

The Great Grid Upgrade

Sea Link

Preliminary Environmental Information Report

Volume: 1

Part 2 Suffolk Onshore Scheme

Chapter 11 Socio-economics, Recreation and
Tourism

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nationalgrid

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2.11 Socio-economics, Recreation and Tourism

2.11.1 Introduction

2.11.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents information about the preliminary environmental assessment of the likely significant socio-economics, recreation and tourism effects identified to date, that could result from Sea Link (hereafter referred to as the Proposed Project) (as described in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**).

2.11.1.2 This chapter describes the methodology used, the datasets that have informed the preliminary assessment, baseline conditions, mitigation measures and the preliminary socio-economics, recreation and tourism residual significant effects that could result from the Proposed Project.

2.11.1.3 The draft Order Limits, which illustrate the boundary of the Proposed Project, are illustrated on **Figure 1.1.1 Draft Order Limits** and the Suffolk Onshore Scheme Boundary is illustrated on **Figure 1.1.2 Suffolk Onshore Scheme Boundary**.

2.11.1.4 This chapter should be read in conjunction with:

- **Volume 1, Part 1, Chapter 4, Description of the Proposed Project;**
- **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology;**
- **Volume 1, Part 1, Chapter 6, Scoping Opinion and EIA Consultation;** and
- **Volume 1, Part 2, Chapter 1, Evolution of the Suffolk Onshore Scheme.**

2.11.1.5 This chapter is supported by the following figure:

- **Volume 3, Part 2, Figure 2.11.1, Suffolk 60 Minute Drive Time Catchment Area**

2.11.1.6 This chapter is supported by the following appendices:

- **Volume 2, Part 1, Appendix 1.4.A, Outline Code of Construction Practice;**

2.11.2 Regulatory and Planning Context

2.11.2.1 This section sets out the legislation and planning policy that is relevant to the preliminary socio-economics, recreation and tourism assessment. A full review of compliance with relevant national and local planning policy will be provided within the Planning Statement that will be submitted as part of the application for Development Consent.

Legislation

2.11.2.2 There is no legislation of relevance to socio-economic, recreation and tourism effects.

National Policy

National Policy Statements

- 2.11.2.3 National Policy Statements (NPSs) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Proposed Project would be considered. A review of the NPS was announced in the 2020 Energy white paper: Powering our net zero future. This review was to ensure the NPSs were brought up to date to reflect the policies set out in the white paper. Table 2.11.1 below provides details of the elements of NPS for Energy (EN-1) (Ref. 2.11.1) that are relevant to this chapter, and how and where they are covered in the PEIR or will be covered within the Environmental Statement (ES).
- 2.11.2.4 NPS for Electricity Networks Infrastructure (EN-5) (Ref. 2.11.2) applies to electricity networks specifically but provides no further guidance on socio-economic considerations additional to NPS EN-1 and therefore has not been considered further within this chapter.

Table 2.11.1: NPS EN-1 requirements relevant to socio-economics, recreation and tourism

NPS EN-1 section	Where this is covered in the PEIR
<i>5.12.2 Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES.</i>	The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Suffolk Onshore Scheme and these are considered in Section 2.11.9 – Preliminary Assessment of Effects. The economic impacts are assessed at the local level and within an Economic Study Area derived from the 60-minute drive time from the Proposed Project boundary.
<i>5.12.3 The applicant’s assessment should consider all relevant socio-economic impacts, which may include:</i> <ul style="list-style-type: none"><i>• the creation of jobs and training opportunities....</i><i>• the contribution to the development of low-carbon industries at the local and regional level as well as nationally</i><i>• the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities</i><i>• any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation</i>	The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Suffolk Onshore Scheme, including the creation of construction jobs and jobs within the supply chain, impacts on local services and tourist attractions, as well as the impact of changing influx of workers on the availability of visitor accommodation. These impacts are considered in

NPS EN-1 section**Where this is covered in the PEIR**

to use of local support services and supply chains

- *effects on tourism*
- *the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure....*
- *cumulative effects.*

Section 2.11.9 – Preliminary Assessment of Effects. The cumulative impacts associated with the Suffolk Onshore Scheme are considered in **Volume 1, Part 2, Chapter 13, Intra-project: Cumulative Effects** and **Volume 1, Part 2, Chapter 14, Inter-project Cumulative Effects**.

5.12.4 Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development's socio-economic impacts correlate with local planning policies.

The existing socio-economic conditions are considered within Section 2.11.7 – Baseline Conditions, while local planning policy in relation to the Suffolk Onshore Scheme is reviewed in Section 2.11.2 – Regulatory and Planning Context.

5.12.5 Socio-economic impacts may be linked to other impacts, for example visual impacts considered in Section 5.10 but may also have an impact on tourism and local businesses. Applicants are encouraged, where possible, to demonstrate that local suppliers have been considered in any supply chain.

The impact of the Suffolk Onshore Scheme on tourism and local businesses have been assessed in Section 2.11.9 - Preliminary Assessment of Effects. This includes a preliminary assessment of impacts on the integrity of tourist attractions and business premises, the impact on jobs in the supply chain during the construction phase, and the impact of changing influx of construction workers on the availability of local accommodation facilities.

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- 2.11.2.5 The draft version of the Overarching National Policy Statement for Energy (EN-1), published in March 2023 (Ref. 2.11.3) also includes factors that should be considered when submitting an application and preparing a socio-economics assessment. However, these remain similar to the adopted version and refers to the Secretary of State (SoS) as the decision maker, rather than the Infrastructure Planning Commission (IPC).
- 2.11.2.6 The draft document includes the following section which includes additional elements to the adopted version, which are provided in Table 2.11.2.

Table 2.11.2: Draft NPS EN-1 requirements relevant to socio-economics, recreation and tourism

Draft NPS EN-1 section	Where this is covered in the PEIR
<p><i>5.11.30 Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way.</i></p>	<p>The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Suffolk Onshore Scheme on public rights of way and national trails. The preliminary assessment is detailed in Section 2.11.9 – Preliminary Assessment of Effects. Embedded mitigation measures to mitigate against adverse impacts to public rights of way are outlined in Section 2.11.8 – Mitigation.</p>
<p><i>5.13.3 The applicant is strongly encouraged to engage with relevant local authorities during early stages of project development so that the applicant can gain a better understanding of local or regional issues and opportunities.</i></p>	<p>A thematic meeting for socio-economics recreation and tourism was conducted with Suffolk County Council and East Suffolk Council in August 2023. Further details regarding consultation are detailed in Section 2.11.3 – Scoping Opinion and Consultation.</p>

National Planning Policy Framework

2.11.2.7 The National Planning Policy Framework (NPPF) (Ref. 2.11.5) has the potential to be considered important and relevant to the SoS’ consideration of the Proposed Project. Table 2.11.3 below provides details of the elements of the NPPF that are relevant to this chapter, and how and where they are covered in the PEIR or will be covered within the ES.

Table 2.11.3: NPPF requirements relevant to socio-economics, recreation and tourism

NPPF section	Where this is covered in the PEIR
<p><i>Paragraph 81: Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths,</i></p>	<p>The impact of the Suffolk Onshore Scheme on employment is addressed in Section 2.11.9 – Preliminary Assessment of Effects.</p>

NPPF section**Where this is covered in the PEIR**

counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

Paragraph 93: To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- *take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*

guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.

Paragraph 100: Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

5.13.7 Applicants should consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to provide temporary accommodation for construction workers if required.

The impact of the Suffolk Onshore Scheme on private and community assets, recreation and tourism including community facilities is assessed in Section 2.11.9 – Preliminary Assessment of Effects. The effects of the Proposed Project on health are considered in **Volume 1, Part 2, Chapter 12, Health and Wellbeing**.

The impacts of the Suffolk Onshore Scheme on public rights of way and community connectivity and severance are assessed in Section 2.11.9 – Preliminary Assessment of Effects. Measures in place to mitigate effects to public rights of way are outlined in Section 2.11.8

The impact of the Suffolk Onshore Scheme on tourism and local accommodation facilities have been assessed in Section 2.11.9 – Preliminary Assessment of Effects. This includes a preliminary assessment of impacts on the integrity of tourist attractions and business premises, the impact on the changing influx of construction workers on the availability of local accommodation services. Mitigation measures are not identified as being required on account of the small number of construction

NPPF section	Where this is covered in the PEIR
<p><i>5.13.8 The Secretary of State should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development. For example, high quality design can improve the visual and environmental experience for visitors and the local community alike.</i></p>	<p>workers expected to work on the Suffolk Onshore Scheme.</p> <p>Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 2.11.8 – Mitigation. This includes measures to mitigate adverse effects of temporary closures of public rights of way.</p>
<p><i>5.13.9 The Secretary of State should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the Secretary of State considers to be both relevant and important to its decision.</i></p>	<p>The socio-economic impacts of the Suffolk Onshore Scheme have been assessed in Section 2.11.9 - Preliminary Assessment of Effects. This includes a preliminary assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on gross value added within the local economy.</p>
<p><i>5.13.10 The Secretary of State may conclude that limited weight is to be given to assertions of socio-economic impacts that are not supported by evidence (particularly in view of the need for energy infrastructure as set out in this NPS).</i></p>	<p>The socio-economic impacts of the Suffolk Onshore Scheme have been assessed in Section 2.11.9 – Preliminary Assessment of Effects. This includes a preliminary assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on gross value added within the local economy.</p>
<p><i>5.13.11 The Secretary of State should consider any relevant positive provisions the applicant has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts.</i></p>	<p>Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 2.11.8 – Mitigation. This includes measures to mitigate adverse effects of temporary closures of public rights of way. Additional mitigation measures and provisions</p>

NPPF section	Where this is covered in the PEIR
<p><i>5.13.12 The Secretary of State may wish to include a requirement that specifies the approval by the local authority of an employment and skills plan detailing arrangements to promote local employment and skills development opportunities, including apprenticeships, education, engagement with local schools and colleges and training programmes to be enacted.</i></p>	<p>made by the applicant will be defined further at the ES stage.</p> <p>The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Suffolk Onshore Scheme including the creation of construction jobs and jobs within the supply chain. These impacts are considered in Section 2.11.9 – Preliminary Assessment of Effects. Further provisions made by the applicant, including the promotion of skills and development opportunities will be defined further at the ES stage.</p>

National Planning Practice Guidance

- 2.11.2.8 The assessment has also considered the National Planning Practice Guidance ('PPG') (Ref. 2.11.4), which provides guidance on planning and the economy and considers the existing and potential future needs of the population in terms of economic development, jobs and employment opportunities. The PPG does not contain specific policies for Nationally Significant Infrastructure Projects (NSIPs), however it states that applications in relation to NSIPs are to be determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant NPSs, as well as any other matters that are considered both important and relevant. The contents of the guidance are not materially relevant to the assessment of socio-economic, recreation and tourism effects as the content does not influence the assessment of effects relevant to the Suffolk Onshore Scheme.

Local Planning Policy

- 2.11.2.9 The Suffolk Onshore Scheme lies within the jurisdiction of Suffolk County Council. County and local planning guidance which is relevant to a study of socio-economics, recreation and tourism and has informed the assessment of preliminary effects in this chapter are as follows:
- Suffolk County Council (SCC) Energy Infrastructure Policy [Ref. 2.11.6];
 - Suffolk Coastal Local Plan 2020 [Ref. 2.11.7];
 - East Suffolk Economic Strategy 2022-2027 [Ref. 2.11.8];
 - East Suffolk Visitor Economy Strategy 2022-2027 [Ref. 2.11.9];

- East Suffolk Cultural Strategy 2023-2028 [Ref. 2.11.10]; and
- Leiston Neighbourhood Plan [Ref. 2.11.11].

2.11.2.10 The Suffolk Onshore Scheme Boundary (refer to **Figure 1.1.2 Suffolk Onshore Scheme Boundary**) lies within the jurisdiction of East Suffolk Council. Local planning policy for East Suffolk Council consists of two parts; the Suffolk Coastal Local Plan (Ref. 2.11.7) and the Waveney Local Plan (Ref. 2.11.12) (which cover the former Suffolk Coastal and Waveney Districts).

2.11.2.11 The Suffolk Onshore Scheme Boundary lies within the boundary of the Suffolk Coastal Local Plan (adopted September 2020) (Ref. 2.11.7). Local plan policies which are relevant to socio-economics, recreation and tourism matters and will inform the assessment in the ES are detailed in Table 2.11.4.

Table 2.11.4: Local Planning Policies relevant to socio-economics, recreation and tourism

Suffolk Coastal Local Plan – Policy	Where this is covered in the PEIR
<p>Policy SCLP3.1: Strategy for Growth states that the Council will promote economic growth in the area by providing a minimum of 11.7 ha of land for employment purposes, and hope to generate 6,500 new jobs. The Council are also committed to delivering at least 9,756 new homes over the plan period, along with infrastructure required to support this growth.</p>	<p>The impacts of the Suffolk Onshore Scheme on land allocated for housing and business premises, as well as the impact on job generation are assessed in Section 2.11.9 – Preliminary Assessment of Effects. There are no areas of allocated employment land located within the Suffolk Onshore Scheme Boundary.</p>
<p>Policy SCLP 3.4: Proposals for Major Energy Infrastructure Projects notes that any proposals for major energy infrastructure projects must maximise economic and community benefits where feasible, through agreement of strategies in relation to employment, education and training opportunities for the local community.</p>	<p>The impacts of the Suffolk Onshore Scheme on local job generation are assessed in Section 2.11.9 – Preliminary Assessment of Effects.</p>
<p>Policy SCLP 6.1: Tourism states that tourism will be managed in order to protect features of the area that attract visitors and supports local facilities.</p>	<p>The impacts of the Suffolk Onshore Scheme on tourist attractions are assessed in Section 2.11.9 – Preliminary Assessment of Effects. The impact of changing influx of construction workers on the availability of local accommodation facilities has also been assessed in</p>

Suffolk Coastal Local Plan – Policy	Where this is covered in the PEIR
<p>Policy SCLP 8.2: Open Space states that proposals for development that results in the loss of open spaces will not be permitted except in exceptional circumstances where the proposal is necessary to support open nature and will enhance local character, wildlife, increase local amenity and be of greater community.</p>	<p>Section 2.11.9 – Preliminary Assessment of Effects.</p> <p>The impacts of the Suffolk Onshore Scheme on open spaces and community facilities such as allotments and sports facilities are assessed in Section 2.11.9 – Preliminary Assessment of Effects.</p>

Suffolk County Council (SCC) Energy and Climate Adaptive Infrastructure Policy

- 2.11.2.12 The Energy and Climate Adaptive Infrastructure Policy (Ref. 2.11.6) notes the strategic importance of Suffolk for the location of offshore wind and interconnection projects as well as the challenges that climate change poses to the County. The policy outlines how, in principle, the Council will engage and influence other parties to ensure adverse impacts to local communities are addressed by future decisions. It also contains a commitment to maximise the development of skills, employment, and education in Suffolk, particularly in relation to energy and climate adaptive infrastructure projects.

East Suffolk Economic Strategy 2022-2027

- 2.11.2.13 The East Suffolk Economic Strategy (Ref. 2.11.8) was published in 2022 after the UK’s exit from the European Union and the COVID-19 pandemic amongst new economic challenges. The vision is focused around three priorities: to support and encourage local people, protect, and regenerate places, and grow and invest into local business. The strategy sets out the importance of the clean energy sector as it will continue to maximise economic opportunities for East Suffolk.

East Suffolk Visitor Economy Strategy 2022-2027

- 2.11.2.14 The East Suffolk Visitor Economy Strategy (Ref. 2.11.9) sets out the importance of sustained tourism to the wider East Suffolk economy. The strategy aims to build a visitor economy that is sustainable, net-zero, inclusive, supports local businesses and scales-up the local economy. East Suffolk Council are concerned about the potential conflict between tourism and the clean energy sector. The strategy addresses the challenge that the ‘Energy Coast’ will bring for the visitor economy, and initial plans to mitigate and limit disruption.

East Suffolk Cultural Strategy 2023-2028

- 2.11.2.15 The East Suffolk Cultural Strategy (Ref. 2.11.10) published in February 2023 sets out the potential of the arts, culture and heritage across East Suffolk to enhance social, environmental and economic opportunities. The strategy sets out three interlinking priorities to formulate an action plan: to create a thriving cultural economy, to provide the opportunity for (young) people to cultivate creative careers, and to enable community access to cultural participation opportunities.

Leiston Neighbourhood Plan

- 2.11.2.16 The Leiston Neighbourhood Plan (Ref. 2.11.11) forms part of the development plan for Leiston-cum-Sizewell Town Council in conjunction with the Suffolk Coastal Local Plan. The Plan aims to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the designated Neighbourhood Area. It provides a vision for Leiston-cum-Sizewell Parish and sets out clear objectives and planning policies to realise and deliver this vision.

Saxmundham Neighbourhood Plan

- 2.11.2.17 The Saxmundham Neighbourhood Plan (Ref. 2.11.13) was published in June 2023 and forms part of the development plan for Saxmundham over the period of 2022 to 2036 alongside the Suffolk Coastal Local Plan. Saxmundham Neighbourhood Plan policies of relevance to socio-economics, recreation and tourism include SAX2: Expansion of existing businesses, SAX3: New businesses, and SAX6: Public Rights of Way (PRoW), which states that existing PRoW should be protected and enhanced to promote walking and cycling.

Additional planning guidance

- 2.11.2.18 Additional planning guidance documents relevant to socio-economics, recreation and tourism matters are as follows:
- New Anglia Local Enterprise Partnership (LEP), Norfolk and Suffolk Economic Strategy (Ref. 2.11.14);
 - New Anglia LEP, Local Energy East Strategy (Ref. 2.11.15);
 - New Anglia LEP Economic Recovery Restart Plan (Ref. 2.11.16);
 - New Anglia LEP Visitor Economy Recovery Plan (Ref. 2.11.17); and
 - New Anglia LEP Energy Sector Recovery and Resilience Plan (Ref. 2.11.18).

2.11.3 Scoping Opinion and Consultation

Scoping

- 2.11.3.1 A Scoping Report (Ref. 2.11.19) for the Proposed Project was issued to the Planning Inspectorate (PINS) on 24 October 2022 and a Scoping Opinion (Ref. 2.11.20) was received from the SoS on 1 December 2022. Table 2.11.5 sets out the comments raised in the Scoping Opinion and how these have been addressed in this PEIR or will be addressed within the ES. The Scoping Opinion takes account of responses from prescribed consultees as appropriate.

Table 2.11.5: Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.10.1	[<i>Creation of permanent operational phase employment, training and apprenticeship opportunities, both directly at work sites and indirectly in East Suffolk (operation)</i>] The matter is to be scoped out on the	The employment generated by the Suffolk Onshore Scheme is presented in Section 2.11.9 – Preliminary Assessment of Effects.

ID	Inspectorate's comments	Response
	basis that the scale of operational employment generated is likely to be very limited. The Inspectorate agrees that this matter can be scoped out of the assessment for the operational stage on this basis. The ES description of the Proposed Development should, however, explain the level of employment generation in operation.	
3.10.2	[<i>Generation of Gross value added (GVA) in East Suffolk during the operational phase (operation)</i>] This matter is to be scoped out on the basis that the scale of operational employment generated is likely to be very limited and therefore any effect on GVA will be small. The Inspectorate is content for this matter to be scoped out on this basis.	Operational GVA has not been included within the Preliminary Assessment of Effects as agreed at scoping stage. The Preliminary Assessment of Effects in Section 2.11.9 includes the GVA generated by the Suffolk Onshore Scheme during the construction phase.
3.10.3	[<i>Study area</i>] The study area for local communities identified as being impacted only accounts for those connected by recreational routes and public rights of way, however, the Inspectorate considers this should also include routes connected via the road network and the study area for landscape and visual impacts and traffic and transport. The study area identified in the ES should include the extent of potential impacts on receptors from changes in the road network from the Proposed Development. Effort should be made to agree the study area with relevant consultation bodies.	There is not currently sufficient information to assess the impacts on walkers, cyclists and horse-riders along routes connected via the road network at the PEIR stage. This will be assessed at the ES stage.

2.11.3.2 Following receipt of the Scoping Opinion, the impact of the changing influx of the construction workforce on local accommodation facilities has been scoped into the assessment of effects. This was to ensure that the wider impact of the Proposed Project on the local tourism industry were captured.

Consultation and Project Engagement

2.11.3.3 A thematic socio-economic, recreation and tourism meeting was held on the 9th August 2023 with attendance from National Grid, AECOM, and Suffolk County Council. The purpose of the meeting was to provide an update on the Proposed Project since the Scoping Report was issued and non-statutory consultation closed, and also to clarify socio-economics, recreation and tourism related points. The agenda included the following points:

- Proposed Project update;
- presentation of the socio-economics, recreation and tourism methodology; and
- presentation of the socio-economics, recreation and tourism baseline.

2.11.4 Approach and Methodology

2.11.4.1 **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology** sets out the overarching approach which has been used in developing the preliminary environmental information. This section describes the technical methods used to determine the baseline conditions, sensitivity of the receptors and magnitude of effects and sets out the significance criteria that have been used for the preliminary socio-economics, recreation and tourism assessment.

2.11.4.2 There is currently no statutory guidance on the methodology for undertaking assessments of socio-economic, recreation and tourism effects. The assessment follows professional judgement and best practice methodology from other assessments undertaken on comparable energy infrastructure schemes.

2.11.4.3 The Suffolk Onshore Scheme has the potential to have a range of temporary and permanent effects. For the purposes of this PEIR chapter, based on professional judgement and experience, as well as national planning policy, due consideration is given to the Suffolk Onshore Scheme in terms of effects on the following:

- Economic impacts
 - Employment generation during the construction phase, including multiplier effects (i.e. indirect benefits for the local area and the region resulting from supply chain activity including contribution of the Suffolk Onshore Scheme to low carbon industries as well as induced employment created through increased spending across the Study Area), potential training benefits and apprenticeship opportunities;
 - GVA including multiplier effects (i.e. indirect benefits for the region);
- Impacts to PRoW resulting in changes in journey lengths and times, local travel patterns and severance to local facilities;
- Private and community assets, recreation and tourism;
 - Severance of access to community facilities;
 - Impact of a changing influx of workers on local accommodation facilities; and
 - Other private and community assets (including residential properties, business premises, community facilities, visitor attractions, development land and open space), in terms of any temporary or permanent land take impacts.

Guidance Specific to the Socio-Economics, Recreation and Tourism Assessment

2.11.4.4 The preliminary socio-economics, recreation and tourism assessment has been carried out in accordance with the following good practice guidance documents:

Design Manual for Roads and Bridges (DMRB)

- 2.11.4.5 Document LA 112: Population and human health (Ref. 2.11.21), Part 3 Land Use and Accessibility, including details regarding the assessment of effects on land use and walkers, cyclists and horse riders. Whilst this guidance is not specific to electricity network infrastructure, this guidance provides some useful context for assessing land use and community impacts of linear infrastructure.

Baseline Data Gathering and Forecasting Methods

- 2.11.4.6 Baseline data illustrating the existing conditions within and surrounding the Suffolk Onshore Scheme Boundary has been collected through a desk-based research exercise using publicly available sources, documents, and web-based applications. These sources include:
- Office of National Statistics (ONS), (2023), Census 2021 (Ref. 2.11.22);
 - ONS, (2023), Claimant count by sex and age (Ref. 2.11.23);
 - ONS, (2021), Annual Population Survey (January 2022 to December 2022) (Ref. 2.11.24);
 - Ministry of Housing, Community and Local Government (MHCLG), (2020), English Indices of Deprivation 2019 (Ref. 2.11.25);
 - SCC Definitive Map and Statement of public rights of way (Ref. 2.11.26);
 - Sustrans National Cycle Network route map (Ref. 2.11.27);
 - Suffolk Coastal Local Plan Policies Map (Ref. 2.11.28); and
 - SCC planning applications portal, including information on planning applications for new housing or employment developments (Ref. 2.11.29).

Assessment Criteria

- 2.11.4.7 The assessment of potential for socio-economic, recreation and tourism effects uses the effect significance terms and definitions described within **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**. Where possible, impacts have been appraised against relevant national standards, such as those issued by Department for Business, Energy & Industrial Strategy (BEIS) including Draft NPS EN-1 (Ref. 2.11.1), National Highways including DMRB LA 112 (Ref. 2.11.21) and Homes and Communities Agency (HCA) (now renamed Homes England), such as the HCA Additionality Guide (Ref. 2.11.30). Where relevant standards do not exist, professional experience and expert judgement have been used to assess the scale and nature of the effects of the Suffolk Onshore Scheme against baseline conditions.
- 2.11.4.8 The assessment aims to be objective and quantifies effects as far as possible. However, some effects can only be evaluated on a qualitative basis. Effects are defined as follows:
- Beneficial classifications of significance indicate an advantageous effect on an area, which may be negligible, minor, moderate or major.
 - Adverse classifications of significance indicate a disadvantageous effect on an area, which may be negligible, minor, moderate or major.

- No effect classifications of significance indicate that there are no effects on an area.
- 2.11.4.9 Construction phase effects are assessed against the present-day baseline, while the operational and decommissioning effects are assessed against the future baseline.
- 2.11.4.10 For socio-economics recreation and tourism effects, there is no accepted definition of what constitutes a significant (or not significant) effect. It is however recognised that ‘significance’ reflects the relationship between the scale of effect (magnitude) and the sensitivity (or value) of the affected resource or receptor. As such the significance criteria of effects has been assessed based on expert judgment and professional experience of the author, and relies on the following considerations:
- Sensitivity and value of the receptor: this entails consideration of the value of each receptor and, in particular, their ability to respond to change based on recent rates of change and turnover (if appropriate).
 - Magnitude of impact: this entails consideration of the size of the effect on people or business in the context of the area in which effects will be experienced.
 - Scope for adjustment: the assessment is concerned in part with economies. These adjust themselves continually to changes in supply and demand, and the scope for the changes brought about by the Suffolk Onshore Scheme to be accommodated by market adjustment will therefore be a criterion in assessing significance.

Economic impacts

Additionality ¹

- 2.11.4.11 The economic impact of the Suffolk Onshore Scheme is considered relative to a 60-minute travel time (car or road-based public transport) to or from the Suffolk Onshore Scheme in any direction. In accordance with research, this is considered a reasonable timeframe to use as a baseline within which construction workers would commute to the Suffolk Onshore Scheme.
- 2.11.4.12 Additionality has been calculated by considering the overall job gains to the area, then factoring in the level of leakage, number of displaced jobs and multiplier effects, such as supply chains and construction worker spending related jobs. These assumptions have been informed by the HCA Additionality Guide (Ref. 2.11.30).
- 2.11.4.13 Table 2.11.6 outlines the values that have been allocated within the construction additionality formula, enabling the tailored calculation of the net additional employment and economic impacts. Justifications for the values have been considered and are summarised in the right-hand column of the table.

¹ Additionality refers to the extent to which something happens as a result of an intervention that would not have occurred in the absence of the intervention (Ref. 2.11.30). It measures the net effect of an intervention. Taking account of deadweight, leakage, displacement, and economic multiplier effects.

Table 2.11.6: Construction phase economic additionality assumptions

Additionality Factor	Value	Justification
Leakage (% of jobs that benefit those residents outside of the Study Area area).	70%	This is the proportion of jobs taken by people who live outside of the Study Area, defined as a 60-minute travel area. Based on professional judgment and other similar schemes, given the specialised nature of the construction roles, this has been estimated to be 70%.
Displacement (% of jobs that account for a reduction in related jobs in the Study Area).	50%	For the purpose of this assessment, a medium level of displacement (50%) has been assumed, in line with the HCA Additionality Guide (Ref. 2.11.30). This displacement level is assessed as appropriate for a construction project, as used in other comparable electricity network infrastructure schemes.
Multiplier ratio (further economic activity associated with the additional local income, supplier purchase and longer-term development effects).	1.3	The multiplier is a composite figure which takes into account both the indirect jobs created across the Study Area based on supply chain activity but also the induced employment created through increased spending across the Study Area. The HCA Additionality Guide (Ref. 2.11.30) provides a 'ready reckoner' of composite multipliers. The Study Area is likely to have 'limited local supply' linkages and induced effects based on the scale of its economy. Therefore, a 'low' multiplier of 1.3 is determined from the HCA guidance to be the most appropriate measure.

Economic impact criteria

- 2.11.4.14 The following criteria have been set to assess effects relating to employment and GVA (grouped together as economic impacts) during the construction phase.
- 2.11.4.15 Table 2.11.7 identifies the sensitivity criteria that have been used to inform the assessment on socio-economic receptors relating to employment and GVA.

Table 2.11.7: Economic impact sensitivity criteria

Sensitivity	Description
Very High	Businesses, workers or residents who have little or no capacity to experience the impact without incurring an economic loss or have capacity to experience a large economic gain.
High	Businesses, workers or residents who have below average capacity to experience the impact without incurring an economic loss or have capacity to experience an economic gain.
Medium	Businesses, workers or residents that have an average capacity to experience the impact without incurring a change on their economic well-being.

Sensitivity	Description
Low	Businesses, workers or residents that generally have adequate capacity to experience impacts without incurring a change on their economic well-being.
Negligible	Businesses, workers or residents that are unlikely to experience impacts on their economic well-being.

2.11.4.16 Table 2.11.8 identifies the magnitude of impact criteria which have been used to assess the socio-economic receptors relating to employment and GVA.

Table 2.11.8: Economic impact magnitude criteria

Magnitude of impact	Description
Large	An impact that is expected to have considerable adverse or beneficial socio-economic effects. Such impacts will typically affect large numbers of businesses, workers or residents.
Medium	An impact that will typically have a noticeable effect on a moderate number of businesses, workers or residents, and will lead to a small change to the Study Area's baseline socio-economic conditions.
Small	An impact that is expected to affect a small number of businesses, workers or residents or an impact that may affect a larger number of receptors but does not materially alter the Study Area's baseline socio-economic conditions.
Negligible	An impact which has very little change from baseline conditions where the change is barely distinguishable, approximating to a "no change" situation.

Direct and severance effects

Public Rights of Way

2.11.4.17 The following criteria have been set to assess the effects of users on PRow, focusing on the impact on existing routes and the resulting changes in journey lengths and times, local travel patterns and severance to local facilities.

2.11.4.18 Table 2.11.9 identifies the sensitivity criteria that have been used to inform the assessment on PRow.

Table 2.11.9: Public Rights of Way impact sensitivity criteria

Sensitivity	Description
Very High	PRow is of high importance with limited potential to be substituted with other route options to access the wider network or community infrastructure.
High	PRow is of high importance with alternative routes available.

Sensitivity	Description
	Or PRow is of medium importance with limited potential to be substituted with other route options to access the wider network or community infrastructure.
	PRoW is of medium importance with moderate potential to be substituted with other route options to access the wider network or community infrastructure.
Medium	Or PRow is of low importance with limited potential for substitution with other route options to access the wider network or community infrastructure.
	PRoW is of low importance with alternative routes available.
Low	Or PRow is of very low importance with moderate potential for substitution with other route options to access the wider network or community infrastructure.
Negligible	PRoW is of very low importance with alternative routes available.

2.11.4.19 Table 2.11.10 identifies the magnitude of impact criteria which have been used to assess the impacts on PRow.

Table 2.11.10: Public Rights of Way impact magnitude criteria

Magnitude of impact	Description
Large	Substantial increase/decrease in journey length and/or change in travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.
Medium	Noticeable increase/decrease in journey length and/or change in travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.
Small	Slight increase/decrease in journey length and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.
Negligible	No increase or decrease in journey length and/or travel patterns and no increase or decrease in opportunities for users to access the wider network and/or community infrastructure.

Private, community, recreation and tourism assets

2.11.4.20 The following criteria has been set to assess the effects on other private, community, recreation and tourism assets which comprise residential properties, business premises, community facilities, visitor attractions, local accommodation services, open space and development land. Development land is defined as, local plan development allocations, consented planning applications, or applications for development consent which have received consent or which are under consideration.

2.11.4.21 Table 2.11.11 identifies the sensitivity criteria for these receptors.

Table 2.11.11: Private, community, recreation and tourism assets sensitivity criteria

Sensitivity	Description
Very High	Asset or land use is of high importance and rarity with limited potential for substitution or access to alternatives.
High	Asset or land use is of high or medium importance and rarity with moderate potential for substitution or access to alternatives.
Medium	Asset or land use is of high or medium importance and rarity with alternatives available.
Low	Asset or land use is of low importance and rarity with alternatives available.
Negligible	Asset or land use is of very low importance and rarity with alternatives available.

2.11.4.22 The magnitude of change to private assets, recreation and tourism receptors, including residential properties, business premises, community facilities, visitor attractions, accommodation services, open space and development land, is assessed by appraising the level of impact on the receptor and the permanency of change arising from the Suffolk Onshore Scheme. Table 2.11.12 identifies the magnitude of impact criteria.

Table 2.11.12: Private, community, recreation and tourism assets magnitude criteria

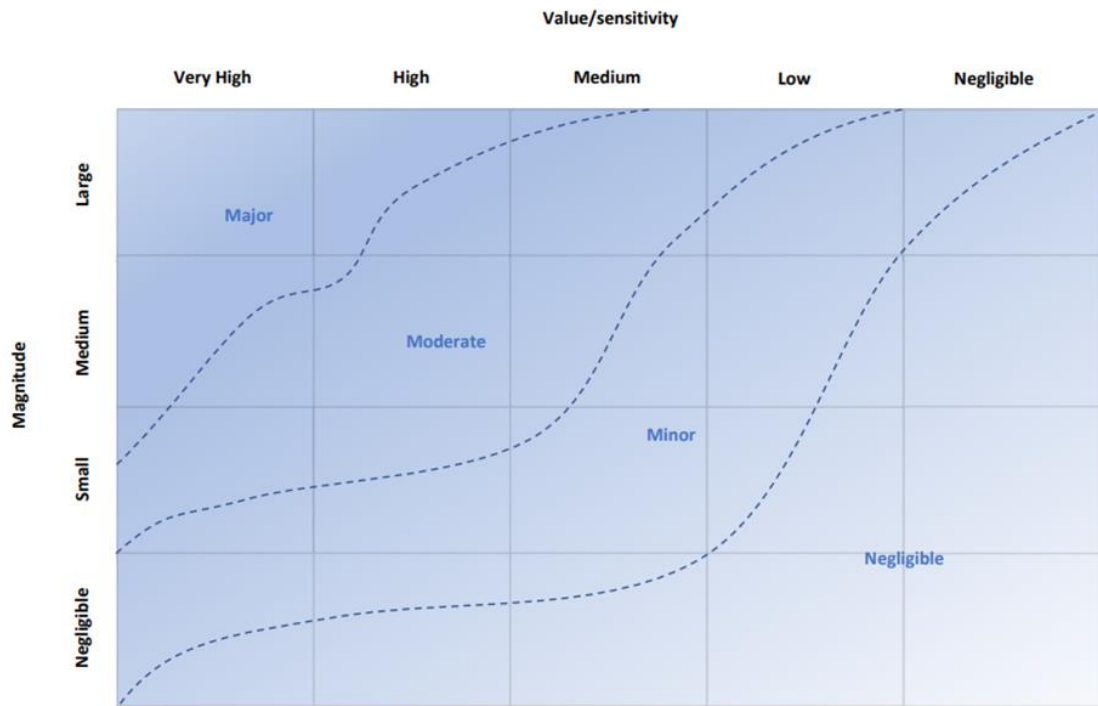
Magnitude of impact	Description
Large	An impact that permanently affects the integrity and value of an asset; or an impact that considerably enhances the value and quality of an asset or land use.
Medium	An impact that negatively affects the value of an asset, but a recovery is possible with no permanent impacts; or an impact that improves key characteristics and features of the asset or land use.
Small	An impact that negatively affects the value of an asset, but is temporary in nature and a recovery is expected in the short-term with no change to its integrity; or an impact that has some beneficial impact on the attributes of the asset or land use.
Negligible	An impact which is a very minor loss or benefit from baseline conditions where the change is barely distinguishable, approximating to a “no change” situation.

Significance of effects

2.11.4.23 As set out in **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology** the general approach taken to determining the significance of effect in this preliminary assessment is only to state whether effects are likely or unlikely to be significant, rather than assigning significance levels.

2.11.4.24 Socio-economics, recreation and tourism effects reflect the relationship between the sensitivity of the affected receptor and the magnitude of impact. Image 2.11.1 shows how the assessment of the significance of effects is arrived upon.

Image 2.11.1: Basis of assigning significance



2.11.4.25 In accordance with the methodology set out within **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**, the following criteria is applied:

- ‘Major’ or ‘moderate’ effects are classed as ‘significant’;
- ‘Minor’ are classed as ‘not significant’, although they may be a matter of local concern; and
- ‘Negligible’ effects are classed as ‘not significant’.

Assumptions and Limitations

2.11.4.26 The assessment presented in this PEIR chapter is based on the currently available baseline and design information. Following statutory consultation, and further evolution of the design and development of baseline data, a full assessment will be undertaken as part of the EIA and will be reported in the ES that will be submitted with the application for development consent.

- 2.11.4.27 The assessment of the significance of effects has been carried out against a benchmark of current socio-economic baseline conditions prevailing around the Suffolk Onshore Scheme, as far as is possible within the limitations of such a dataset. The most recently available data sources have been used in this PEIR chapter, although it should be noted that baseline data can be subject to a time lag between collection and publication. As with any dataset, these conditions may be subject to change over time which may influence the findings of the assessment.
- 2.11.4.28 As noted in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**, the construction period is expected to begin in 2026 and finish in 2031. This is expected to be a realistic worst-case assumption for the consideration of accessibility effects within this socio-economic recreation and tourism assessment, as it represents the expected minimum build time and therefore the most intense activity onsite.
- 2.11.4.29 A number of permanent field access routes are provided within the designs of the Suffolk Onshore Scheme which may be used by vehicles to conduct maintenance of the underground cables during the construction and operation phases. These routes cross the path of a number of PRowWs. The routes will be used on an infrequent basis and primarily if maintenance is required, therefore it is assessed that they will not materially impact on the use of PRowWs and the golf course. This effect will be further defined at the ES stage when additional design information is available.

2.11.5 Basis of Assessment

- 2.11.5.1 This section sets out the assumptions that have been made in respect of design flexibility maintained within the Proposed Project and the consideration that has been given to alternative scenarios and the sensitivity of the preliminary assessment to changes in the construction commencement year.
- 2.11.5.2 Details of the available flexibility and assessment scenarios are presented in **Volume 1, Part 1, Chapter 4, Description of Proposed Project** and **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**.

Flexibility Assumptions

- 2.11.5.3 The main preliminary assessments have been undertaken based on the description of the Proposed Project provided in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**. To take account of the flexibility allowed in the Proposed Project, consideration has been given to the potential for preliminary effects to be of greater or different significance should any of the permanent or temporary infrastructure elements be moved within the Limits of Deviation (LoD) or draft Order Limits.
- 2.11.5.4 The assumptions made regarding the use of flexibility for the main assessment, and any alternatives assumptions are set out in Table 2.11.13 below.

Table 2.11.13: Flexibility assumptions

Element of flexibility	Proposed Project assumption for initial preliminary assessment	Flexibility assumption considered
Lateral LoD High Voltage Direct Current (HVDC)/High Voltage Alternating Current (HVAC) cables	HVDC cables laid anywhere within the lateral LoD	The maximum flexibility has already been assessed under the preliminary assessment.
Lateral LoD Saxmundham Converter Station	Saxmundham Converter Station to be constructed based on the indicative location of the Converter Station as shown in Figure 1.4.2 Saxmundham Converter Station Indicative Location	Saxmundham Converter Station could be constructed anywhere within the lateral LoD and has been considered within the assessment of effects for PRow as well as private, community, recreation and tourism assets.
Vertical LoD Saxmundham Converter Station	26 m maximum vertical LoD as explained in Volume 1, Part 1, Chapter 4, Description of the Proposed Project	The vertical LoD of Saxmundham Converter Station is not relevant to the assessment of socio-economics, recreation and tourism effects.

Consideration of Scenarios and Options

2.11.5.5 There are three scenarios which have been considered by the preliminary assessment. These are:

- Friston substation is installed either under the current consent sought by Scottish Power Renewables (SPR), in which case it will form part of the future baseline, or as part of the Proposed Project, as explained in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**;
- Saxmundham Converter Station construction access is taken off the B1121 South Entrance (bellmouth BM09) or the B1121 Main Road (bellmouth BM12 via BM-11 and BM10), as explained in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**; and
- Saxmundham Converter Station permanent access is taken off the B1121 South Entrance (bellmouth BM09), B1121 Main Road (bellmouth BM12 via BM-11 and BM10) or off the B1121, The Street, (bellmouth BM13), as explained in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**.

2.11.5.6 Table 2.11.14 details where these scenarios are relevant to the preliminary socio-economics, recreation and tourism assessment and how they have been assessed and reported in Section 2.11.9, Preliminary Assessment of Effects.

Table 2.11.14: Consideration of scenarios

Assessment scenario	How it has been considered within the preliminary assessment
Friston substation	Whether Friston substation is built as part of the SPR consent (and therefore becomes part of the future baseline) or as part of the Proposed Project has been considered in the preliminary assessment. Where the potential socio-economic, recreation and tourism effect associated with this difference is considered to have the potential to result in a different magnitude of effect or significance for a specific receptor, this is identified in the preliminary assessment.
Saxmundham Converter Station construction access	The construction access options have been considered in the preliminary assessment. Where the potential socio-economic, recreation and tourism effect associated with a specific access option is considered to result in a different magnitude of effect or significance for a specific receptor, this is identified in the preliminary assessment.
Saxmundham Converter Station permanent access	The permanent access options have been considered in the preliminary assessment. Where the potential socio-economic, recreation and tourism effect associated with a specific access option is considered to result in a different magnitude of effect or significance for a specific receptor, this is identified in the preliminary assessment.

Coordination including Co-location

- 2.11.5.7 The Proposed Project includes an option for co-location with National Grid Ventures proposed Nautilus and LionLink (formerly known as EuroLink) interconnector projects as explained in **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**.
- 2.11.5.8 Table 2.11.15 details where the option of co-location is relevant to the preliminary socio-economics, recreation and tourism assessment and how this option has been assessed and reported in Section 2.11.9, preliminary assessment of effects.

Table 2.11.15: Consideration of Co-location

Element of co-location	How it has been considered within the preliminary assessment
HVDC ducts	The HVDC cables have been considered as part of the Proposed Project and the Proposed Project with Co-location within the preliminary assessment. The maximum working width for the HVDC corridor has been assessed for the Proposed Project at 40 m and the maximum working width for the HVDC corridor has been assessed for the Proposed Project with Co-location at up to 69 m. The maximum working widths for the HVDC cable have been considered within the assessment of effects for PRoW as well as private, community, recreation and tourism assets.
HVAC ducts	The HVAC cables have been considered as part of the Proposed Project and the Proposed Project with Co-location within the preliminary assessment. The maximum working width for the HVAC

	corridor has been assessed for the Proposed Project at 63 m and the maximum working width for the HVAC corridor has been assessed for the Proposed Project with Co-location at up to 136m. The maximum working widths for the HVDC cable have been considered within the assessment of effects for PRoW as well as private, community, recreation and tourism assets.
Saxmundham Converter Station	The impact of the respective proposed locations of the Saxmundham Converter Station as part of the Proposed Project and the Proposed Project with Co-location has been considered within the preliminary assessment as part of the consideration of scenarios identified in Table 2.11.14 above.
Friston substation	No option has been included for co-location as part of the Proposed Project. This is assessed cumulatively in Volume 1, Part 2, Chapter 14, Suffolk Onshore Scheme Inter-project Cumulative Effects .
Suffolk landfall	The landfall has been considered as part of the Proposed Project and the Proposed Project with Co-location within the preliminary assessment. The LoD has been considered for both the Proposed Project and the Proposed Project with Co-location, therefore the maximum flexibility in landfall corridor width has been assessed.

Sensitivity Test

- 2.11.5.9 It is likely that under the terms of the draft DCO, construction could commence in any year up to five years from the granting of the DCO which is assumed to be 2026. Consideration has been given to whether the preliminary effects reported would be any different if the works were to commence in any year up to year five. Where there is a difference, this is reported in Section 2.11.9, Preliminary Assessment of Effects.

2.11.6 Study Area

- 2.11.6.1 The impacts of the Suffolk Onshore Scheme with respect to socio-economics recreation and tourism are considered at varying spatial levels according to the likely spatial extent of the effect under consideration. This approach is consistent with the HCA, now known as Homes England, guidance entitled 'Additionality Guide, A Standard Approach to Assessing the Additional Impact of Projects, 4th Edition' (Ref. 2.11.30).
- 2.11.6.2 Table 2.11.16 presents the different components of the socio-economics recreation and tourism effects assessment within this chapter, the geographical scale at which each component is assessed, and the rationale behind these geographical scales.
- 2.11.6.3 The potential economic impacts arising from the Suffolk Onshore Scheme are considered relative to a 60-minute drive time from the Suffolk Onshore Scheme construction compounds (as can be seen in Image 2.11.1: Basis of assigning significance), as this represents the principal labour market catchment area for the Suffolk Onshore Scheme draft Order Limits (travel to work area). The 60-minute drive time area will be referred to as the Economic Study Area.

- 2.11.6.4 The assessment of effects on PRow users considers resources which could be affected by the closure and diversions of routes. Therefore, the Study Area comprises all PRow located within the Suffolk Onshore Scheme Boundary or those likely to be impacted by the work within 500 m of the Suffolk Onshore Scheme draft Order Limits.
- 2.11.6.5 The Study Area will consider local communities affected by severance. This will comprise those directly connected by recreational routes and PRow and those within 1 km of the Suffolk Onshore Scheme draft Order Limits.
- 2.11.6.6 The potential impacts on local hotel, bed and breakfast and inns accommodation sector as a result of the Suffolk Onshore Scheme are considered relative to the 60-minute drive time.
- 2.11.6.7 The Study Area for residential properties, local businesses, visitor attractions relevant for tourism, community facilities, open space and development land will consider receptors that could be impacted within 500 m of the Suffolk Onshore Scheme draft Order Limits.

Table 2.11.16 Socio-economic, recreation and tourism impacts by geographical scale

Impact	Geographical Area of Impact	Rational for Impact Area
Employment generation during the construction phase, (direct, indirect and induced impacts)	60-minute travel area (drive time estimate using GIS data, based on the Suffolk Onshore Scheme Boundary and indicative site access points).	Research by the Chartered Institute of Personnel and Development (CIPD) found that 90% of national employees commuted for 60 minutes or less each way. This was reported by CIPD in the 2017 Employee outlook 'Employee views on working life' (Ref. 2.11.31).
GVA during the construction phase	60-minute travel area (though GVA per worker assumptions is based on the East of England Region).	GVA generation relates directly to employment generation.
Local communities that could be affected by severance	1 km radius from the Suffolk Onshore Scheme Boundary.	Professional judgement and experience from other energy schemes in England. A 1 km radius has been considered for this receptor in order to fully account for the effect of severance on access to community facilities.
PRowS	Within, and up to 500 m radius from the Suffolk Onshore Scheme Boundary.	Professional judgement and experience from other electricity network infrastructure schemes in England.

Impact	Geographical Area of Impact	Rational for Impact Area
Residential Properties, business premises, visitor attractions, community facilities, open space and development land.	Within, and up to 500 m radius from the Suffolk Onshore Scheme Boundary.	Professional judgement and experience from other electricity network infrastructure schemes in England. 500m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits, based on the Design Manuel for Roads and Bridges (DMRB) LA 112 (Ref. 2.11.40).
Accommodation services	60-minute travel area (drive time estimated using GIS data, based on the Suffolk Onshore Scheme Boundary and indicative site access points).	Professional judgement and experience from other electricity network infrastructure schemes in England.

2.11.7 Baseline Conditions

Existing Baseline

2.11.7.1 This section describes the baseline environmental characteristics with specific reference to socio-economics, recreation and tourism.

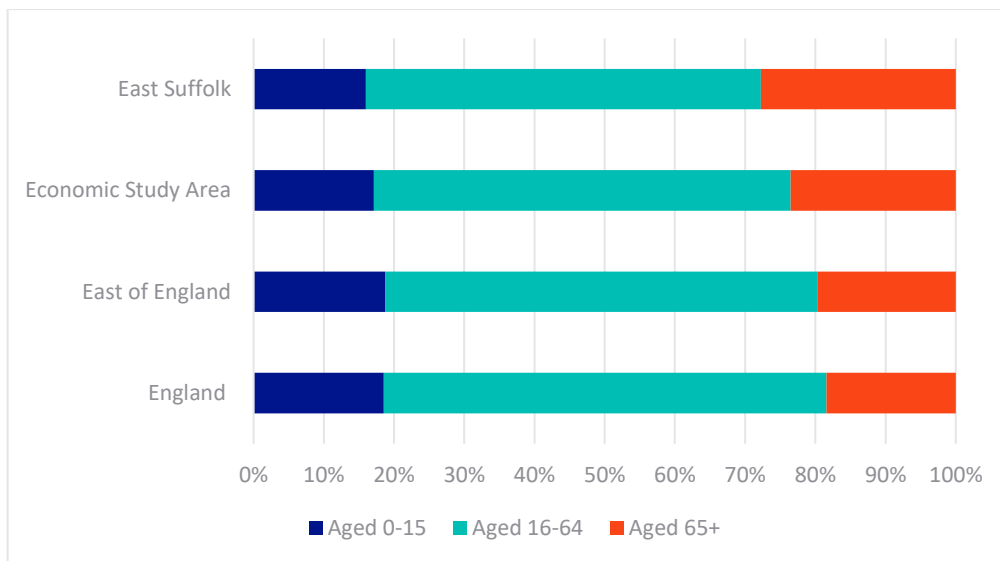
2.11.7.2 The potential impacts arising from the Suffolk Onshore Scheme are assessed relative to the baseline conditions and benchmarked against regional and national standards where appropriate. These include:

- Population and deprivation;
- employment;
- the local economy and labour market; and
- the existing site and surroundings.

Population and deprivation

- 2.11.7.3 According to Office for National Statistics (ONS) Census data (Ref. 2.11.32; Ref. 2.11.22), the residential population of East Suffolk has increased from 239,552 in 2011² to 246,058 in 2021, representing a 2.7% increase over 10 years. This growth is lower than that across the East of England (8.3%) and England (6.6%) over the same period.
- 2.11.7.4 In 2021, 138,406 (56.3%) of residents in East Suffolk were of working age (defined by ONS as people aged 16 to 64). This proportion is notably lower when compared to the East of England (61.6%) and England as a whole (63.0%). A full age profile for East Suffolk and the comparative geographies is shown in Image 2.11.2.
- 2.11.7.5 The residential population of the Economic Study Area (the 60-minute drive time radius) was 1,011,246 in 2021. Data from the 2011 Census is not available for a number of Lower Layer Super Output Areas (LSOAs³) which comprise the Economic Study Area. Therefore, no comparison can be made between the population in 2011 and 2021.
- 2.11.7.6 In 2021, there were 651,719 (59.4%) residents of working age within the Economic Study Area. This is slightly higher than East Suffolk (56.3%) but below the proportions for the East of England (61.6%) and England as a whole (63.0%) as shown in Image 2.11.2.

Image 2.11.2: Age profile by geography



² East Suffolk Local Authority was formed in April 2019 by the merger of Waveney and Suffolk Coastal districts. Therefore, the population of East Suffolk from 2011 has been calculated by aggregating the population of Waveney and Suffolk Coastal.

³ A Lower Super Output Area (LSOA) is a geographic division used for the reporting of statistics in England and Wales.

- 2.11.7.7 In 2021, the Annual Population Survey (Ref. 2.11.24) showed that 39.3% of working age residents in East Suffolk have a degree level qualification or higher (National Vocational Qualification (NVQ) Level 4+). This is below the averages for the East of England (39.6%) and England as a whole (43.2%). The proportion of residents in East Suffolk with no qualifications is 5.6% which was also lower than the rates recorded in the East of England (5.8%) and England (6.4%). The survey does not produce findings at the LSOA level and therefore data is not available across the Economic Study Area.
- 2.11.7.8 Based on the 2019 Indices of Multiple Deprivation (IMD) (Ref. 2.11.25), East Suffolk is ranked as the 158th most deprived local authority of 317 districts in England (where 1 is the most deprived). Within East Suffolk, 10 of the LSOAs are within the top 10% most deprived LSOAs in England (6.8% of LSOAs in East Suffolk). When comparing performance in the seven different domains of deprivation, East Suffolk performs worst for education, skills and training deprivation (for which it is the 113th most deprived local authority) and best for crime deprivation (for which it is the 217th most deprived).

Employment

- 2.11.7.9 According to Business Register and Employment Survey (BRES) data (Ref. 2.11.33), the number of working age employees in East Suffolk was approximately 90,200.
- 2.11.7.10 According to the Annual Population Survey (Ref. 2.11.24), in 2022 the economic activity rate (amongst 16- to 64-year-olds) was 83.0% in East Suffolk which was greater than the rates across the East of England (80.6%) and England (78.7%).
- 2.11.7.11 The claimant count records those individuals who are unemployed and claiming job seekers allowance or other unemployment related benefits. The April 2023 claimant count for residents as a proportion of residents aged 16-64 was 3.2% in East Suffolk. This is below the rates in the East of England (3.7%) and England as a whole (4.8%) (Ref. 2.11.23). Data is not published at the LSOA level and therefore data is not available across the Economic Study Area.

Local economy and labour market

- 2.11.7.12 The average GVA per head within the Suffolk County Council area in 2021 (the smallest area at which data is available) was £25,701 (Ref. 2.11.34). This is lower than the average for the East of England (£26,995) and England as a whole (£31,138).
- 2.11.7.13 Table 2.11.17 presents a detailed breakdown of employment by broad industrial group across East Suffolk and comparative geographies. Based on the most recently available data (2021) (Ref. 2.11.33), the highest levels of employment in East Suffolk are recorded in the Retail sector (10.9%). The Health, Accommodation & Food Services, Transport & Storage, and Manufacturing sectors are also comparatively large and are each the joint second largest sectors in East Suffolk, accounting for 9.8% of employment in the district.
- 2.11.7.14 The Construction broad industrial group comprises 5.4% of employment within the Study Area, comparable to that in the East of England (5.9%) and slightly higher than the average for England (4.8%).
- 2.11.7.15 The Mining, Quarrying and Utilities broad industrial group (which includes employment from the generation of energy) comprises 1.6% of employment in East Suffolk. This is slightly higher when compared to the East of England (1.0%) and England as a whole (1.2%).

Table 2.11.17: Employment by broad industrial group

Industry	East Suffolk (%)	East of England (%)	England (%)
Agriculture, forestry & fishing	2.2	0.9	0.6
Mining, quarrying & utilities	1.6	1.0	1.2
Manufacturing	9.8	7.3	7.5
Construction	5.4	5.9	4.8
Motor trades	1.9	1.9	1.7
Wholesale	1.9	4.0	3.7
Retail	10.9	9.2	9.0
Transport & storage (inc postal)	9.8	5.5	5.2
Accommodation & food services	9.8	6.9	7.5
Information & communication	4.9	4.1	4.6
Financial & insurance	0.9	2.1	3.6
Property	1.0	1.7	1.8
Professional, scientific & technical	5.4	9.1	9.3
Business administration & support services	5.4	11.7	9.0
Public administration & defence	4.3	3.4	4.3
Education	8.7	9.5	8.7
Health	9.8	12.1	13.3
Arts, entertainment, recreation & other services	4.3	4.0	4.2

The existing site and surroundings

Recreational routes and PRoW

- 2.11.7.16 There are 22 PRoWs and recreational routes which pass within the Suffolk Onshore Scheme draft Order Limits which are displayed in Table 2.11.18 below.

Table 2.11.18 PRoWs and recreational routes within the Suffolk Onshore Scheme Boundary

PRoW Name	Description
Footpath 103/006/0	Begins within the Suffolk Onshore Scheme draft Order Limits at Thorpe Road and travels south west to Saxmundham Road.
Footpath 103/016/0	Runs north west from Golf Lane, through the Suffolk Onshore Scheme draft Order Limits and continues to meet Footpath 103/001/0 to the north.

PRoW Name	Description
Footpath 103/001/0	Runs through the Suffolk Onshore Scheme draft Order Limits along the access road from Leiston Road. The Footpath continues west to meet Footpath 103/016/0.
Footpath 260/013/A	Runs from Aldeburgh Road to the north into the Suffolk Onshore Scheme draft Order Limits. It then runs west within the Suffolk Onshore Scheme draft Order Limits to meet Bridleway 260/012/A.
Bridleway 260/012/A	Runs north from Aldeburgh Road, through the Suffolk Onshore Scheme draft Order Limits to meet Bridleway 260/012/0.
Footpath 354/026/0	Runs from Low Road to the south east where it enters the Suffolk Onshore Scheme draft Order Limits at the junction between Aldeburgh Road and Farnham Road.
Footpath 354/022/0	Runs from Aldeburgh Road eastwards into the Suffolk Onshore Scheme draft Order Limits where it meets Snape Road.
Bridleway 354/002/0	Runs from Friston to the west of the Suffolk Onshore Scheme and runs east into the Suffolk Onshore Scheme draft Order Limits.
Bridleway 354/001/0	Begins at the Snape Road access route section of the Suffolk Onshore Scheme draft Order Limits and runs north back through the Suffolk Onshore Scheme draft Order Limits to School Road.
Footpath 354/018/0	Runs south from School Road through the Suffolk Onshore Scheme draft Order Limits and meets Footpath 354/019/0.
Footpath 354/007/A	Begins within the Suffolk Onshore Scheme draft Order Limits at Grove Road and runs north east to School Road outside of the Suffolk Onshore Scheme Boundary.
Footpath 354/006/0	Runs north from Friston through the Suffolk Onshore Scheme draft Order Limits and continues north to meet Footpath 260/020/0.
Footpath 354/008/0	Located within the Suffolk Onshore Scheme draft Order Limits and runs to Grove Road.
Footpath 260/017/0	Runs north from Friston through the Suffolk Onshore Scheme draft Order Limits and continues north to meet Footpath 354/006/0.
Footpath 260/016/0	Begins within the Suffolk Onshore Scheme draft Order Limits at Saxmundham Road and moves north east to meet Footpath 260/015/0.
Footpath 260/015/0	Connects Footpath 260/016/0 and Footpath 260/017/0 and passes into the Suffolk Onshore Scheme draft Order Limits from the west.
Footpath 491/006/0	Runs across the Saxmundham Converter Station section of the Suffolk Onshore Scheme draft Order Limits from Fristonmoor Lane to meet Footpath 460/023/0 within the Suffolk Onshore Scheme Boundary.

PRoW Name	Description
Bridleway 491/010/0	Runs north within the Suffolk Onshore Scheme draft Order Limits from B1121, The Street and meets the B1129 in the north of the Suffolk Onshore Scheme Boundary.
Footpath 491/004/0	Runs from St Mary Magdalene Church eastwards and crosses the Suffolk Onshore Scheme draft Order Limits.
Footpath 491/005/0	Runs from the B1121, The Street, and crosses the Suffolk Onshore Scheme draft Order Limits to the north to meet Footpath 491/006/0.
Footpath 460/023/0	Runs from Footpath 491/006/0 north to Church Hill within the Suffolk Onshore Scheme draft Order Limits.
Footpath 460/001/0	Runs south west from Clay Hills across the Suffolk Onshore Scheme draft Order Limits towards the River Fromus.

2.11.7.17 A further 29 PRoW and recreational routes are located within 500 m of the Suffolk Onshore Scheme Boundary. These are displayed in Table 2.11.19 below.

Table 2.11.19 PRoW and recreational routes within 500 m of the Suffolk Onshore Scheme Boundary

PRoW Name	Description
Footpath 103/020/0	Located approximately 340 m to the south of the Suffolk Onshore Scheme draft Order Limits and connects Leiston Road and Golf Lane.
Footpath 103/004/0	Located approximately 120 m to the north of the Suffolk Onshore Scheme draft Order Limits, running north east from Leiston road.
Footpath 103/003/0	Located is located 220 m to the north of the Suffolk Onshore Scheme draft Order Limits and connects Footpath 103/004/0 with Footpath 106/057/0 to the north.
Footpath 106/057/0	Located approximately 480 m to the north east of the Leiston Road access road of the Suffolk Onshore Scheme draft Order Limits. It continues north to meet a number of other PRoWs.
Footpath 103/005/0	Located approximately 320 m to the north of the Leiston Road access road of the Suffolk Onshore Scheme draft Order Limits. It continues east to meet a number of other PRoWs.
Footpath 103/019/0	Located approximately 400 m to the south of the Suffolk Onshore Scheme draft Order Limits. It runs east from Saxmundham Road.
Bridleway 260/012/0	Located north of the Suffolk Onshore Scheme draft Order Limits connecting Bridleway 260/012/A to the west with Footpath 103/001/0 to the south east.
Restricted Byway 260/003/A	Runs from the edge of the Suffolk Onshore Scheme draft Order Limits at the junction between Snape Road and Aldeburgh Road. It runs to the south west.

PRoW Name	Description
Footpath 260/003/0	Located approximately 190 m to the west of the Suffolk Onshore Scheme draft Order Limits at the junction between Aldeburgh Road and Farnham Road, and connects Restricted Byway 260/003/A and Footpath 354/025/0.
Footpath 354/025/0	Located approximately 190 m to the west of the Suffolk Onshore Scheme draft Order Limits at the junction between Aldeburgh Road and Farnham Road, and connects Footpath 260/003/0 with a number of PRoWs to the north.
Footpath 354/027/0	Located approximately 150 m the north of the Suffolk Onshore Scheme draft Order Limits at the junction between Aldeburgh Road and Farnham Road.
Footpath 354/005/0	Located approximately 350 m to the west of the Suffolk Onshore Scheme draft Order Limits to the south east of Friston.
Footpath 354/004/0	Runs west to east and meets the Suffolk Onshore Scheme draft Order Limits to the south of Friston.
Footpath 260/025/0	Located approximately 470 m to the west of the Suffolk Onshore Scheme draft Order Limits within the village of Friston.
Footpath 354/006/0	Located approximately 380 m to the west of the Suffolk Onshore Scheme draft Order Limits and runs north from the village of Friston.
Footpath 354/007/0	Located approximately 450 m to the west of the Suffolk Onshore Scheme draft Order Limits and connects Church Lane and Grove Road.
Footpath 354/003/0	Runs from the Snape Road access route section of the Suffolk Onshore Scheme draft Order Limits and continues to the east out of the study area.
Footpath 354/018/A	Connects Bridleway 354/001/0 and 354/018/0 approximately 20 m to the east of the Suffolk Onshore Scheme draft Order Limits.
Footpath 354/031/0	Located approximately 180 m to the north of the Suffolk Onshore Scheme draft Order Limits and connects Church Road and School Road.
Footpath 354/016/0	Located approximately 150 m to the north of the Suffolk Onshore Scheme draft Order Limits and connects Church Road and School Road.
Footpath 354/014/0	Located approximately 470 m to the north of the Suffolk Onshore Scheme draft Order Limits and runs north out of the study area from Church Road.
Footpath 260/020/0	Located approximately 100 m to the north of the Snape Road access route section of the Suffolk Onshore Scheme draft Order Limits.
Footpath 354/009/0	Located approximately 340 m to the north east of the Suffolk Onshore Scheme draft Order Limits, running to the east to meet Grove Road.

PRoW Name	Description
Footpath 260/018/0	Follows the northern border of the Suffolk Onshore Scheme draft Order Limits then runs north along Fristonmoor Lane.
Footpath 260/021/0	Located approximately 430 m to the south the Suffolk Onshore Scheme draft Order Limits along Redbarn Lane.
Footpath 491/001/0	Located approximately 270 m to the north the Kiln Lane access route section of the Suffolk Onshore Scheme draft Order Limits.
Bridleway 260/029/0	Located approximately 60 m to the east of the Suffolk Onshore Scheme draft Order Limits and runs north from the B1119 out of the study area.
Footpath 491/008/0	Runs from the border of the Suffolk Onshore Scheme draft Order Limits as it meets B1119 and heads north then east out of the study area.
Footpath 344/033/0	Located approximately 450 m to the north east of the Suffolk Onshore Scheme draft Order Limits and runs north out of the study area.

Residential properties

- 2.11.7.18 There are no residential properties located within the Suffolk Onshore Scheme draft Order Limits.
- 2.11.7.19 A number of settlements lie within close proximity to the Suffolk Onshore Scheme. To the north west of the Suffolk Onshore Scheme, both Saxmundham and Kelsale border the Suffolk Onshore Scheme draft Order Limits. The southern portion of the village of Knodishall borders the Suffolk Onshore Scheme draft Order Limits to the north. The town of Aldeburgh is located approximately 360 m to the south of the Suffolk Onshore Scheme draft Order Limits. The villages of Friston and Sternfield are also located within 500 m of the Suffolk Onshore Scheme draft Order Limits to the south west.
- 2.11.7.20 Additional settlements located within 1 km of the Suffolk Onshore Scheme draft Order Limits includes Benhall, which is located approximately 550 m to the south.
- 2.11.7.21 A number of small clusters of residential properties or isolated properties also lie within close proximity to the Suffolk Onshore Scheme draft Order Limits. This includes a cluster of residential properties located along Leiston Road.
- 2.11.7.22 Residential properties R_2849, R_19363, R_16911 and R_20300 all lie within 50 m of the Suffolk Onshore Scheme draft Order Limits to the north of Aldeburgh Road.
- 2.11.7.23 Residential property R_19861 is bordered by the Suffolk Onshore Scheme Boundary on all sides to the east of Snape Road.
- 2.11.7.24 Properties R_19808 and R_20360 also border the Suffolk Onshore Scheme draft Order Limits to the east of Snape Road.
- 2.11.7.25 A cluster of residential properties associated with Manor Farm are located approximately 800 m to the west of the village of Knodishall and border the Suffolk Onshore Scheme draft Order Limits to the south.
- 2.11.7.26 Residential properties R_14569, R_17257 and R_4935 border the Suffolk Onshore Scheme draft Order Limits to the north.

- 2.11.7.27 Three properties, R_142, R_7006 and R_6933, lie close to the Suffolk Onshore Scheme draft order limits to the south, while a further two residential properties, R_12065 and R_11692, border the Suffolk Onshore Scheme draft order limits to the east of the village of Sternfield.
- 2.11.7.28 Residential Property R_14166, associated with Moor Farm, borders the Suffolk Onshore Scheme draft Order Limits to the south off B1121, The Street.
- 2.11.7.29 Residential property R_14222 borders the Suffolk Onshore Scheme to the north west.

Local businesses

- 2.11.7.30 There are 27 business premises located within 500 m of the Suffolk Onshore Scheme draft Order Limits. Table 2.11.20 below provides a list of unique identification codes of business premises within 500 m and their approximate distance from the Suffolk Onshore Scheme draft Order Limits.

Table 2.11.20: Business premises within 500 m of the Suffolk Onshore Scheme draft Order Limits

Business premises	Location	Approximate distance from the Suffolk Onshore Scheme draft Order Limits	Business Activity
A_17	Aldeburgh	70 m	Golf club
C_3149	Aldeburgh Road	230 m	Farm
C_4533		190 m	Holiday let
C_2101		470 m	Holiday let
C_1004, C_1964, C_1085, C_1673, C_2663, C_1798		10 m	
C_1342		Within draft order limits	Farm
C_2100		170 m	Holiday let
C_400	Friston	320 m	Farm
C_1119		320 m	Holiday let
C_621		330 m	Farm
C_843	Knodishall	Borders draft order limits	Farm
C_2492	Grove Road	70 m	Campsite
C_3731		100 m	Farm
C_2328	Saxmundham Road	100 m	Farm
C_641	Saxmundham Road	120 m	Holiday let

Business premises	Location	Approximate distance from the Suffolk Onshore Scheme draft Order Limits	Business Activity
C_2858	Sternfield	420 m	Holiday let
C_1114		10 m	Farm
C_90		490 m	Holiday let
C_100	Benhall Green	80 m	Building suppliers
C_2605		220 m	Automotive services
C_2633		250 m	Agricultural machinery
C_2192		230 m	Holiday let
C_4581		Saxmundham	Borders draft order limits
C_2293	500 m		Holiday let
C_509	450 m		Discount store
C_4500	470 m		Cafe
C_2571	500 m		Betting

Visitor attractions

2.11.7.31 There are three visitor attractions within 500 m of the Suffolk Onshore Scheme draft Order Limits. The Scallop at Aldeburgh Beach (O_872) is located 320 m to the south of the Suffolk Onshore Scheme draft Order Limits as it makes landfall. The Red House (A_150), a museum, lies 410 m to the south of the Suffolk Onshore Scheme Boundary in Aldeburgh, while Saxmundham Museum (C_2934) lies 500 m to the north west of the Suffolk Onshore Scheme draft Order Limits.

Community facilities

2.11.7.32 Table 2.11.21 lists the community facilities within 500 m of the Suffolk Onshore Scheme draft Order Limits. There are no police or fire stations within 500 m of the Suffolk Onshore Scheme draft Order Limits. The nearest police and fire stations are Saxmundham Police Station and Saxmundham Fire Station, located approximately 680 m and 960 m to the west of the Suffolk Onshore Scheme draft Order Limits respectively. Additional community facilities that may be used by communities with 1 km of the Suffolk Onshore Scheme include Benhall Saint Mary's Primary School located approximately 650 m to the south in Benhall, and Coldfair Green County Primary School located approximately 520 m to the northeast.

Table 2.11.21 Community facilities within 500 m of the Suffolk Onshore Scheme draft Order Limits

Receptor	Location	Approximate distance from the Suffolk Onshore Scheme Boundary	Typology
Friston Village Hall, CS_54	Friston	500 m	Community hall
Coldfair Green County Primary School, E_14	Knodishall	490 m	School
Saxmundham Tennis Club, A_5	Saxmundham	10 m	Sports facility
Titanium Fitness, A_228		40 m	Leisure centre
Saxmundham Sports Club, A_369		180 m	Sports facility
Saxmundham Library, CS_162		380 m	Library
Saxmundham Hub, CS_119		370 m	Community centre
Kelsdale Primary School, CE_3PS		200 m	School
Saxmundham Primary School, E_3		440 m	School

Open space

2.11.7.33 There are five areas of open space within 500 m of the Suffolk Onshore Scheme draft Order Limits. A portion of Aldeburgh Beach falls within the Suffolk Onshore Scheme draft Order Limits at the landfall site. Carlton Park, located to the north of Saxmundham, lies approximately 140 m to the northwest. Saxmundham Park is located approximately 450 m to the north west of the Suffolk Onshore Scheme draft Order Limits. Knodishall Playground is located approximately 450 m to the north east of the Suffolk Onshore Scheme draft Order Limits within Knodishall. Friston Playground is located approximately 480 m to the south of the Suffolk Onshore Scheme draft Order Limits.

Development land

2.11.7.34 There is one allocation for up to 16 dwellings on the Land at School Road in Knodishall (Policy SCLP12.55 (Ref. 2.11.28)) located approximately 200 m to the north and southwest of the Suffolk Onshore Scheme draft Order Limits in Knodishall.

Accommodation facilities

- 2.11.7.35 The private rented homes sector is considered to be the principal sector for accommodating demand for housing from non-local (i.e. from outside of the Economic Study Area) construction workers. When last estimated in 2021 there were 19,379 private rented properties in East Suffolk (Ref. 2.11.37). National data recorded in the English Housing Survey 2022 (Ref. 2.11.38) indicates that 3.0% of properties are vacant, although not all would be available for occupancy. With no more local data available, applying this to the private rented stock in the local area, there were an estimated 576 private rented properties within East Suffolk in 2022 that could potentially be available to construction workers.
- 2.11.7.36 In addition to the private rented homes that are likely to be available to construction workers, there are approximately 7,642 inventory rooms in local hotel, bed and breakfast and inns accommodation within the Economic Study Area. This number has been adjusted in Table 2.11.22 below to reflect typical availability based on seasonal occupancy rates from 2022 (Ref. 2.11.39). At the peak of demand in the month of July, 24.5% of local accommodation rooms and private rented properties are available.

Table 2.11.22: Accommodation Capacity within a 60-minute drive time radius of the Suffolk Onshore Scheme

Month	Inventory rooms	Inventory rooms typically available after existing demand	Inventory rooms available after existing demand plus available private rented accommodation
Jan	7,642	4,050	4,626
Feb	7,642	2,675	3,250
Mar	7,642	2,293	2,868
Apr	7,642	2,063	2,639
May	7,642	1,834	2,410
Jun	7,642	1,528	2,104
Jul	7,642	1,299	1,875
Aug	7,642	1,681	2,257
Sep	7,642	1,528	2,104
Oct	7,642	1,528	2,104
Nov	7,642	1,681	2,257
Dec	7,642	2,216	2,792

Future Baseline

- 2.11.7.37 The population of East Suffolk is expected to increase from 246,058 at the time of the last Census in 2021 to 267,601 when the Suffolk Onshore Scheme is complete and operational in 2031. This represents an increase of 8.8% (Ref. 2.11.35). In the East of England and England as a whole, there are expected to be population increases of 3.9% and 5.1% respectively over the same time period.
- 2.11.7.38 Table 2.11.23 sets out population projection data broken down by age group. It shows that by 2031, both the 0 to 15 year-old and the 16 to 64 year-old population will make up a lower proportions of the total population across all study area geographies that they did in 2021. There is projected to be an increase in the proportion of residents aged 65 and over across all study area geographies over the time period.

Table 2.11.23: Population projections by age breakdown

Area	Age	2021	2031
East Suffolk	Aged 0 to 15 (%)	16.0%	14.9%
	Aged 16 to 64 (%)	56.3%	52.4%
	Aged 65+ (%)	27.8%	32.7%
East of England	Aged 0 to 15 (%)	18.7%	17.7%
	Aged 16 to 64 (%)	61.6%	59.0%
	Aged 65+ (%)	19.6%	23.3%
England	Aged 0 to 15 (%)	18.6%	17.5%
	Aged 16 to 64 (%)	63.0%	60.7%
	Aged 65+ (%)	18.4%	21.8%

Ref. 2.11.22, Ref. 2.11.35

- 2.11.7.39 In terms of the local economy and employment, the East of England Forecasting Model (Ref. 2.11.36) provides an estimate of employment and GVA per capita across the East of England region and within East Suffolk⁴. This data shows that the total employment within East Suffolk is projected to increase from approximately 90,200 in 2021 (Ref. 2.11.33) to approximately 114,700 in 2031, representing a 27.2% increase. GVA per capita data is not available at the local authority level, but within Suffolk County GVA per capita is projected to increase from approximately £22,400 (2016 prices) in 2021 to approximately £24,400 (2016 prices) in 2031. GVA per capita in the East of England is projected to increase from £25,200 (2016 prices) to £27,400 (2016 prices) over the same period.

⁴ The data is presented for Suffolk Coastal and Waveney districts which subsequently combined to form East Suffolk District.

2.11.7.40 There is a high level of uncertainty with respect to the future baseline of existing local land uses, other than where future planned uses are known (such as future developments, where planning applications, permissions and local plan allocations have been considered). Therefore, for the purposes of this assessment, the future baseline with respect to local land uses (including agricultural land, residential properties, local businesses, open space, community facilities, visitor attractions and development land) is expected to be in line with the existing baseline conditions set out above.

2.11.8 Mitigation

2.11.8.1 As set out in **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**, mitigation measures typically fall into one of the three categories: embedded measures; control and management measures; and mitigation measures.

Embedded Measures

2.11.8.2 Embedded measures have been integral in reducing the socio-economics, recreation and tourism effects of the Proposed Project. Measures that have been incorporated are:

- Sensitive routing and siting of infrastructure and temporary works.
- Commitments made within **Volume 2, Part 1, Appendix 1.4.F, Outline Schedule of Environmental Commitment and Mitigation Measures**.

Control and Management Measures

2.11.8.3 The following measures have been included within **Volume 2, Part 1, Appendix 1.4.A, Outline Code of Construction Practice** relevant to the control and management of impacts that could affect socio-economics, recreation and tourism receptors:

- GG03: A Construction Environmental Management Plan (CEMP), a Landscape and Ecological Management Plan (LEMP) and a Construction Traffic Management Plan (CTMP) will be produced prior to construction;
- GG05: A suitably experienced Environmental Manager will be appointed for the duration of the construction phase. In addition, a qualified and experienced Environmental Clerk of Works will be available during the construction phase to advise, supervise and report on the delivery of the mitigation methods and controls outlined in the CEMP. The Environmental Clerk of Works will monitor that the works proceed in accordance with relevant environmental DCO requirements and adhere to the required good practice and mitigation measures. The Environmental Clerk of Works will be supported as necessary by appropriate specialists, including ecologists and arboriculturists;
- GG08: Land used temporarily will be reinstated where practicable to its pre-construction condition and use. Hedgerows, fences and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, with landowner agreement;
- GG26: Members of the community and local businesses will be kept informed regularly of the works through active community liaison. This will include notification of noisy activities, heavy traffic periods and start and end dates of key

phasing. A contact number will be provided which members of the public can use to raise any concerns or complaints about the project. All construction-related complaints will be logged by the contractor(s) in a complaints register, together with a record of the responses given and actions taken; and

- TT03: All designated PRoWs will be identified, and any potential temporary closures applied for/detailed in the DCO. All designated PRoWs crossing the working area will be managed with access only closed for short periods while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

Mitigation Measures

Mitigation measures are additional topic and site-specific measures that have been applied to mitigate or offset any likely significant effects. To date, no additional measures have been identified. If, following stakeholder consultation feedback, further design refinement and further assessment, it is identified that additional measures are required, these will be detailed as part of the ES.

2.11.9 Preliminary Assessment of Effects

- 2.11.9.1 The preliminary assessment of the effects of the Suffolk Onshore Scheme described in this section considers the embedded, control and management and mitigation measures described in Section 2.11.8.
- 2.11.9.2 The preliminary socio-economics, recreation and tourism assessment of the effects of the Suffolk Onshore Scheme is presented in the following tables.

Economic Impacts

Construction employment

- 2.11.9.3 The construction period is expected to take approximately four years. The number of full-time equivalent (FTE) jobs required by the Suffolk Onshore Scheme will vary over the four-year construction period. National Grid estimates that a peak of 414 FTE jobs, and an average of 162 gross direct FTE jobs will be required on-site over the four-year construction period.
- 2.11.9.4 Table 2.11.24 presents the temporary annual employment generated by the Suffolk Onshore Scheme, accounting for leakage, displacement, and multiplier effects as detailed in Section 2.11.4 – Approach and Methodology. The Suffolk Onshore Scheme will support, on average, 105 net additional jobs during the construction period. Of these, 32 jobs per annum will be expected to be taken-up by residents within the Economic Study Area, and 74 by residents outside this area⁵.

⁵ Please note that these figures have been rounded to the nearest whole number and that the totals may not sum.

Table 2.11.24: Average Net Additional Construction Employment

	60-minute Drive time Study Area	Outside of the Study Area	Total
Gross Direct Employment	49	113	162
Displacement	24	57	81
Net Direct Employment	24	57	81
Indirect and Induced Employment	7	17	24
Average Net Additional Employment⁶	32	74	105

2.11.9.5 Table 2.11.25 summarises the preliminary assessment of construction employment.

Table 2.11.25: Preliminary assessment of construction employment

Preliminary assessment	
Receptor	Employment within the economic study area (60-minute drive time)
Potential Impact	Generation of direct and indirect temporary employment opportunities.
Proposed Project phase	Construction
Duration	Short term
Mitigation	Not applicable
Proposed Project	
Preliminary sensitivity	Low
	Given the relatively high economic activity rate and relatively low unemployment rate as reflected by the low number of residents in the Job Seeker's Allowance Claimant Count in East Suffolk compared to the regional and national averages, the local labour force in East Suffolk is assessed to be of low sensitivity due to its adequate capacity to experience impacts without incurring a change on the economic well-being of residents and local businesses.
Preliminary magnitude	Small beneficial
	As presented in Table 2.11.24, the Suffolk Onshore Scheme will support, on average, 105 net additional jobs during the construction period. Of these, 32 jobs per annum will be expected to be taken-up by residents

⁶ Sum of Net Direct Employment and Indirect and Induced Employment

Preliminary assessment

within the Economic Study Area, and 74 by residents outside this area.

The magnitude of impact of the direct, indirect, and induced employment, generated by the construction phase of Suffolk Onshore Scheme is assessed in the context of the labour pool of construction workers in the Economic Study Area (the 60-minute Study Area). The Economic Study Area currently has approximately 24,100 jobs in the construction sector (Ref. 2.11.33). Taking this into account, the impact of construction employment generation in the Economic Study Area has been assessed to be of small magnitude and temporary in nature.

Preliminary likely significance of effect

Not significant

Sensitivity Test

There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Confidence in prediction

High

Proposed Project with co-location

Preliminary sensitivity

Low

Preliminary magnitude

Small

Any changes to construction employment generated under a co-location scheme is assessed to not materially alter from those described under the Proposed Project only scenario due to the relatively small number of construction workers associated with the Suffolk Onshore Scheme not being sufficient to result in differential impacts.

Preliminary likely significance of effect

Not significant

Sensitivity Test

There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Confidence in prediction

High

Gross Value Added (GVA)

2.11.9.6 Table 2.11.26 summarises the preliminary assessment of impacts in the local economy from GVA generation associated with the Suffolk Onshore Scheme.

Table 2.11.26: Preliminary assessment of impacts in the local economy from GVA generation associated with the Suffolk Onshore Scheme

Preliminary assessment	
Receptor	Local economy
Potential Impact	The employment and wider economic activity created during the construction maintenance and decommissioning phases will generate GVA within the local economy.
Proposed Project phase	Construction
Duration	Short term
Mitigation	Not applicable
Proposed Project	
Preliminary sensitivity	Medium
	The sensitivity of the economy within the Study Area has been assessed as medium, due to GVA per head being slightly lower in the Suffolk area compared to the regional, and national averages.
Preliminary magnitude	Small beneficial
	Applying the average gross direct value added per construction worker in the Study Area to the total number of construction workers generated from the Suffolk Onshore Scheme gives the total GVA arising from the construction period. This has been calculated based on the compound average GVA per worker in the construction sector in the East of England as the appropriate benchmark, as this is the smallest area at which GVA and construction workforce data are currently available, rather than the more granular, LSOA-derived, Economic Study Area. Using the GVA per worker rate in the East of England, output generated by activity in the construction sector is estimated to be £84,305 per worker. By applying this figure to the average net construction employment generated by the Suffolk Onshore Scheme, it is estimated that construction will contribute approximately £8.9 (£m) to the national economy, of which approximately £2.7 m would likely be within the Economic Study Area and £6.2 m would be outside of the Economic Study Area. Owing to the size of GVA generation associated with the Suffolk Onshore Scheme relative to the Study Area GVA, this impact has been assessed as being of small magnitude.
Preliminary likely significance of effect	Not significant

Preliminary assessment	
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	High
Proposed Project with co-location	
Preliminary sensitivity	Medium
Preliminary magnitude	Small
	Any changes to GVA generated under co-location would not materially alter from those described under the Proposed Project only scenario due to the relatively small number of construction workers associated with the Suffolk Onshore Scheme not being sufficient to result in differential impacts.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	High

Public Rights of Way

- 2.11.9.7 Table 2.11.27 provides the preliminary assessment of direct effects on Footpath 103/016/0, Footpath 260/013/A, Bridleway 260/012/A, Bridleway 354/002/0, Footpath 354/007/A, and Footpath 260/015/0.

Table 2.11.27: Preliminary assessment of direct effects on Footpath 103/016/0, Footpath 260/013/A, Bridleway 260/012/A, Bridleway 354/002/0, Footpath 354/007/A, and Footpath 260/015/0.

Preliminary assessment	
Receptor	Footpath 103/016/0, Footpath 260/013/A, Bridleway 260/012/A, Bridleway 354/002/0, Footpath 354/007/A, and Footpath 260/015/0
Potential Impact	Temporary closure/diversion resulting in changes in access to the wider PRow network.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Low

Preliminary assessment

Footpath 103/016/0, Footpath 260/013/A, Bridleway 260/012/A, Bridleway 354/002/0, Footpath 354/007/A, and Footpath 260/015/0 connect to the wider PRoW network and are assessed to be used predominantly for recreational use. Alternative routes for recreation are available in the local vicinity of all of the PRoW listed.

Preliminary magnitude

Small adverse

Footpath 103/016/0, Footpath 260/013/A, Bridleway 260/012/A, Bridleway 354/002/0 and Footpath 354/007/A all lie within the HVDC cable construction swathe area. Footpath 260/015/0 lies within both the HVDC and HVAC cable construction swathe areas.

During construction, the footpaths and bridleways would be subject to temporary short-term closure, however temporary diversions around the cable installation will be provided along with haul road construction route crossing points where necessary. The provision of these diversions will enable use of the routes for through journeys to continue during the temporary closure.

Overall, the magnitude of impact during construction on all PRoW listed is assessed to be small adverse given the footpaths and bridleways will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the routes for journeys is retained. Users would also be able to access reasonable alternatives in all instances. This impact will be confirmed at the ES stage when additional design information is available.

Preliminary likely significance of effect

Not significant

Sensitivity Test

There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Confidence in prediction

Medium: the duration of the closures and information regarding mitigation, including diversion of the footpaths and bridleways, will be defined further during the ES stage.

Proposed Project with co-location

Preliminary sensitivity

Low

Preliminary magnitude

Small adverse

Preliminary assessment	
	The impacts are assessed to be the same as those described under the Proposed Project only scenario.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpaths and bridleways, will be defined further during the ES stage.

2.11.9.8 Table 2.11.28 provides the preliminary assessment of direct effects on Footpath 354/006/0 under the scenario in which one Converter Station at Saxmundham and Friston substation comes forward under the current SPR consent becoming part of the future baseline, while Table 2.11.29 provides the preliminary assessment of Footpath 354/006/0 under the scenario in which one Converter Station at Saxmundham and that Friston substation is built as part of the Proposed Project.

Table 2.11.28: Preliminary assessment of impacts to direct effects on Footpath 354/006/0 in a scenario in which one Converter Station at Saxmundham and Friston substation comes forward under the current SPR consent becoming part of the future baseline.

Preliminary assessment	
Receptor	Footpath 354/006/0
Potential Impact	Temporary closure or diversion resulting in changes in journey times, travel patterns, access to the wider PRow network and community infrastructure.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Medium
	Footpath 354/006/0 connects a small number of residential properties to the larger village of Friston and to the wider PRow network. It is assessed to be used both for recreation and to access amenities within Friston. Alternative routes to Friston are available in the local vicinity.
Preliminary magnitude	Small adverse

Preliminary assessment

Footpath 354/006/0 lies within the HVDC cable construction swathe.

During construction, the footpath would be subject to temporary short-term closure, however a haul road construction route crossing point will be installed along with a temporary diversion around cable installation and the footpath will be managed when the route is used during mobilisation and trenchless works. The provision of these measures will enable use of the route for through journeys to continue during the temporary closure.

Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.

Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.
Proposed Project with co-location	
Preliminary sensitivity	Medium
Preliminary magnitude	Small adverse
	The impacts of construction and operation of the Suffolk Onshore Scheme with co-location on Footpath 354/006/0 are assessed to the same as those described under the Proposed Project only scenario above in which the Suffolk Onshore Scheme is constructed.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Preliminary assessment	
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

Table 2.11.29: Preliminary assessment of impacts to Footpath 354/006/0 under a scenario in which in the scenario in which one Converter Station at Saxmundham and that Friston substation is built as part of the Proposed Project.

Preliminary assessment	
Receptor	Footpath 354/006/0
Potential Impact	Temporary and permanent diversions of the footpath resulting in changes in journey times for users.
Proposed Project phase	Construction
Duration	Permanent
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Medium
	<p>Footpath 354/006/0 connects a small number of residential properties to the larger village of Friston and to the wider PRow network. It is assessed to be used both for recreation and to access amenities within Friston. Alternative routes to Friston are available in the local vicinity.</p>
Preliminary magnitude	Small adverse
	<p>Footpath 354/006/0 lies within the HVDC cable construction swathe. The proposed Friston Substation is also located along the path of the footpath.</p> <p>During construction, the portion of the footpath severed by the HVDC cable construction swathe would be subject to temporary short-term closure, however a haul road construction route crossing point will be installed along with a temporary diversion around cable installation and the footpath will be managed when route is used during mobilisation and trenchless works.</p> <p>The footpath would also be subject to a permanent closure as part of the construction of the Friston Substation. However, a permanent diversion will be installed around the substation. The provision of these measures will enable use of the route for through journeys to continue.</p>

Preliminary assessment

Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.

Preliminary likely significance of effect

Not significant

Sensitivity Test

There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Confidence in prediction

Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

Proposed Project with co-location

Preliminary sensitivity

Medium

Preliminary magnitude

Small adverse

The impacts of construction and operation of the Suffolk Onshore Scheme with co-location on Footpath 354/006/0 are assessed to the same as those described under the Proposed Project only scenario above in which the Suffolk Onshore Scheme is constructed.

Preliminary likely significance of effect

Not significant

Sensitivity Test

There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Confidence in prediction

Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

- 2.11.9.9 Table 2.11.30 provides the preliminary assessment of direct effects on Footpath 260/017/0 under the scenario in which one Converter Station at Saxmundham and Friston substation comes forward under the current SPR consent becoming part of the future baseline, while Table 2.11.31 provides the preliminary assessment of Footpath 260/017/0 under the scenario in which one Converter Station at Saxmundham and that Friston substation is built as part of the Proposed Project.

Table 2.11.30: Preliminary assessment of direct effects on Footpath 260/017/0 under the scenario in which one Converter Station at Saxmundham and Friston substation comes forward under the current SPR consent becoming part of the future baseline.

Preliminary assessment	
Receptor	Footpath 260/017/0
Potential Impact	Temporary closure or diversion resulting in changes in journey times, travel patterns, access to the wider PRow network and community infrastructure.
Proposed Project phase	Construction
Duration	Permanent
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Medium
	<p>Footpath 260/017/0 connects a small number of residential properties to the larger village of Friston and to the wider PRow network. It is assessed to be used both for recreation and to access amenities within Friston. Alternative routes to Friston are available in the local vicinity.</p>
Preliminary magnitude	Small adverse
	<p>Footpath 260/017/0 lies within the HVDC and HVAC cable construction swathe, and crosses the path of the permanent access route from Bellmouth BM07, and a permanent field access route.</p> <p>During construction, the footpath would be subject to temporary short-term closure, however three route crossing points will be installed across the construction routes, along with a temporary diversion around cable installation works. The provision of these measures will enable use of the route for through journeys to continue during the temporary closure.</p> <p>Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.</p>
Preliminary likely significance of effect	Not significant

Preliminary assessment	
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath and provision of suitable crossing points of the permanent access route, will be defined further during the ES stage.
Proposed Project with co-location	
Preliminary sensitivity	Medium
Preliminary magnitude	Small adverse
	The impacts of construction and operation of the Suffolk Onshore Scheme with co-location on Footpath 260/017/0 are assessed to be the same as those described under the Proposed Project only scenario above in which the Suffolk Onshore Scheme is constructed.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath and provision of suitable crossing points of the permanent access route, will be defined further during the ES stage.

Table 2.11.31: Preliminary assessment of direct effects on Footpath 260/017/0 under the scenario in which one Converter Station at Saxmundham and that Friston substation is built as part of the Proposed Project.

Preliminary assessment	
Receptor	Footpath 260/017/0
Potential Impact	Permanent diversion of the footpath resulting in changes in journey times for users.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Medium

Preliminary assessment

Footpath 260/017/0 connects a small number of residential properties to the larger village of Friston and to the wider PRow network. It is assessed to be used both for recreation and to access amenities within Friston. Alternative routes to Friston are available in the local vicinity.

Preliminary magnitude Small adverse

Footpath 260/017/0 lies within the HVDC and HVAC cable construction swathe, and crosses the path of the permanent access route from Bellmouth BM07, and a permanent field access route. The footpath also passes under an overhead cable which will be reconducted as part of the construction of the Friston Substation.

During construction, the footpath would be subject to temporary short-term closure, however three route crossing points will be installed across the construction routes, along with temporary diversions around cable installation works and overhead cable reconduction. The provision of these measures will enable use of the route for through journeys to continue during the temporary closure.

Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.

Preliminary likely significance of effect **Not significant**

Sensitivity Test There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Confidence in prediction Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

Proposed Project with co-location

Preliminary sensitivity Medium

Preliminary magnitude Small adverse

Preliminary assessment	
	The impacts of construction and operation of the Suffolk Onshore Scheme with co-location on Footpath 260/017/0 are assessed to the same as those described under the Proposed Project only scenario above in which the Suffolk Onshore Scheme is constructed.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

2.11.9.10 Table 2.11.32 provides the preliminary assessment of direct effects on Footpath 260/016/0 and Footpath 460/001/0.

Table 2.11.32: Preliminary assessment of direct effects on Footpath 260/016/0 and Footpath 460/001/0

Preliminary assessment	
Receptor	Footpath 260/016/0 and Footpath 460/001/0
Potential Impact	Temporary closure resulting in changes in access to the wider PRow network.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Low
	Footpath 260/016/0 and Footpath 460/001/0 connect a small number of properties and the town of Saxmundham to the wider PRow network respectively. They are assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity.
Preliminary magnitude	Small adverse
	Footpath 260/016/0 crosses the path of the permanent access route from Bellmouth BM07 off Saxmundham Road (B1121). Footpath 460/001/0 crosses the path of

Preliminary assessment

the temporary and permanent access route options from the B1121 at Bellmouth BM12.

During construction, Footpath 260/016/0 would be subject to temporary short-term closure, however a crossing point will be installed across the access route from BM07. Footpath 460/001/0 would be subject to a permanent closure, however a permanent diversion around the construction route will be installed. The provision of these crossings will enable use of the routes for through journeys to continue during the temporary and permanent closures.

Overall, the magnitude of impact during construction is assessed to be small adverse given the footpaths will be closed for a short period of time, with management measures put in place to through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.

Preliminary likely significance of effect

Not significant

Sensitivity Test

There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Confidence in prediction

Medium: the duration of the closures and information regarding mitigation, including diversions of the footpaths and the provision of a suitable crossing points, will be defined further during the ES stage.

Proposed Project with co-location

Preliminary sensitivity

Low

Preliminary magnitude

Small adverse

The impacts on Footpath 260/016/0 and Footpath 460/001/0 under a co-location scenario are assessed to be the same as those described under the Proposed Project only scenario.

Preliminary likely significance of effect

Not significant

Sensitivity Test

There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Preliminary assessment	
Confidence in prediction	Medium: the duration of the closures and information regarding mitigation, including diversions of the footpaths and the provision of a suitable crossing points, will be defined further during the ES stage.

2.11.9.11 Table 2.11.33 provides the preliminary assessment of direct effects on Bridleway 491/010/0.

Table 2.11.33: Preliminary assessment of direct effects on Bridleway 491/010/0

Preliminary assessment	
Receptor	Bridleway 491/010/0
Potential Impact	Temporary closure resulting in changes in access to the wider PRow network.
Proposed Project phase	Construction
Duration	Permanent
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Low
	Bridleway 491/010/0 connects a farm to the wider PRow network. It is assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity including Bridleway 260/029/0.
Preliminary magnitude	Small adverse
	The permanent access route option from the south off the B1121 and at Bellmouth BM13, as well as a permanent field access route, run along the path off the southern portion of the Bridleway 491/010/0. A temporary access route from Bellmouth BM08 to a construction compound also runs along the path of the northern portion of the bridleway.
	During construction, the bridleway would be subject to temporary short-term closure, however a haul road construction route crossing point will be installed along with a temporary diversion around the cable installation and a temporary diversion will be installed around the access route from Bellmouth BM08. The bridleway will also be managed when route is used during mobilisation and trenchless works. It is assumed that the southern portion of the bridleway will be temporary closed and

Preliminary assessment	
	<p>permanently diverted to accommodate the scenario in which a permanent access route from BM13. The provision of these measures will enable use of the route for through journeys to continue during the temporary closure.</p> <p>Overall, the magnitude of impact during construction is assessed to be small adverse under both the scenario that access routes are installed from BM13 and BM08, given the bridleway will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives including Bridleway 260/029/0. This impact will be confirmed at the ES stage when additional design information is available.</p>
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the bridleway, will be defined further during the ES stage.
Proposed Project with co-location	
Preliminary sensitivity	Low
Preliminary magnitude	Small adverse
	The impacts to Bridleway 491/010/0 under a co-location scenario are assessed to be the same as those described under the Proposed Project only scenario.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the bridleway, will be defined further during the ES stage.

2.11.9.12 Table 2.11.34 provides the preliminary assessment of direct effects on Footpath 491/006/0.

Table 2.11.34: Preliminary assessment of direct effects on Footpath 491/006/0

Preliminary assessment	
Receptor	Footpath 491/006/0
Potential Impact	Temporary closure or diversion resulting in changes in journey times, travel patterns, access to the wider PRow network and community infrastructure.
Proposed Project phase	Construction
Duration	Permanent
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Low
	<p>Footpath 491/006/0 connects a number of PRow within the wider PRow network. It is assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity.</p>
Preliminary magnitude	Small adverse
	<p>Footpath 491/006/0 is located within a construction compound area located to the south of the B1119 and crosses the path of the temporary and permanent access route option from Bellmouth BM12.</p> <p>The footpath would be subject to permanent short-term closure, however a temporary diversion around the construction compound and a permanent diversion around the permanent access route. The provision of these measures will enable use of the route for through journeys to continue.</p> <p>Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.</p> <p>For all other temporary and permanent access route options, no potential effects to Footpath 491/006/0 have been identified.</p>
Preliminary likely significance of effect	Not significant

Preliminary assessment	
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath and the provision of suitable crossing points, will be defined further during the ES stage.
Proposed Project with co-location	
Preliminary sensitivity	Low
Preliminary magnitude	Small adverse
	<p>In addition to the effects assessed in the Proposed Project only scenario described above, under a co-location scenario one of the proposed locations for the Saxmundham Converter Station is located along the path of Footpath 491/006/0, and the footpath is also located within the HVAC and HVDC cable swathe area.</p> <p>During construction, the footpath would be subject to temporary short-term closure, however a haul road construction route crossing point will be installed, along with a temporary diversion around the construction compound and permanent diversions around the permanent access route and the Saxmundham Converter Station. The provision of these measures will enable use of the route for through journeys to continue during the temporary closure.</p> <p>Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be defined further at the ES stage when additional design information is available.</p> <p>For all other temporary and permanent access route options, no potential effects to Footpath 491/006/0 have been identified.</p>
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Preliminary assessment	
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

2.11.9.13 Table 2.11.35 provides the preliminary assessment of direct effects on Footpath 491/005/0.

Table 2.11.35: Preliminary assessment of direct effects on Footpath 491/005/0.

Preliminary assessment	
Receptor	Footpath 491/005/0
Potential Impact	Temporary closure resulting in changes in access to the wider PRoW network.
Proposed Project phase	Construction
Duration	Permanent
Mitigation	GG03 and TT03
Proposed Project	
Preliminary sensitivity	Low
	Footpath 491/005/0 connects a farm to the wider PRoW. It is assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity.
Preliminary magnitude	Small adverse
	The location of the proposed Saxmundham Converter Station is located along the path of Footpath 491/005/0.
	During construction, the footpath would be subject to permanent closure, however a permanent diversion around the Saxmundham Converter Station will be installed. The provision of these measures will enable use of the route for through journeys to continue.
	Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.

Preliminary assessment	
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: Information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.
Proposed Project with co-location	
Preliminary sensitivity	Low
Preliminary magnitude	Small adverse
	<p>One of the proposed locations of the Saxmundham Converter Station in the co-location scenario is located along the path of Footpath 491/035/0.</p> <p>During construction, the footpath would be subject to temporary short-term closure, however a permanent diversion around the Saxmundham Converter Station will be installed. The provision of this diversion will enable use of the route for through journeys to continue during the temporary closure.</p> <p>Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.</p>
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: Information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

Impact of a changing influx of workers on local accommodation facilities

- 2.11.9.14 Analysis of the local hotel, bed & breakfast and inns and private rented accommodation sectors has been undertaken to assess the likely capacity against the demand from the potential construction workforce.
- 2.11.9.15 Table 2.11.36 below presents the existing provision of hotel, bed and breakfast and inns accommodation within the Economic Study Area as well as private rented properties within East Suffolk. It also presents the impact that the 57 average net direct non-local workers from the construction phase of the Suffolk Onshore Scheme will have on existing provision, whilst accounting for existing seasonal demand and typical occupancy.

Table 2.11.36 Accommodation Capacity within a 60-minute drive time radius of the Suffolk Onshore Scheme

Month	Inventory rooms	Inventory rooms typically available after existing demand	Inventory rooms available after existing demand plus available private rented accommodation	Net direct workers from outside the Study Area	Rooms available after total net workers from outside the Study Area
Jan	7,642	4,050	4,063	57	4,006
Feb	7,642	2,675	2,687	57	2,631
Mar	7,642	2,293	2,305	57	2,249
Apr	7,642	2,063	2,076	57	2,019
May	7,642	1,834	1,847	57	1,790
Jun	7,642	1,528	1,541	57	1,484
Jul	7,642	1,299	1,312	57	1,255
Aug	7,642	1,681	1,694	57	1,637
Sep	7,642	1,528	1,541	57	1,484
Oct	7,642	1,528	1,541	57	1,484
Nov	7,642	1,681	1,694	57	1,637
Dec	7,642	2,216	2,229	57	2,172

- 2.11.9.16 Table 2.11.37 summarises the preliminary assessment of local accommodation facilities.

Table 2.11.37: Preliminary assessment of local accommodation facilities

Preliminary assessment	
Receptor	Local accommodation facilities

Preliminary assessment	
Potential Impact	Reduction in the availability of local accommodation facilities on account of construction workers occupying such facilities within the Economic Study Area.
Proposed Project phase	Construction
Duration	Short term
Mitigation	Not applicable
Proposed Project	
Preliminary sensitivity	Medium
	At peak demand, in the month of July, 24.5% of rental properties across East Suffolk and local hotel, bed and breakfast and inns within the Economic Study Area as well as private rented properties within East Suffolk are assessed to be available. Therefore, the sensitivity of local accommodation in the Economic Study Area is assessed to be medium.
Preliminary magnitude	Negligible
	Using 2022 occupancy levels, and assuming that all 57 non-local workers need accommodation, there would still be approximately 23.8% spare capacity during peak occupancy (July). Given this, there would likely be a negligible effect on the local accommodation sector arising from the Suffolk Onshore Scheme. Occupancy arising from the Suffolk Onshore Scheme during quieter months could also provide a benefit to the hotels, bed & breakfast and inns sector.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	High
Proposed Project with co-location	
Preliminary sensitivity	Medium
Preliminary magnitude	Negligible
	The impacts are assessed to be the same as those described under the Proposed Project only scenario.
Preliminary likely significance of effect	Not significant

Preliminary assessment	
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	High

Private, Community, Recreation and Tourism Assets

Direct effects and severance

- 2.11.9.17 The construction of the Suffolk Onshore Scheme would not require the demolition, temporary or permanent land take, or severance of access to or from residential and business premises, community facilities, open spaces, development land or tourism attractions located within the Study Area.

2.11.10 Summary

- 2.11.10.1 Table 2.11.38 below presents a summary of the preliminary assessment of socio-economic, recreation and tourism effects of the Proposed Project.

Table 2.11.38: Summary of the preliminary assessment of socio-economics, recreation and tourism effects of the Proposed Project

Receptor	Sensitivity	Magnitude	Significance of Effect
Construction employment within the Economic Study Area	Low	Small beneficial	Not significant
Local economy	Medium	Small beneficial	Not significant
Direct effects to Footpath 103/016/0	Low	Small adverse	Not significant
Direct effects to Footpath 260/013/A	Low	Small adverse	Not significant
Direct effects to Bridleway 260/012/A	Low	Small adverse	Not significant
Direct effects to Bridleway 354/002/0	Low	Small adverse	Not significant
Direct effects to Footpath 354/007/A	Low	Small adverse	Not significant
Direct effects to Footpath 354/006/0	Medium	Small adverse	Not significant
Direct effects to Footpath 260/017/0	Medium	Small adverse	Not significant

Receptor	Sensitivity	Magnitude	Significance of Effect
Direct effects to Footpath 260/016/0	Low	Small adverse	Not significant
Direct effects to Footpath 260/015/0	Low	Small adverse	Not significant
Direct effects to Bridleway 491/010/0	Low	Small adverse	Not significant
Direct effects to Footpath 491/006/0	Low	Small adverse	Not significant
Direct effects to Footpath 491/005/0	Low	Small adverse	Not significant
Direct effects to Footpath 460/001/0	Low	Small adverse	Not significant
Local accommodation facilities	Medium	Negligible	Not significant

2.11.10.2 Table 2.11.39 below presents a summary of the preliminary assessment of socio-economic, recreation and tourism effects of the Proposed Project and Co-location.

Table 2.11.39: Summary of the preliminary assessment of socio-economics, recreation and tourism effects of the Proposed Project

Receptor	Sensitivity	Magnitude	Significance of Effect
Construction employment within the Economic Study Area	Low	Small beneficial	Not significant
Local economy	Medium	Small beneficial	Not significant
Direct effects to Footpath 103/016/0	Low	Small adverse	Not significant
Direct effects to Footpath 260/013/A	Low	Small adverse	Not significant
Direct effects to Bridleway 260/012/A	Low	Small adverse	Not significant
Direct effects to Bridleway 354/002/0	Low	Small adverse	Not significant
Direct effects to Footpath 354/007/A	Low	Small adverse	Not significant
Direct effects to Footpath 354/006/0	Medium	Small adverse	Not significant
Direct effects to Footpath 260/017/0	Medium	Small adverse	Not significant

Receptor	Sensitivity	Magnitude	Significance of Effect
Direct effects to Footpath 260/016/0	Low	Small adverse	Not significant
Direct effects to Footpath 260/015/0	Low	Small adverse	Not significant
Direct effects to Bridleway 491/010/0	Low	Small adverse	Not significant
Direct effects to Footpath 491/006/0	Low	Small adverse	Not significant
Direct effects to Footpath 491/005/0	Low	Small adverse	Not significant
Direct effects to Footpath 460/001/0	Low	Small adverse	Not significant
Local accommodation facilities	Medium	Negligible	Not significant

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