amenity of users of these routes. A planned approach is proposed to be taken to the management of PRow and an Outline Access Management Plan has been completed for the UK Onshore Scheme. It is the intention to keep PRow open as far as possible via management and short-term closures where necessary, in order to balance safety and disruption risks to users. No permanent closures of PRow are required as part of the UK Onshore Scheme.
- 6.3.5 The red line boundary for the proposed DC cable route includes thirteen PRow within this route section, of which four are within the AONB. Ten of these thirteen PRow are crossed by the proposed DC cable route. The landscape and visual amenity assessment has not identified any significant impact on users of PRow.
- 6.3.6 Tertiary construction compound T7 is located to the south of the A158 Sausthorpe Road, located to the east of PRow Saus/124/1. There is not likely to be a direct impact on the PRow, however there may be indirect impacts on users of the PRow in terms of amenity. Tertiary construction compounds T5 and T6 are located within the AONB. There are also several temporary working areas that would have no impact on tourism and recreation.
- 6.3.7 Construction management proposals for each of the PRow crossed by the DC route along Route Section 2 would involve temporary closures for up to 20 days at each location as a realistic worst case to enable cable route construction. This would involve the following PRow in route section 2: Rigs/84/1:
- Hauh/276/3;
 - LgBS/103/1;
 - LgBS/123/1;
 - Saus/124/1;
 - Rait/131/1 ;
 - Rait/128/1 ;
 - Rait/367/1 ;
 - Rait/132/2 ;
 - EKea/135/1;
 - EKea/185/5;

- EKea/186/1; and
- EKea/361/1.

6.3.8 There is likely to be a temporary impact on users of these PRoW during the construction period from the temporary closure but this is for a worst case of 20 days. Impacts on users of PRoW are assessed as **temporary** and **minor adverse**.

6.4 Route Section 3 A16 (Keal Road) to River Witham

Settlement and Land-Use

6.4.1 The landscape and visual assessment identifies no significant effects on residential properties during construction. With respect to noise and vibration, a small number of isolated properties would experience an effect of moderate adverse significance from the DC cable route construction.

Tourism and Recreation

6.4.2 Route Section 3 is located in a primarily agricultural area characterised by small rural settlements and isolated rural properties.

6.4.3 There is no identified direct impact on tourism businesses as a result of permanent or temporary land-take associated with the construction of the proposed DC cable route but some impacts may arise indirectly in the areas where residential amenity is affected visually or where there are noise impacts on visitors staying at the caravan and camping sites, or from the traffic impacts from construction works in the locations identified in the residential amenity section.

6.4.4 Construction traffic may impact on tourism through additional traffic levels on routes in the area. On weekdays, seven sites are identified as having significant effects and fourteen sites on weekends. No significant effects on landscape and visual amenity have been identified.

6.4.5 The assessment of effects on users of PRoW considers both direct effects on routes where they are crossed by the proposed DC cable route as well as indirect effects on the amenity of users of these routes. A planned approach is proposed to be taken to the management of PRoW and an Outline Access Management Plan has been completed for the UK Onshore Scheme. It is the intention to keep PRoW open as far as possible via management and short-term closures where necessary, in order to balance safety and disruption risks to users. No permanent closures of PRoW are required as part of the UK Onshore Scheme.

6.4.6 The red line boundary for the proposed DC cable route includes five PRoW within this route section, of which four would be directly crossed by the DC route. The landscape and visual amenity assessment has not identified any significant impact on users of PRoW.

6.4.7 Construction management proposals for each of the PRoW crossed by the DC route along Route Section 3 would involve temporary closures for up to 20 days at each location as a realistic worst case to enable cable route construction. This would involve the following PRoW in route section 3:

- EKea/182/5;
 - WFeN/350/1;
 - Stkd/202/4;
 - WFeN/351/1; and
 - Brot/5/2.
- 6.4.8 PRow Brot/5/2 runs adjacent to the River Witham and forms part of the Water Rail Way, a walking and cycling route that follows the course of the River Witham along a disused railway track.
- 6.4.9 There is likely to be a temporary impact on users of these PRow during the construction period from the temporary closure but this is for a worst case of 20 days. Impacts on users of PRow are assessed as **temporary** and **minor adverse**.
- 6.4.10 PRow Wvil/352/2 runs from Westville Road in a northerly direction immediately adjacent to the red line boundary for the Scheme. Although there is not likely to be a direct impact on this PRow, there may be a temporary amenity impact on users due to the proximity of the PRow to this temporary secondary construction compound S5 (the PRow is within 100m of the construction compound). The other primary and secondary construction compounds within Route Section 3 would not have any impacts on tourism and recreation.
- 6.4.11 There would be no impact on boating usage along the River Witham during the construction period.

6.5 Route Section 4 River Witham to the Proposed Converter Station

Settlement and Land-Use

- 6.5.1 The landscape and visual assessment identifies no significant effects on residential properties during construction. With respect to noise and vibration, a small number of isolated properties would experience an effect of moderate adverse significance from the DC cable route construction.

Tourism and Recreation

- 6.5.2 Route Section 4 is located in a primarily agricultural area with several settlements within the proximity.
- 6.5.3 There is no identified direct impact on tourism businesses as a result of permanent or temporary land-take associated with the construction of the proposed DC cable route but some impacts may arise indirectly in the areas where residential amenity is affected visually or where there are noise impacts on visitors staying at the caravan and camping sites, or from the traffic impacts from construction works in the locations identified in the residential amenity section.

- 6.5.4 Construction traffic may impact on tourism through additional traffic levels on routes in the area. On weekdays, no sites are identified as having significant effects and six sites on weekends. No significant effects on landscape and visual amenity have been identified.
- 6.5.5 The assessment of effects on users of PRow considers both direct effects on routes where they are crossed by the proposed DC cable route as well as indirect effects on the amenity of users of these routes. A planned approach is proposed to be taken to the management of PRow and an Outline Access Management Plan has been completed for the UK Onshore Scheme. It is the intention to keep PRow open as far as possible via management and short-term closures where necessary, in order to balance safety and disruption risks to users. No permanent closures of PRow are required as part of the UK Onshore Scheme.
- 6.5.6 The proposed DC cable route crosses one PRow within this route section. The landscape and visual amenity assessment has not identified any significant impact on users of PRow.
- 6.5.7 Construction management proposals for the PRow crossed by the DC route along Route Section 4 would involve temporary closures for up to 20 days at each location as a realistic worst case to enable cable route construction. This would involve the PRow route Bick/1/1 within route section 4.
- 6.5.8 The DC route crosses the footpath Bick/1/1 which runs adjacent to the South Forty Foot Drain. A site visit in August 2016 ascertained the condition and likely usage levels of this PRow and identified that, although the footpath was accessible, no users were observed. The impact on users of these PRow during the construction period has therefore been assessed as **temporary** and **minor adverse**.
- 6.5.9 The construction compounds within the route section are not anticipated to have any impact on tourism or recreation.

6.6 Longer Term, Operational and Permanent Impacts

- 6.6.1 For the purposes of this EIA operational, longer term and permanent effects are those which would occur as a result of the Scheme's land take or as a result of its operation.

Local Economy

- 6.6.2 Employment during the operational phase of the Project would relate to maintenance of the proposed DC cable route only and is likely to be minimal. The impact of the operation of the proposed DC cable route on the local labour market through employment creation is therefore considered to be negligible.

Local Population

- 6.6.3 It is not considered that there would be any impacts on the local population once the proposed DC cable route is operational.

Tourism and Recreation

- 6.6.4 On completion of the construction works, it is not considered that there would be any impacts on tourism volume and value, tourism infrastructure or on recreational activities in the local area. Disrupted land would be reinstated to its former condition.

6.7 Decommissioning Impacts

- 6.7.1 The anticipated operational life of the proposed DC cable route is approximately 40 years. Should decommissioning be required, the activities to be undertaken would be similar in nature to those described for construction.

7 Mitigation

7.1 Design Mitigation

- 7.1.1 These are measures incorporated into the design of the UK Onshore Scheme. All design mitigation are identified in Chapter 5: The Proposed Underground DC Cable (ES-2-B-01).
- 7.1.2 The remainder of is section summarises additional mitigation measures for the socio-economics and tourism topic.

7.2 Construction Mitigation

- 7.2.1 There is no additional mitigation required for the UK Onshore Scheme with respect to socio economics and tourism in addition to that forming part of the in-built scheme mitigation discussion in Section 3. Mitigation for the landscape and visual effects, traffic and transport and noise and vibration are dealt with in each of those chapters. Construction mitigation measures would reduce any potential adverse impacts associated with the proposed DC cable route, TCCs and temporary accesses through careful consideration of the drainage network and construction techniques.

7.3 Other Measures

- 7.3.1 No other mitigation measures are considered necessary for the topic of socio-economics and tourism.

7.4 Compensation Measures

- 7.4.1 These are measures to be implemented in the event that an effect cannot be mitigated and could include measures to offset the loss of an important feature or resource. No compensation measures are considered necessary for the socio-economics and tourism topic.

8 Residual Effects

8.1 Construction Effects

- 8.1.1 During the construction phase, no significant adverse residual effects have been identified. The effects are the same as assessed in Section 6 based on the built-in scheme mitigation.
- 8.1.2 Construction will result in the creation of jobs (direct and indirect employment). The exact number of jobs generated through direct employment will depend on the Contractor, however, it is anticipated that some could be generated locally. In addition it is expected that a proportion of jobs will be generated indirectly (for example through accommodation and other service providers). These effects are considered to be a **minor beneficial** effect although **not significant**.
- 8.1.3 Impacts on tourism (for example tourism volume and value, tourism infrastructure, visitor traffic) are considered to be temporary, **negligible** and **not significant**.
- 8.1.4 Temporary impacts on PRoW crossed by the construction of the permanent access track are considered to be **minor adverse** and **not significant**.

8.2 Longer Term, Operational and Permanent Effects

- 8.2.1 During the operational phase, no significant adverse residual effects have been identified.
- 8.2.2 Employment created during the operational phase of the proposed DC cable route is considered to be **negligible** and **not significant**.
- 8.2.3 There would be no permanent effects to PRoW as a result of dissection by the proposed DC cable route.

8.3 Decommissioning Effects

- 8.3.1 The anticipated operational life of the proposed DC cable route is approximately 40 years. Should decommissioning be required, the activities to be undertaken would be similar in nature to and no worse than those described for construction.

9 Cumulative Effects

9.1 Scope of Cumulative Assessment

9.1.1 An assessment of cumulative effects has been undertaken. Developments that have been taken into account as part of the cumulative assessment are identified in Chapter 16 (ES-2-B.12); the assessment has taken into account both spatial and temporal overlaps in relation to the socio-economics and tourism topic.

9.2 Cumulative Assessment (Inter-Project Impacts)

9.2.1 Construction of the proposed DC cable route may overlap with other development schemes, having the potential to contribute to an adverse cumulative impact in terms of amenity (disturbance and nuisance from construction activities) and the potential demand and supply for construction materials and workforce. A review of schemes that may come forward in the vicinity of the proposed DC cable route has identified that there are not likely to be any significant cumulative effects from a socio-economics and tourism perspective.

9.3 Cumulative Assessment (Intra-Project Impacts)

9.3.1 This section considers the intra-project impacts, which relate to activities combining the construction of the proposed DC cable route with the proposed converter station, proposed AC cable route and the permanent access road. Taking the proposed converter station, proposed AC cable route and the permanent access road into account, it is not considered that there would be any change in the significance of effects when considering the Scheme elements together.

10 Summary of Assessment

10.1 Summary

Overview of Baseline Conditions

- 10.1.1 The proposed DC cable route is within one of the most sparsely populated counties in the UK. The DC route passes through the four districts of East Lindsey, North Kesteven, Boston and South Holland. Settlements and land-use within these areas is characterised by an urbanised coastal strip with a rural hinterland, comprising market towns and villages. Analysis of local population characteristics shows a higher proportion of people aged over 65, particularly within ELDC (26% compared to 16.4% for England). Economic activity rates and employment rates are broadly comparable to county-wide and national levels, although the dominance of tourism and agriculture mean there are issues relating to seasonality of employment. Levels of deprivation are relatively low within the districts of SHDC, BBC, ELDC and NKDC.
- 10.1.2 Agriculture is a principal land use and employer within the Zol; the food and farming sector contributes most in terms of Gross Value Added (GVA) and employment to the four districts of South Holland, Boston, East Lindsey and North Kesteven out of the seven Lincolnshire districts. The majority of businesses are classed as 'rural', which reflects the dominance of agriculture in Boston Borough and South Holland. Furthermore, the region's horticultural business is the second-most important in the UK with an estimated annual value of £470 million (2010). For example, within South Holland agriculture employs over 3,000 people directly and a further 10,000 people indirectly (approximately 15% of the population of the district).
- 10.1.3 The tourism industry is another important sector of the local economy, with strategic priorities for Greater Lincolnshire including improving the tourism product and selling the destination 'image'. Activity tourism – walking, cycling and the use of the waterways for example – is a particular strength in this area. Tourism infrastructure (visitor accommodation, food and drink establishments for example) is primarily concentrated along the coastal strip and within the larger villages and towns in the rural hinterland.
- 10.1.4 Recreational activities take place throughout the Zol, including beach usage along the coastal strip between Mablethorpe and Skegness; walking, cycling and horse-riding activities along footpaths and bridleways within the Zol; and waterway usage along for example the River Witham and South Forty Foot Drain.
- 10.1.5 PRoW that are likely to be crossed by the DC route have been identified. A site visit undertaken in March 2017 concluded that PRoW are accessible but that levels of use were low and that the majority of PRoW were likely to be restricted to local users.

Overview of Residual Effects

- 10.1.6 Residual effects identified in the assessment are summarised in Section 9. No significant residual effects have been identified. A summary of residual effects is given in Table 13-19.

Residual Effects in East Lindsey District Council

- 10.1.7 Construction of the proposed DC cable route would generate jobs (both direct and indirect employment), a proportion of which would be created within the local economy resulting in minor beneficial effects (not significant). Further jobs would be created during the operational phase, as a result of operation and maintenance requirements, although this is likely to be relatively low.
- 10.1.8 Temporary land-take would be required for the construction phase.
- 10.1.9 Nineteen PRoW are crossed by the proposed DC cable route, with a further four PRoW located within the red line boundary for the Scheme; which will require temporary closure for a short period of up to 20 days during construction. The impact on users is considered to be minor adverse and not significant.

Residual Effects in South Holland District Council

- 10.1.10 Construction of the proposed DC cable route would generate jobs (both direct and indirect employment), a proportion of which would be created within the local economy resulting in minor beneficial effects (not significant). A small amount of employment could be created during the operational phase, as a result of maintenance requirements, although this is likely to be very low.
- 10.1.11 Temporary land-take would be required during the construction phase.
- 10.1.12 No PRoW are crossed by the proposed DC cable route within South Holland District Council.

Residual Effects in Boston Borough Council

- 10.1.13 Construction of the proposed DC cable route would generate jobs (both direct and indirect employment), a proportion of which would be created within the local economy resulting in minor beneficial effects (not significant). A small amount of employment could be created during the operational phase, as a result of maintenance requirements, although this is likely to be very low.
- 10.1.14 Temporary land-take would be required during the construction phase.
- 10.1.15 Two PRoW are crossed by the proposed DC cable route; which will require temporary closure for a short period of up to 20 days during construction. The impact on users is considered to be minor adverse and not significant.

Residual Effects in North Kesteven District Council

- 10.1.16 Construction of the proposed DC cable route would generate jobs (both direct and indirect employment), a proportion of which would be created within the local economy resulting in minor

beneficial effects (not significant). A small amount of employment could be created during the operational phase, as a result of maintenance requirements, although this is likely to be very low.

10.1.17 Temporary land-take would be required during the construction phase.

10.1.18 No PRow are crossed by the proposed DC cable route within the North Kesteven area.

Table 13.18 Summary of Assessment: Socio-economics & Tourism

Description of Receptor	Value/ Sensitivity	Description of Residual Effect	Significance	Significant
Residential properties	High	No residual effects on residential properties have been identified.	Negligible	No
Commercial property or land-use	High	No residual effects on commercial properties or land-uses have been identified.	Negligible	No
Community infrastructure	Low	No residual effects on community infrastructure have been identified.	Negligible	No
Local Economy	High	Residual effects relate to direct and indirect employment creation during both the construction and operational phases.	Beneficial, Minor	No
Tourism Volume and Value	High	No residual effects on tourism volume and value have been identified.	Negligible	No
Tourism Infrastructure	Medium	No residual effects on tourism infrastructure have been identified.	Negligible	No
Recreational Activities (e.g. PRoW)	Low	21 PRoW will be crossed by construction of the proposed DC cable route and will be subject to temporary closure for up to 20 days in each location. All PRoW will be returned to previous condition / use, therefore no permanent impacts are identified.	Adverse, Minor	No

11 References

Ref:13-1: Office for National Statistics, (2011), Census Data

Ref:13-2: Office for National Statistics, (2015), Business Register and Employment Survey (BRES),

Ref:13-3: Design Manual for Roads and Bridges (DMRB) Guidance (Volume 11, Section 3, Parts 3, 6, 8, 9 and 12).

Ref:13-4: Homes and Communities Agency (2014), Additionality Guide (Fourth Edition)

Ref:13-5: Department of Energy & Climate Change, (2011), Overarching National Policy Statement for Energy (EN-1)

Ref:13-6: Department for Communities and Local Government, (2012), National Planning Policy Framework (NPPF)

Ref:13-7: North Kesteven District Council, (2007), North Kesteven Local Plan

Ref:13-8: South Holland District Council, (2006), South Holland District Council Local Plan

Ref: 13-9: Boston Borough Council, (2007), Local Plan saved policies

Ref: 13-10: East Lindsey District Council, (2007), Local Plan saved policies

Ref:13-11: Boston Borough Council, (2006), Boston Borough Interim Plan

Ref:13-12: South East Lincolnshire Joint Strategic Planning Committee, (2017), South East Lincolnshire Local Plan 2011-2036 Publication Version March 2017.

Ref:13-13: East Lindsey District Council, (2017), Emerging Local Plan

Ref:13-14: East Lindsey District Council, (2017), Settlement Proposals Document

Ref:13-15: Greater Lincolnshire Local Enterprise Partnership, (2012), Greater Lincolnshire Destination Management Plan 2013-2020

Ref:13-16 The Lincolnshire Wolds Countryside Service and Lincolnshire Wolds Joint Advisory Committee (AONB Partnership), (2012), Lincolnshire Wolds AONB Management Plan

Ref:13-17 The Wash Estuary Project, (2011), The Wash and Fens Green Infrastructure Plan

Ref:13-18 Lincolnshire County Council, (2014), Draft Lincolnshire Rights of Way Improvement Plan 2014-2019

Ref:13-19: South Holland District Council (2013), South Holland Facts and Figures

Ref:13-20: Lincolnshire Research Observatory, (2015)

Ref:13-21: Department for Communities and Local Government, (2015), Indices of Deprivation

Ref:13-22: Lincolnshire County Council, (2011), Local Economic Assessment

Ref:13-23: Greater Lincolnshire Local Enterprise Partnership, (2014), Strategic Economic Plan

Ref:13-24: East Lindsey District Council, (2016), East Lindsey Economic Baseline

Ref:13-25: ekosgen and Turley Economics, (2015), Central Lincolnshire Economic Needs Assessment

Ref: 13-26: Boston Borough Council, (2017), Local Economy

Ref:13-27: Greater Lincolnshire Nature Partnership and Leeds Beckett University, (2016), Developing Nature Tourism in Greater Lincolnshire

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