The Great Grid Upgrade

Sea Link

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Volume 6: Environmental Statement

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Part 2 Suffolk
Chapter 10
Socio-economics, Recreation and Tourism

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10. Socio-economics, Recreation and Tourism

10.1 Introduction

10.1.1 This chapter of the Environmental Statement (ES) presents the assessment of the likely significant socio-economic, recreation and tourism effects that could result from the Proposed Project (as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**).

10.1.2 Socio-economic, recreation and tourism effects associated with the Suffolk Onshore Scheme relate to potentially significant beneficial and/or adverse effects on the following receptors:

- the local economic environment (including employment generation, Gross Value Added (GVA), and multiplier effects);
- users of recreational routes and Public Rights of Way (PRoW); and
- residential properties, local businesses, visitor attractions, community facilities, open space and development land.

10.1.3 The Order Limits, which illustrate the boundary of the Proposed Project, are illustrated on **Application Document 2.2.1 Overall Location Plan** and the Suffolk Onshore Scheme Boundary is illustrated on **Application Document 2.2.2 Suffolk Location Plan**.

10.1.4 This chapter should be read in conjunction with:

- **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**;
- **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**; and
- **Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and EIA Consultation**.

10.1.5 This chapter is supported by the following figures:

- **Application Document 6.4.2.10 Socio-economics, Recreation and Tourism**.

10.1.6 The chapter is supported by the following application documents:

- **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan (CEMP)**;
- **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**;
- **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**; and

- **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**.

10.2 Regulatory and Planning Context

10.2.1 This section sets out the legislation and planning policy that is relevant to the socio-economic, recreation and tourism effects assessment. A full review of compliance with relevant national and local planning policy is provided within **Application Document 7.1 Planning Statement** submitted as part of the application for Development Consent.

10.2.2 Policy generally seeks to minimise socio-economic, recreation and tourism effects from development and to avoid significant adverse effects. This applies particularly to legislation and policy that could influence:

- the sensitivity of receptors (and therefore the significance of effects) and any requirements for mitigation; and
- the methodology used within the assessment. For example, a policy may require the assessment of an impact or the use of a specific methodology.

Legislation

10.2.3 Regulation 5(2)(a) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (HM Government, 2017) requires that the EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the likely significant direct and indirect effects of the Proposed Project on population and human health.

10.2.4 The main legislation relevant to the socio economic and land use effects of the Proposed Project includes The Planning Act 2008 (HM Government, 2008) which is legislation intended to speed up the process for approving major new infrastructure projects such as airports, roads, harbours, energy facilities such as nuclear power and waste facilities Section 14 and sections 15 to 30A of the Act (HM Government, 2008) set out that projects meeting certain defined criteria are automatically classified as Nationally Significant Infrastructure Projects (NSIPs). The Act (HM Government, 2008) requires that developers wishing to construct, operate and maintain NSIPs or projects subject to a Section 35 direction from the Secretary of State (SoS) must obtain a DCO from the relevant SoS to authorise their project. The Proposed Project is not classified as an NSIP under the Planning Act 2008, however National Grid submitted a request for a direction pursuant to Section 35 of the Act and the SoS issued a Direction that confirmed that the project should be treated as a development for which a DCO (HM Government, 2008) is required.

National Policy

National Policy Statements

10.2.5 National Policy Statements (NPS) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Proposed Project would be considered. Table 10.1 below provides details of the elements of NPS for Energy (EN-1) (Department for Energy Security & Net Zero, 2023) that are relevant to this chapter.

10.2.6 NPS for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, 2023) 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. EN-3 (Department for Energy Security & Net Zero, 2023) which applies to renewable energy infrastructure also provides no further guidance in relation to socio-economic considerations for the Suffolk Onshore Scheme.

Table 10.1 NPS EN-1 requirements relevant to socio-economics, recreation and tourism

NPS EN-1 section	Where this is covered in the ES
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."*	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 (PRoW) and recreational routes. The assessment is detailed in Section 10.9, where appropriate route diversions, closures and management measures are proposed. Embedded mitigation measures to mitigate against adverse impacts to PRoW are outlined in Section 10.8. Assessment criteria for determining the sensitivity and magnitude of receptors is outlined in Section 10.4.
5.13.2 *"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."*	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 10.9. Research by the Chartered Institute of Personnel and Development (CIPD) (Chartered Institute of Personnel Development, 2017) found that 90% of national employees commuted for 60 minutes or less each way. Therefore, the economic impacts are assessed at the local level and within a 60-minute drive time from the Suffolk Onshore Scheme boundary.
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."*	The socio-economic, recreation and tourism technical discipline have engaged in a series of thematic meetings with Suffolk County Council (SCC) and East Suffolk Council (ESC). The thematic meetings provided an opportunity for the local planning authorities to raise questions and concerns as well as discussing important points of local context to inform the assessment.

NPS EN-1 section	Where this is covered in the ES
	Further details regarding consultation are detailed in Section 10.3.
5.13.4 *"The applicant's assessment should consider all relevant socio-economic impacts, which may include:* *• the creation of jobs and training opportunities [….];* *• the contribution to the development of low carbon industries at the local and regional level as well as nationally;* *• the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities;* *• any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation to use of local support services and supply chains;* *• effects (positive and negative) on tourism and other users of the area impacted;* *• the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure [….]* *• cumulative effects […]."*	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 Section 10.9. The cumulative impacts associated with the Suffolk Onshore Scheme are considered in **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects** and **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
5.13.5 *"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 10.7, while local planning policy in relation to the Suffolk Onshore Scheme is reviewed in Section 10.2.
5.13.6 *"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 10.9. This includes an 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.
5.13.7 *"Applicants should consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to*	The impact of the Suffolk Onshore Scheme on tourism and local accommodation facilities have been assessed in Section 10.9. This includes an assessment of impacts on the integrity of tourist attractions and business premises, the impact on the changing influx of construction workers

NPS EN-1 section	Where this is covered in the ES
provide temporary accommodation for construction workers if required."	on the availability of local accommodation services.
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."*	Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 10.8. This includes measures to mitigate adverse effects of temporary closures of PRoW.
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."*	The socio-economic impacts of the Suffolk Onshore Scheme have been assessed in Section 10.9. This includes an 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.
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)."*	The socio-economic impacts of the Suffolk Onshore Scheme have been assessed in Section 10.9. This includes an 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. This assessment is informed by the anticipated construction workforce profile for the Suffolk Onshore Scheme.
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."*	Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 10.8. This includes measures to mitigate adverse effects of temporary closures of PRoW.
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."*	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 10.9. National Grid has not committed to preparing and implementing a specific Employment, Skills and Education Strategy at a project level, as this is not considered to be an efficient or effective approach bearing in mind the low number of construction workers anticipated and that National Grid has not

NPS EN-1 section	Where this is covered in the ES
	identified any likely significant effects in relation to this matter.

National Planning Policy Framework

10.2.7 The National Planning Policy Framework (NPPF) as revised in December 2024 (Ministry of Housing, Communities & Local Government, 2024) sets out national planning policies that reflect priorities of the Government for operation of the planning system and the economic, social, and environmental aspects of the development and use of land. The NPPF has a strong emphasis on sustainable development, with a presumption in favour of such development. The NPPF has the potential to be considered important and relevant to the Secretary of State (SoS) consideration of the Proposed Project.

10.2.8 Table 10.2 below provides details of the elements of the NPPF that are relevant to this chapter, and how and where they are covered in the ES.

Table 10.2 NPPF requirements relevant to socio-economics, recreation and tourism

NPPF section	Where this is covered in the ES
Paragraph 85: "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, 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."	The impact of the Suffolk Onshore Scheme on employment is addressed in Section 10.9.
Paragraph 98: 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-today needs.*	The impact of the Suffolk Onshore Scheme on private and community assets, recreation and tourism including community facilities is assessed in Section 10.9. The effects of the Proposed Project on health are considered in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**.
Paragraph 105: "Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for	The impacts of the Suffolk Onshore Scheme on PRoW and community connectivity and

NPPF section	Where this is covered in the ES
users, for example by adding links to existing rights of way networks including National Trails."	severance are assessed in Section 10.9.
Paragraph 200: "Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."	The effect of the Suffolk Onshore Scheme on private and community assets including business premises, community facilities, and visitor attractions is considered within Section 10.9.

National Planning Practice Guidance

10.2.9 The assessment has also considered the National Planning Practice Guidance ('NPPG') (Ministry of Housing, Communities & Local Government, 2019), 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 NPPG does not contain specific policies for 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

10.2.10 The Suffolk Onshore Scheme (refer to **Application Document 2.2.2 Suffolk Location Plan**) 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 effects in this chapter are as follows:

- Suffolk County Council (SCC) Energy and Climate Adaptive Infrastructure Policy (Suffolk County Council, 2023);
- Suffolk Coastal Local Plan 2020 (East Suffolk Council, 2020);
- East Suffolk Economic Strategy 2022-2027 (East Suffolk Council, 2022);
- East Suffolk Visitor Economy Strategy 2022-2027 (East Suffolk Council, 2022);
- East Suffolk Cultural Strategy 2023-2028 (East Suffolk Council, 2023);
- Saxmundham Neighbourhood Plan 2022-2036 (East Suffolk Council, 2023);
- Leiston Neighbourhood Plan 2015-2029 (Leiston Town Council, 2017); and

- Suffolk County Council (SCC) Green Access Strategy 2020-2030 (Suffolk County Council, 2020).

Local Plans

10.2.11 The Suffolk Onshore Scheme (refer to **Application Document 2.2.2 Suffolk Location Plan**) lies within the jurisdiction of East Suffolk Council. Local planning policy for East Suffolk Council consists of two parts; the Suffolk Coastal Local Plan (adopted September 2020) (East Suffolk Council, 2020) and the Waveney Local Plan (East Suffolk Council, 2019).

10.2.12 Local Plan policies which are relevant to socio-economics, recreation and tourism assessment matters and have informed the socio-economics, recreation and tourism assessment are detailed in Table 10.3.

Table 10.3 Local planning policies relevant to socio-economic, recreation and tourism – Suffolk Coastal Local Plan

Suffolk Coastal Local Plan - Policy	Where this is covered in the ES
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.	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 10.9. There are no areas of allocated employment land located within the Suffolk Onshore Scheme.
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.	The impacts of the Suffolk Onshore Scheme on local job generation are assessed in Section 10.9.
Policy SCLP 6.1: Tourism States that tourism will be managed in order to protect features of the area that attract visitors and support local facilities.	The impacts of the Suffolk Onshore Scheme on tourist attractions are assessed in Section 10.9. The impact of changing influx of construction workers on the availability of local accommodation facilities has also been assessed in Section 10.9.
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,	The impacts of the Suffolk Onshore Scheme on open spaces and community facilities such as allotments and sports facilities are assessed in Section 10.9.

| wildlife, increase local amenity and be of greater community. | |

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

10.2.13 The Energy and Climate Adaptive Infrastructure Policy (Suffolk County Council, 2023) 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.

East Suffolk Economic Strategy 2022-2027

10.2.14 The East Suffolk Economic Strategy (East Suffolk Council, 2022) was published in 2022 after the United Kingdom'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

10.2.15 The East Suffolk Visitor Economy Strategy (East Suffolk Council, 2022) 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

10.2.16 The East Suffolk Cultural Strategy (East Suffolk Council, 2023) 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.

Saxmundham Neighbourhood Plan 2022-2036

10.2.17 The Saxmundham Neighbourhood Plan (East Suffolk Council, 2023) 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.

Leiston Neighbourhood Plan 2015-2029

10.2.18 The Leiston Neighbourhood Plan (Leiston Town Council, 2017) 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.

Suffolk Green Access Strategy 2020-2030

10.2.19 SCC published the Suffolk Green Access Strategy (Suffolk County Council, 2020) to identify aims to protect, maintain and develop the local right of ways and green access and to optimise the value of the network for residents and visitors. Following consultation with the public, user groups, parish councils and land managers, the strategy sets out a Delivery Plan, focusing on four themes. These are as follows:

- Managing green access infrastructure;
- Improving green access infrastructure;
- Promoting green access; and
- Developing healthy and sustainable communities.

10.2.20 The plan is intended to cover the 10 year period until 2030, but will be reviewed periodically to account for new priorities and changing levels of investment.

10.3 Scoping Opinion and Consultation

Scoping

10.3.1 A Scoping Report for the Proposed Project was issued to the Planning Inspectorate (PINS) on 24 October 2022 (**Application Document 6.14 Environmental Scoping Report 2022**) and a Scoping Opinion (**Application Document 6.15 Scoping Opinion**) was received from the SoS on 1 December 2022. Table 10.4 sets out the comments raised in the Scoping Opinion and how these have been addressed in this ES. The Scoping Opinion takes account of responses from prescribed consultees as appropriate. **Application Document 6.3.1.6.A Appendix 1.6.A Response to Scoping Opinion** provides responses to the comments made by the prescribed consultees at scoping stage and how each comment has been considered.

Table 10.4 Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.10.1	*[Creation of permanent operational phase employment, training and apprenticeship opportunities, both directly at work sites and indirectly in East Suffolk (operation)]* The matter is to be scoped out on the basis that the scale of operational employment	The employment generated by the Suffolk Onshore Scheme during construction is presented in Section 10.9. The level of employment generation in operation is explained in **Application Document 6.2.1.4**

ID	Inspectorate's comments	Response
	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.	**Part 1 Introduction Chapter 4 Description of the Proposed Project**, Section 4.8 Operation.
3.10.2	*[Generation of Gross value added (GVA) in East Suffolk during the operational phase (operation)]* 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 Assessment of Effects as agreed at scoping stage. Section 10.9 includes the GVA generated by the Suffolk Onshore Scheme during the construction phase.
3.10.3	*[Study area]* 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.	As part of thematic meetings, the assessment approach to PRoWs has been discussed with stakeholders. Section 10.4 presents the methodology and data sources used to gather the baseline data. These include the SCC Definitive Map and Statement of Public Rights of Way and Sustrans National Cycle Network route map. Recreational routes and PRoW which pass within the Suffolk Onshore Scheme Order Limits are identified in Section 10.7. These comprise PRoW footpaths, bridleways, restricted byways and bypasses open to all traffic. Where appropriate, routes connected via the road network and receptors of relevance beyond the 500 m study area have been included within Section 10.7 and assessed in Section 10.9 to assess the extent of impacts of the Suffolk Onshore Scheme.

Statutory Consultation

10.3.2 Statutory Consultation for the Proposed Project took place between 24 October and 18 December 2023. A further Targeted Consultation exercise on the main changes to the

Proposed Project introduced after the 2023 statutory consultation, was undertaken between 8 July and 11 August 2024. In addition, a project update and a local engagement exercise took place between 22 November 2024 and 12 January 2025, focusing on design amendments made following Targeted Consultation. A summary of relevant feedback received during consultation relating to socio-economics, recreation and tourism is provided below. Further details on how consultation responses have informed the assessment can be found in **Application Document 5.1 Consultation Report** and **Application Document 5.1.9 Appendix H Summary 2023 Response**.

10.3.3 Feedback from the prescribed consultees included the following key issues:

- *Visitors and the tourism economy* – Feedback has been noted surrounding visitor experience in Suffolk during the construction phase of the Proposed Project, concerning both direct and indirect impacts. Concern has also been raised surrounding the cumulative impact of the Proposed Project alongside other large infrastructure projects in the east of England on visitors and the local tourism economy. The impacts of the Suffolk Onshore Scheme on tourist attractions are assessed in Section 10.9. The cumulative impacts associated with the Suffolk Onshore Scheme are considered in **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects** and **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
- *PRoW and recreational routes* - Feedback has been noted considering the local importance of PRoW in Suffolk, calling for greater consideration of this network and the qualitative sensitivity of receptors. Concern has also been raised surrounding the availability of alternative routes during the construction phase of the Proposed Project. Section 10.4 sets out the agreed methodology for assessing PRoW. Details of PRoW closures and diversions are included within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**.
- *Surveys* – Feedback has been noted concerning the desk-based assessment methodology used in the Preliminary Environmental Information Report (PEIR) and requests have been made for additional surveys to be conducted. National Grid are confident that the desk-based analysis is sufficiently robust. The approach and methodology have been applied across multiple DCO infrastructure projects, and the specialists have extensive experience of successfully taking infrastructure projects through the application process to commissioning. Assessment methodology is presented in Section 10.4.
- *Study Area* – Feedback requested that the 60-minute drive time study area for construction employment be revised to encompass the whole of the settlement of Bury St Edmunds. As a result of design changes to the Suffolk Onshore Scheme, including the relocation of construction compounds, for the ES the 60-minute drive time has been reviewed and encompasses Bury St Edmunds. This is shown in **Application Document 6.4.2.10.1 Suffolk 60 minute Drive Time Catchment Area**.

Further Engagement

10.3.4 To date, four socio-economic, recreation and tourism thematic meetings have been held with SCC and ESC. The thematic meetings have primarily focused on discussing points raised by the local planning authorities in the Statutory Consultation and provided the opportunity to discuss key aspects of local context to help inform the socio-economic,

recreation and tourism assessment for the ES. Additionally, as part of thematic meetings, the assessment approach to PRoW and recreational routes has been discussed with stakeholders.

Summary of Scope of Assessment

10.3.5 This section details what aspects have been scoped in and scoped out of the assessment through the scoping process and consultation with stakeholders.

Aspects scoped into the assessment

10.3.6 The Suffolk Onshore Scheme has the potential to have a range of temporary and permanent effects. For the purposes of this ES 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).
  - Impact of a changing influx of workers on construction workforce labour supply, local accommodation facilities and social infrastructure.
  - GVA including multiplier effects (i.e. indirect benefits for the region).
- Impacts to PRoW resulting in changes in quality of the route, user experience, 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.
  - 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.

Aspects scoped out of the assessment

10.3.7 The scale of operational employment generated is likely to be very limited, and as a result any effect on GVA would be small. The assessment of economic impacts (employment levels within East Suffolk and the local economy in East Suffolk) during the operational phase have therefore been scoped out of the assessment.

10.4 Approach and Methodology

10.4.1 **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology** sets out the overarching approach which has been used in developing the ES. 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 socio-economics, recreation and tourism assessment.

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

10.4.2 The socio-economics, recreation and tourism assessment has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) LA 112: Population and human health (National Highways, 2020). LA 112: Population and human health, Part 3 Land Use and Accessibility, includes 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

10.4.3 Baseline data illustrating the existing conditions within and surrounding the Suffolk Onshore Scheme 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), (2022), Census 2021 (Office for National Statistics, 2022);
- ONS, (2024), Claimant count by sex and age (Office for National Statistics, 2024);
- ONS, (2024), Annual Population Survey (April 2023 to March 2024) (Office for National Statistics, 2024);
- Ministry of Housing, Community and Local Government (MHCLG), (2020), English Indices of Deprivation 2019 (Ministry of Housing, Community and Local Government, 2020);
- SCC Definitive Map and Statement of public rights of way (Suffolk County Council, 2022);
- Sustrans National Cycle Network route map (Sustrans, live document);
- Suffolk Coastal Local Plan Policies Map (East Suffolk Council, 2020); and
- SCC planning applications portal, including information on planning applications for new housing or employment developments (East Suffolk Council, live document).

Assessment Criteria

10.4.4 The assessment of potential for socio-economic, recreation and tourism effects uses the effect significance terms and definitions described within **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA 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 NPS EN-1 (Department for Energy Security & Net Zero, 2023), National Highways including DMRB LA 112 (National Highways, 2020), the Department for Levelling Up, Housing and Communities (DLUHC) (now renamed Ministry for Housing, Communities and Local Government) such as the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023) and Homes and Communities Agency (HCA) (now renamed Homes England), such as the HCA Additionality Guide (Homes and Communities Agency, 2014). 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.

10.4.5 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.

10.4.6 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 judgement 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 would 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 is therefore a criterion in assessing significance.

Economic impacts

Additionality[1]

10.4.7 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.

10.4.8 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 DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023).

10.4.9 Table 10.5 outlines the values that have been allocated within the construction additionality formula, enabling the tailored calculation of the net additional employment

[1] Additionality refers to '*the real increase in social value that would not have occurred in the absence of the intervention being appraised*' (Ministry for Housing, Communities and Local Government, 2023). It measures the net effect of an intervention. Taking account of deadweight, leakage, displacement, and economic multiplier effects.

and economic impacts. Justifications for the values have been considered and are summarised in the right-hand column of the table.

Table 10.5 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 judgement 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 DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023). This displacement level is assessed as appropriate for the construction phase, 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).	1.5	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 (Homes and Communities Agency, 2014) provides a 'ready reckoner' of composite multipliers. A medium multiplier of 1.5 is determined to be the most appropriate measure in line with guidance set out in the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023).

Sensitivity of socio-economics, recreation and tourism receptors

Economic impacts

10.4.10 The following criteria have been set to assess effects relating to employment and GVA (grouped together as economic impacts) during the construction phase.

10.4.11 Table 10.6 identifies the sensitivity criteria that have been used to inform the assessment on socio-economic receptors relating to employment and GVA.

Table 10.6 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.

Sensitivity	Description
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.
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.

Direct and severance effects

Public Rights of Way

10.4.12 The criteria for PRoW sensitivity is presented for both access use and recreation use. “Access” sensitivity criteria considers extent of usage, type of user, purpose of usage (e.g. commuting) and potential for substitution. “Recreation” sensitivity criteria considers the quality of user experience, quality of the route, purpose of usage (e.g. recreational) and potential for substitution.

10.4.13 The sensitivity criteria for PRoW broadly aligns with the sensitivity criteria within the Public Rights of Way and Green Access Supplementary Planning Guidance (SPG) released by SCC (Suffolk County Council, 2024). The SPG states that sensitivity comprises value of the resource to receptors, and susceptibility, the capacity to change which are all factors considered as part of the PRoW assessment methodology.

10.4.14 Table 10.7 identifies the sensitivity criteria that have been used to inform the assessment of PRoW.

Table 10.7 Public Rights of Way impact sensitivity criteria

Sensitivity	Description
Very High	Access • PRoW is of very high importance such as routes used for commuting (daily), connecting communities and services with a direct and convenient route. • PRoW is regularly used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs.

	• PRoW with very limited potential to be substituted with other route options to access the wider network and/or community infrastructure. Recreation • PRoW is of very high importance, such as national trails and routes used for recreation. • PRoW is highly and regularly used and valued for its character and / or quality. • PRoW with no comparable and accessible alternatives that exist within the study area and limited ability to absorb change.
High	Access • PRoW is of high importance, connecting communities and services, but used regularly but to a lesser extent for commuting. • PRoW is used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. • PRoW with limited potential to be substituted with other route options to access the wider network or community infrastructure. Recreation • PRoW is of high importance, such as regional trails and routes used for recreation. • PRoW is regularly used and valued for its character and / or quality. • PRoW with limited comparable and accessible alternatives that exist within the local area and limited ability to absorb change.
Medium	Access • PRoW is of medium importance, such as PRoW close to communities. • PRoW with some potential to be substituted with other route options to access the wider network or community infrastructure

	• PRoW is predominantly used by travellers who are not deemed vulnerable. Vulnerable travellers such as the elderly, school children and people with disabilities may use the PRoW but not regularly. Recreation • PRoW is of medium importance, including promoted routes, PRoW used for recreation e.g. dog walking, and routes linking to a wider network of routes to provide options for longer recreational journeys. • PRoW moderately or semi-regularly used and valued for its character and / or quality. • PRoW with potential comparable and accessible alternatives within the local area and potential ability to absorb the change.
Low	Access • PRoW is of low importance, such as routes disused through past severance or routes that do not offer meaningful access to utilities, with alternative routes available. • PRoW with strong potential for substitution with other route options to access the wider network or community infrastructure. Recreation • PRoW is of low importance, such as PRoW that are poorly maintained and do not offer a meaningful route for recreational purposes. • PRoW is sparingly or infrequently used and valued as it does not currently offer a meaningful route for recreational purposes. • PRoW with comparable / like-for-like and accessible alternatives exist within the local area.
Negligible	Access and Recreation • PRoW is of very low importance with alternative routes available.

Private, community, creation and tourism assets

10.4.15 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.

10.4.16 The magnitude criteria for PRoW broadly aligns with the magnitude criteria within SCC's Public Rights of Way and Green Access SPG (Suffolk County Council, 2024). The SPG states that the three components of magnitude are scale, duration and extent. These components are all considered as part of the PRoW assessment methodology. Additionally, the SPG provides a table on "extent" of geographical area of the resource used by the receptors over which the impacts would be felt. Whilst such a table is not presented explicitly within the methodology set out, the extent of geographical coverage of the PRoW is considered as part of the magnitude criteria.

10.4.17 Table 10.8 identifies the sensitivity criteria for these receptors.

Table 10.8 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.

Magnitude of socio-economic, recreation and tourism effects

Economic impacts

10.4.18 As above, the following criteria have been set to assess effects relating to employment and GVA (grouped together as economic impacts) during the construction phase.

10.4.19 Table 10.9 identifies the magnitude of impact criteria which have been used to assess the socio-economic receptors relating to employment and GVA.

Table 10.9 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.

Magnitude of impact	Description
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

10.4.20 Magnitude criteria considers temporary and/or permanent impacts on PRoW in accordance with a change in routes' accessibility, ability to serve its purpose, and journey length. The application of this criteria varies according to whether the PRoW is used for recreational or access purposes or both.

10.4.21 Table 10.10 identifies the magnitude of impact criteria which have been used to assess the impacts on PRoW.

Table 10.10 Public Rights of Way magnitude of impact criteria

Magnitude of impact	Description
Large	• Long term (>1 year – permanent) route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Route compromised and unusable for its intended purpose(s) in the long term (>1 year – permanent), such as increased/decreased opportunities for users to access the wider network and community infrastructure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Substantial (>500 m) increase (adverse) / decrease (beneficial) in journey length.
Medium	• Temporary (6 months to 12 months) partial route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation.

	• Route compromised and unusable for a proportion of its intended purpose temporarily (6 months to 12 months). Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • >250 m – 500 m increase (adverse) or decrease (beneficial) in journey length.
Small	• Temporary (1 month to 6 months) and reversible route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • Route compromised and its functionality is partly impaired or compromised. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. • >50 m – 250 m increase (adverse) or decrease (beneficial) in journey length.
Negligible	• Temporary (<1 month) and fully reversible minor route diversion. • Route is not closed and can continue to be used for its intended purpose without any significant inconvenience or detriment to the users. • <50 m increase (adverse) or decrease (beneficial) in journey length.

Private, community, recreation and tourism assets

10.4.22 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.

10.4.23 Table 10.11 identifies the magnitude of impact criteria.

Table 10.11 Private, community, recreation and tourism assets magnitude of impact 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.

Magnitude of impact	Description
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

10.4.24 The sensitivity of the receptor and magnitude of impact are combined to give an overall significance of effect using the matrix set out in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

Assumptions and Limitations

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

10.4.26 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 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.

10.4.27 As noted in **Application Document 6.2.1.4 Part 1 Introduction 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.

10.4.28 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 PRoW. The routes would be used on an infrequent basis and primarily if maintenance is required, therefore it is assessed that they would not materially impact on the use of PRoW.

10.5 Basis of Assessment

10.5.1 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 assessment to changes in the construction commencement year.

10.5.2 Details of the available flexibility and assessment scenarios are presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

Flexibility Assumptions

10.5.3 The environmental assessments have been undertaken based on the description of the Proposed Project provided in **Application Document 6.2.1.4 Part 1 Introduction 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 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 Order Limits.

10.5.4 The assumptions made regarding the use of flexibility for the main assessment, and any alternatives assumptions are set out in Table 10.12.

Table 10.12 Flexibility assumption

Element of flexibility	How it has been considered within the assessment
Lateral LoD HVDC/HVAC cables	The assumption that HVDC cables have the potential to be laid anywhere within the lateral LoD has been considered for the assessment. In order to assess the reasonable worst-case scenario on land take required during the operation phase, the maximum design parameters have been selected to inform the assessment.
Lateral LoD Saxmundham Converter Station and Friston Substation	The assumption considered within this assessment is that the Saxmundham Converter Station and Friston Substation are to be constructed based on their indicative location as shown in **Application Document 2.2.2 Suffolk Location Plan** and **Application Document 2.5.1 Work Plans - Suffolk**. Saxmundham Converter Station and Friston Substation could be constructed anywhere within the lateral LoD and have been considered within the assessment of effects for PRoW as well as private, community, recreation and tourism assets. In order to assess the reasonable worst-case scenario on land take required during the operation phase,

	the maximum design parameters have been selected to inform the assessment.
Vertical LoD Saxmundham Converter Station and Friston Substation	The assumption considered within the assessment is that there is a 26 m maximum vertical LoD for the Converter Station and 18 m for Friston Substation, as explained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. In order to assess the reasonable worst-case scenario on PRoW amenity, the maximum design parameters have been selected to inform the assessment.
Lateral and Vertical LoD overhead line (where Friston Substation is built as part of the Proposed Project)	The assumption considered within this assessment is that overhead line works are to take place within the lateral LoD. In order to assess the reasonable worst-case scenario on land take required during the operation phase, the maximum design parameters have been selected to inform the assessment. The vertical LoD overhead line is not relevant to the assessment of impacts as the height of the overhead line and towers are not anticipated to impact the sensitivity or magnitude of effects on socio-economic, recreation and tourism receptors.
Order Limits – temporary construction works	The assumption considered within the assessment is that construction works could take place anywhere within the Order Limits, therefore the maximum design parameters have been considered to inform the assessment. Should any additional (or alternative) temporary PRoW closures and diversions be required as a result of temporary construction works, then these would be subject to the same management and mitigation as set out within **Application Document 7.5.9.1 Outline PRoWMP – Suffolk** to ensure that safe access is retained throughout these works.

Consideration of Scenarios

10.5.5 The following scenarios with regards to Friston Substation have been considered in the assessment as explained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**:

- Friston Substation is installed under the current consent granted to Scottish Power Renewables (SPR); or

- Friston Substation is built as part of the Proposed Project.

10.5.6 Friston Substation would be located across Footpath 354/006/0 and in proximity to a number of further sensitive socio-economic receptors. The assessment of socio-economics, recreation and tourism includes impacts on PRoW and recreational routes, residential properties, local businesses, visitor attractions, community facilities and open space for the full construction of the Suffolk Onshore Scheme, including Friston Substation. This offers a robust worst-case scenario assessment by assuming that Friston Substation would be built as part of the Proposed Project and therefore considering impacts on Footpath 354/006/0.

10.5.7 Should Friston Substation be installed under the current consent granted to SPR, then this would be expected to reduce impacts on socio-economic receptors given that this would result in fewer PRoW interactions.

10.5.8 The following options with regards to the proposed bridge over the River Fromus have been considered in the assessment as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**:

- Option 1 - A bridge height of up to 6 m (from the ground level at the abutment to the top of the parapet) with 62 m long approach ramps; and
- Option 2 - A bridge height of up to 4 m (from the ground level at the abutment to the top of the parapet) with 42 m long approach ramps.

10.5.9 The two options for the bridge over the River Fromus will have the same impact on the assessment of open space receptors, based on the assumption that Option 1 and Option 2 will have the same impact on the level of usage of the River Fromus. It is not anticipated that the height of the bridge or length of the ramps will change the assessment outcome.

10.5.10 The construction phase assessment considers that there would be three options for the Saxmundham Converter Station construction compound location (S02, S03 and S04/05), as illustrated in **Application Document 2.14.1 Indicative General Arrangement Plans – Suffolk**. Only one of the proposed construction compound options will be used however the area is sized to allow flexibility that is required for potential colocation with other projects. With regard to effects on socio-economic, recreation and tourism receptors, the assessment has considered the maximum parameters assuming that the construction compound could be located in any of these sites. This offers a robust worst-case scenario assessment by considering the impact of potential land take, severance and change in use of any PRoW and recreational routes, residential properties, local businesses, visitor attractions, community facilities and open space located within or up to 500 m from the three alternative construction compound locations.

Sensitivity Test

10.5.11 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 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 10.12.

10.6 Study Area

10.6.1 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 DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023).

10.6.2 Relevant receptors that lie outside of the study area have also been identified and assessed.

10.6.3 Table 10.13 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.

10.6.4 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 **Application Document 6.4.2.10.1 Suffolk 60 Minute Drive Time Catchment Area**), as this represents the principal labour market catchment area for the Suffolk Onshore Scheme (travel to work area).

10.6.5 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 or those likely to be impacted by the work within 500 m of the Suffolk Onshore Scheme. Where appropriate, routes connected via the road network or of relevance beyond the 500 m study area have been considered to assess the extent of impacts of the Suffolk Onshore Scheme.

10.6.6 The Study Area considers local communities affected by severance. This comprises those directly connected by recreational routes and PRoW and those within 1 km of the Suffolk Onshore Scheme.

10.6.7 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 Catchment Area.

10.6.8 The Study Area for residential properties, local businesses, visitor attractions relevant for tourism, community facilities, open space and development land considers the receptors that could be impacted within 500 m of the Suffolk Onshore Scheme Order Limits.

10.6.9 Relevant receptors that lie outside of the study area have also been identified and assessed.

Table 10.13 Socio-economic, recreation and tourism impacts by geographical scale

Impact	Geographical Area of Impact	Rationale 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 and indicative site access points).	Research by the Chartered Institute of Personnel and Development (CIPD) found that 90% of national employees commuted for 60

GVA during the construction phase	60-minute travel area (though GVA per worker assumptions are based on the East of England Region).	minutes or less each way. This was reported by CIPD in the 2017 Employee outlook 'Employee views on working life' (Chartered Institute of Personnel Development, 2017). GVA generation relates directly to employment generation.
Local communities that could be affected by severance	1 km radius from the Suffolk Onshore Scheme Order Limits.	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.
PRoW and recreational routes	Within, and up to 500 m radius from the Suffolk Onshore Scheme Order Limits. Where appropriate, routes connected via the road network or of relevance beyond the 500 m study area have been considered.	Professional judgement and experience from other electricity network infrastructure schemes in England.
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 Order Limits.	Professional judgement and experience from other electricity network infrastructure schemes in England. 500 m 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 Manual for Roads and Bridges (DMRB) LA 112 (National Highways, 2020).
Accommodation services	60-minute travel area (drive time estimated using GIS data, based on the Suffolk Onshore Scheme and indicative site access points).	Professional judgement and experience from other electricity network infrastructure schemes in England.

10.7 Baseline Conditions

Existing Baseline

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

10.7.2 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

10.7.3 According to Office for National Statistics (ONS) Population estimates (Office for National Statistics, 2023) in 2023, the population of East Suffolk was 247,100. ONS Census data (Office for National Statistics, 2022) (Office for National Statistics, 2012) reveals that the residential population of East Suffolk has increased from 239,552 in 2011[2] 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.

10.7.4 According to ONS Census Data (Office for National Statistics, 2022), 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 Plate 10.1.

10.7.5 In 2021, the residential population of the 60 Minute Drive Time Catchment Area was 1,066,403[3]. There were 635,926 (59.6%) residents of working age in the 60 Minute Drive Time Catchment 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 Plate 10.1.

[redacted]

[redacted]

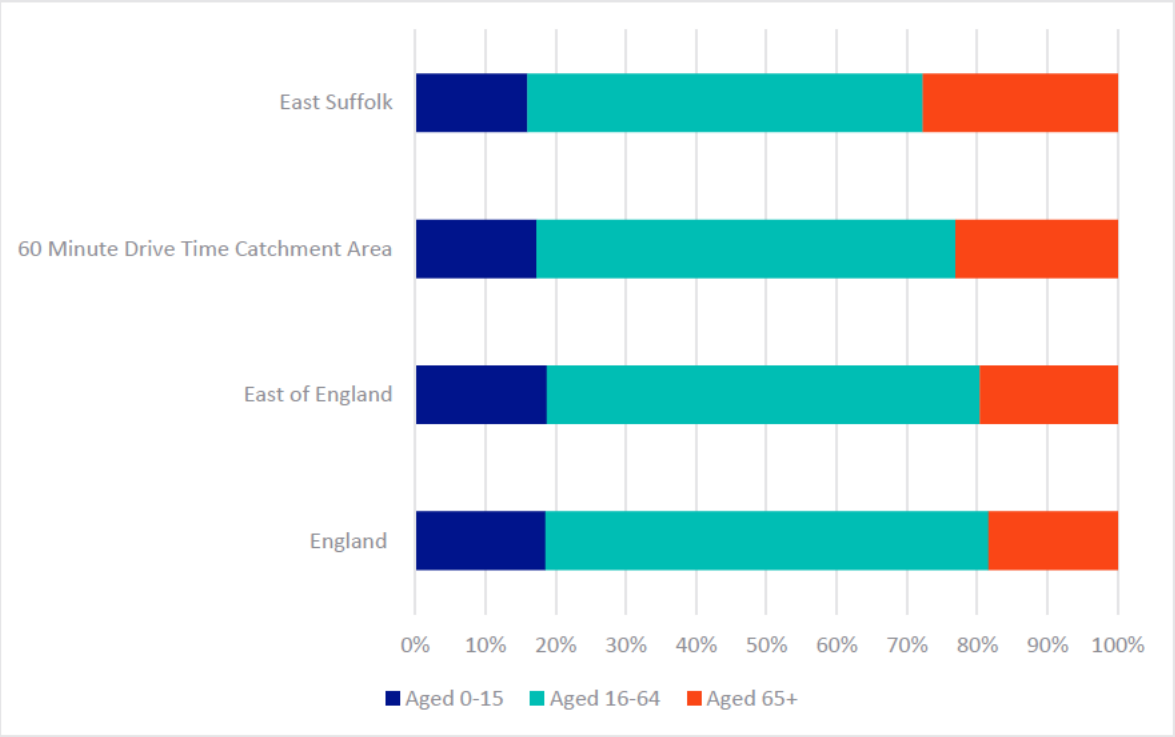

Plate 10.1 Age profile by geography

10.7.6 In 2021, the Annual Population Survey (Office for National Statistics, 2022) 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 Lower layer Super Output Areas (LSOA) level and therefore data is not available across the 60 Minute Drive Time Catchment Area.

10.7.7 Based on the 2019 Indices of Multiple Deprivation (IMD) (Ministry of Housing, Community and Local Government, 2020), 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

10.7.8 According to Business Register and Employment Survey (BRES) data (Office for National Statistics, 2023), in 2022 the number of working age employees in East Suffolk was approximately 94,150 and the 60 Minute Drive Time Catchment Area totalled approximately 471,515 employees.

10.7.9 According to the Annual Population Survey (Office for National Statistics, 2024), from April 2023 to March 2024 the economic activity rate (amongst 16- to 64-year-olds) was 78.7% in East Suffolk which was slightly lower than the rates across the East of England (80.1%) and England as a whole (78.8%). The unemployment rate for working-

age residents was 2.2% in East Suffolk, which is lower than the average rates across the East of England and England as whole (both 3.1%).

10.7.10 The claimant count records those individuals who are unemployed and claiming job seekers allowance or other unemployment related benefits. The June 2024 claimant count for residents as a proportion of residents aged 16-64 was 3.1% in East Suffolk. This is below the rates in the East of England (3.9%) and England as a whole (5.0%) (Office for National Statistics, 2024). Data is not published at the LSOA level and therefore data is not available across the 60 Minute Drive Time Catchment Area.

Local Economy and Labour Market

10.7.11 The average GVA per head within the Suffolk County Council area in 2022 (the smallest area at which data is available) was £27,079 (Office for National Statistics, 2024). This is lower than the average for the East of England (£29,586) and England as a whole (£33,976).

10.7.12 Table 10.14 presents a detailed breakdown of employment by broad industrial group across East Suffolk, the 60 Minute Drive Time Catchment Area and comparative geographies. Based on the most recently available data (2022) (Office for National Statistics, 2023), the highest levels of employment in East Suffolk are recorded in the Retail, Transport and Storage, Accommodation and Food Services and Health sectors, each comprising 10.6% of employment in the district.

10.7.13 The 60 Minute Drive Time Catchment Area had approximately 26,550 employees in the construction broad industrial group in 2022, representing 5.6% of the overall labour force. This proportion is lower than recorded in East Suffolk (6.4%) and the East of England (6.7%), although slightly higher than the average for England (4.8%).

10.7.14 The Mining, Quarrying and Utilities broad industrial group (which includes employment from the generation of energy) comprises 1.5% of employment in the 60 Minute Drive Time Catchment Area. This is slightly lower than recorded in East Suffolk (1.6%), but slightly higher when compared to the East of England (1.1%) and England as a whole (1.1%).

Table 10.14 Employment by broad industrial group

Industry	East Suffolk (%)	60 Minute Drive Time Catchment Area (%)	East of England (%)	England (%)
Agriculture, forestry and fishing	2.7	0.3	1.0	0.6
Mining, quarrying and utilities	1.6	1.5	1.1	1.1
Manufacturing	9.6	7.6	7.4	7.5
Construction	6.4	5.6	6.7	4.8
Motor trades	2.4	2.5	2.3	1.7
Wholesale	2.4	3.5	4.4	3.9
Retail	10.6	9.1	8.7	8.5

Transport and storage (including postal)	10.6	6.3	5.6	5.1
Accommodation and food services	10.6	8.1	7.8	7.9
Information and communication	4.8	2.6	3.6	4.8
Financial and insurance	1.0	2.3	2.4	3.3
Property	1.3	2.0	1.9	1.9
Professional, scientific and technical	4.8	6.5	7.9	9.4
Business administration and support services	4.3	9.6	10.9	9.2
Public administration and defence	4.3	4.7	3.5	4.3
Education	8.5	8.5	8.6	8.5
Health	10.6	15.1	12.3	13.2
Arts, entertainment, recreation and other services	3.7	4.3	3.9	4.3

The Existing Site and Surroundings

Recreational routes and PRoW

10.7.15 There are 22 PRoWs and recreational routes which pass within the Suffolk Onshore Scheme Order Limits which are displayed in Table 10.15 below.

Table 10.15 PRoWs and recreational routes within the Suffolk Onshore Scheme Boundary

PRoW Name	Description
Footpath 103/006/0	Recreational footpath that begins within the Suffolk Onshore Scheme Order Limits at Thorpe Road and travels south west to Saxmundham Road.
Footpath 103/016/0	Recreational footpath that runs north west from Golf Lane, through the Suffolk Onshore Scheme Order Limits and continues to meet Footpath 103/001/0 to the north.
Footpath 260/013/A	Recreational footpath that intersects the Suffolk Onshore Scheme Order Limits multiple times, running north west from A1094 Aldeburgh Road to B1069 Snape Road to meet Bridleway 260/012/A
Bridleway 260/012/A	Recreational bridleway that runs north from A1094 Aldeburgh Road along a track until the bridleway meets East Barn Cottage.
Bridleway 354/002/0	Bridleway that runs from Friston to the west of the Suffolk Onshore Scheme and runs east into the Suffolk Onshore Scheme Order Limits. The PRoW is used for both access and recreation.

PRoW Name	Description
Bridleway 354/001/0	Recreational bridleway that begins at the Snape Road access route section of the Suffolk Onshore Scheme Order Limits and runs north back through the Suffolk Onshore Scheme Order Limits to School Road.
Footpath 354/018/0	Footpath used for both access and recreational purposes that runs south from School Road through the Suffolk Onshore Scheme Order Limits and meets Footpath 354/019/0.
Footpath 354/007/A	Recreational footpath that begins within the Suffolk Onshore Scheme Order Limits at Grove Road and runs north east to School Road outside of the Suffolk Onshore Scheme Boundary.
Footpath 354/007/0	Recreational footpath that intersects Suffolk Onshore Scheme Order Limits, running north east from Church Road to Grove Road.
Footpath 354/006/0	Recreational footpath that intersects Suffolk Onshore Scheme Order Limits, running north west from Grove Road and continues north to meet Footpath 260/020/0.
Footpath 260/017/0	Recreational footpath that begins within Suffolk Onshore Scheme Order Limits at Church Road and runs north west until the footpath meets 260/020/0.
Footpath 260/016/0	Recreational footpath that begins within the Suffolk Onshore Scheme Order Limits at Saxmundham Road and runs north east to meet Footpath 260/015/0.
Footpath 260/015/0	Recreational footpath that connects Footpath 260/016/0 and Footpath 260/017/0 and passes into the Suffolk Onshore Scheme Order Limits from the west.
Footpath 491/006/0	Recreational footpath that runs across the Saxmundham Converter Station section of the Suffolk Onshore Scheme Order Limits from Fristonmoor Lane to meet Footpath 460/023/0 within the Suffolk Onshore Scheme Boundary.
Bridleway 491/010/0	Recreational bridleway that runs north within the Suffolk Onshore Scheme Order Limits from B1121, The Street and meets the B1129 in the north of the Suffolk Onshore Scheme Boundary.
Footpath 491/004/0	Recreational footpath that runs from St Mary Magdalene Church eastwards and crosses the Suffolk Onshore Scheme Order Limits.
Footpath 491/005/0	Recreational footpath that runs from the B1121, The Street, and crosses the Suffolk Onshore Scheme Order Limits to the north to meet Footpath 491/006/0.
Footpath 460/023/0	Recreational footpath that runs from footpath 491/006/0 north to Church Hill within the Suffolk Onshore Scheme Order Limits.
Suffolk Coast Path	Promoted recreational trail passing through the Order Limits following Footpath 103/006/0.
King Charles III England Coastal Path	Crosses the Suffolk Onshore Scheme Order Limits as it passes along Thorpe Road. The route is used for recreational purposes.

PRoW Name	Description
Aldeburgh and Thorpeness Walk	Circular national trail that crosses the Suffolk Onshore Scheme Order Limits, following Thorpe Road and well used path across the North Warren RSPB. The route is used for recreational purposes.
Unnamed Permissive Footpath	Old railway line alignment starts in Aldeburgh and continues north crossing the Suffolk Onshore Scheme Order Limits as it passes the North Warren RSPB. The route is used for recreational purposes.

10.7.16 A further 44 PRoW and recreational routes are located within 500 m of the Suffolk Onshore Scheme Boundary. These are displayed in Table 10.16 below.

Table 10.16 PRoW and recreational routes within 500 m of the Suffolk Onshore Scheme Boundary

PRoW Name	Description
Footpath 103/020/0	Footpath used for access and recreation located approximately 340 m to the south of the Suffolk Onshore Scheme Order Limits and connects Leiston Road and Golf Lane.
Footpath 103/001/0	Recreational footpath located approximately 450 m to the north of the Suffolk Onshore Scheme Order Limits. Runs from Leiston Road west to meet Footpath 103/016/0.
Footpath 103/004/0	Recreational footpath located approximately 120 m to the north of the Suffolk Onshore Scheme Order Limits, running north east from Leiston road.
Footpath 103/003/0	Recreational footpath located approximately 220 m to the north of the Suffolk Onshore Scheme Order Limits and connects Footpath 103/004/0 with Footpath 106/057/0 to the north.
Footpath 103/019/0	Recreational footpath located approximately 300 m south east of the Suffolk Onshore Scheme Order Limits and connects A1094 Aldeburgh Road to Footpath 470/001/0.
Footpath 470/001/0	Recreational footpath located approximately 200 m south of the Suffolk Onshore Scheme Order Limits and runs westerly from Footpath 103/019/0 to 470/017/0 near Snape.
Restricted byway 260/003/A	Recreational route that begins at the Suffolk Onshore Scheme Order Limits at the crossroad between A1094 Aldeburgh Road and B1069 Snape Road, and travels south west towards Restricted byway 260/015/A and Priory Road, Snape.
Footpath 260/022/0	Recreational footpath that begins at the Suffolk Onshore Scheme Order Limits at B1069 Snape Road and travels west to B1121 Aldeburgh Road.
Footpath 260/023/0	Footpath used for recreational and accessibility purposes that begins within Suffolk Onshore Scheme Order Limits at Church Road and runs south, outside the Order Limits to Grove Road.
Footpath 260/004/0	Recreational footpath that begins at the Suffolk Onshore Scheme Order Limits east of Church Road and meets Bridleway 354/002/0.

PRoW Name	Description
Bridleway 260/012/0	Recreational bridleway located approximately 450 m north of the Suffolk Onshore Scheme Order Limits connecting Bridleway 260/012/A to the west with Footpath 103/001/0 to the south east.
Footpath 260/003/0	Recreational footpath located approximately 375 m to the west of the Suffolk Onshore Scheme 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	Footpath used for access and recreation located approximately 375 m to the west of the Suffolk Onshore Scheme 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 354/026/0	Footpath used for access and recreation located approximately 150 m to the north west of the Suffolk Onshore Scheme Order Limits at the junction between the B1121 and A1094, and connects Footpath 354/025/0 with a number of PRoWs to the north.
Footpath 354/027/0	Footpath used for access and recreation located approximately 350 m the north of the Suffolk Onshore Scheme Order Limits, connecting to Footpath 354/025/0 and 354/026/0
Footpath 354/005/0	Recreational footpath located approximately 350 m to the west of the Suffolk Onshore Scheme Order Limits to the south east of Friston.
Footpath 260/025/0	Footpath used for access and recreation located approximately 125 m to the west of the Suffolk Onshore Scheme Order Limits within the village of Friston.
Footpath 260/028/2	Footpath used for access located approximately 400 m to the south of the Suffolk Onshore Scheme Order Limits within the village of Friston and connects Low Road to Mill Road.
Footpath 260/027/2	Footpath used for access located approximately 450 m to the south west of the Suffolk Onshore Scheme Order Limits within the village of Friston and connects Footpath 260/028/2 with Chase's Lane.
Footpath 260/021/2	Footpath used for access and recreation located approximately 400 m to the south west of the Suffolk Onshore Scheme Order Limits within the village of Friston and connects Mill Road to Sloe Lane.
Footpath 491/001/0	Recreational footpath located approximately 175 m west of the Suffolk Onshore Scheme Order Limits, connecting Red Lane to Sternfield village.
Footpath 354/003/0	Recreational footpath bordering the Suffolk Onshore Scheme Order Limits and continues to the east and connects to Bridleway 345/001/0 and Footpath 354/019/0.
Footpath 354/019/0	Footpath used for access and recreation located 300 m east of the Suffolk Onshore Scheme Order Limits and connects to Bridleway 345/001/0 and Footpath 354/019/0.
Footpath 354/018/A	Recreational footpath that connects Bridleway 354/001/0 and 354/018/0 bordering the Suffolk Onshore Scheme Order Limits.

PRoW Name	Description
Footpath 354/031/0	Recreational footpath located approximately 250 m to the north of the Suffolk Onshore Scheme Order Limits and connects Church Road and School Road.
Footpath 354/016/0	Recreational footpath located approximately 150 m to the north of the Suffolk Onshore Scheme Order Limits and connects Church Road and School Road.
Footpath 354/014/0	Recreational footpath located approximately 450 m to the north of the Suffolk Onshore Scheme Order Limits and runs north out of the study area from Church Road.
Footpath 260/008/0	Recreational footpath bordering the Suffolk Onshore Scheme Order Limits, connecting Grove Road and Footpath 260/006/0.
Footpath 260/009/0	Recreational footpath located approximately 350 m to the east of the Suffolk Onshore Scheme Order Limits, running to the east to meet Grove Road.
Footpath 260/018/0	Recreational footpath located the northern border of the Suffolk Onshore Scheme Order Limits then runs north along Fristonmoor Lane.
Footpath 260/020/0	Recreational footpath located approximately 100 m to the north of the Snape Road access route section of the Suffolk Onshore Scheme Order Limits.
Bridleway 260/029/0	Recreational bridleway located approximately 50 m to the east of the Suffolk Onshore Scheme Order Limits and runs north from the B1119 out of the study area.
Footpath 491/008/0	Recreational footpath located from the border of the Suffolk Onshore Scheme Order Limits as it meets B1119 and heads north then east out of the study area.
Footpath 460/016/0	Footpath used for access and recreation located approximately 150 m to the west of the Suffolk Onshore Scheme Order Limits, connecting to Footpath 460/019/0 and the wider PRoW network.
Footpath 460/020/0	Recreational footpath located less than 50 m to the west of the Suffolk Onshore Scheme Order Limits, connecting to Footpath 460/019/0 and the wider PRoW network.
Footpath 460/021/0	Recreational footpath located approximately 275 m to the west of the Suffolk Onshore Scheme Order Limits, connecting to Footpath 460/020/0 and the wider PRoW network.
Footpath 460/024/0	Footpath used for access and recreation located approximately 330 m to the south west of the Suffolk Onshore Scheme Order Limits and connects B1121 Main Road and Kiln Lane.
Footpath 460/022/0	Recreational footpath located approximately 375 m to the west of the Suffolk Onshore Scheme Order Limits, connecting Kiln Lane to Footpath 460/021/0 and the wider PRoW network.
Footpath 460/017/0	Recreational footpath located approximately 350 m to the west of the Suffolk Onshore Scheme Order Limits, connecting to Footpath 460/016/0 and the wider PRoW network.

PRoW Name	Description
Footpath 460/018/0	Recreational footpath located approximately 325 m to the west of the Suffolk Onshore Scheme Order Limits and connects to Footpath 460/017/0 and the wider PRoW network.
Footpath 460/015/0	Footpath used for access and recreation located approximately 325 m to the west of the Suffolk Onshore Scheme Order Limits and connects to Footpath 460/017/0 and the wider PRoW network.
Footpath 460/019/0	Footpath used for accessibility and recreation that runs along the B1121 from Saxmundham to Benhall Green, connecting to Footpath 460/016/0 and Footpath 460/020/0.
The Sandlings Walk	Promoted recreational trail passing through the Suffolk Onshore Scheme Order Limits following Footpath 260/004/0 and Bridleway 354/002/0.
The Sailors Path	Promoted recreational trail located approximately 225m to the east of the Suffolk Onshore Scheme Order Limits, and follows Footpath 103/019/0 and Footpath 470/001/0

Residential properties

10.7.17 There are no residential properties located within the Suffolk Onshore Scheme Order Limits.

10.7.18 A number of settlements lie within close proximity to the Suffolk Onshore Scheme. To the northwest of the Suffolk Onshore Scheme, Saxmundham borders the Suffolk Onshore Scheme Order Limits. The southern portion of the village of Knodishall borders the Suffolk Onshore Scheme Order Limits to the north. The north of the village of Friston borders the south of the Suffolk Onshore Scheme Order Limits. The town of Aldeburgh is located approximately 460 m to the south of the Suffolk Onshore Scheme Order Limits. The villages of Benhall and Sternfield are also located within 500 m of the Suffolk Onshore Scheme Order Limits to the southwest.

10.7.19 There are no additional settlements located within 1 km of the Suffolk Onshore Scheme Order Limits.

10.7.20 A number of small clusters of residential properties or isolated properties also lie within close proximity to the Suffolk Onshore Scheme Order Limits. This includes a cluster of residential properties located along Leiston Road.

Local businesses

10.7.21 There are 30 business premises located within 500 m of the Suffolk Onshore Scheme Order Limits. Table 10.17 below provides a list of the business premises within 500 m and their approximate distance from the Suffolk Onshore Scheme Order Limits.

Table 10.17 Business premises within 500 m of the Suffolk Onshore Scheme Order Limits

Business premises	Location	Approximate distance from the Suffolk Onshore Scheme Order Limits	Business Activity
South Warren Golf Course	Aldeburgh	0 m	Golf club
Chapel Barn Farm		0 m	Farm
The Nest Outside Aldeburgh		470 m	Holiday let
Aldebay Farm Holiday Properties	Aldeburgh Road	250 m	Holiday let
Hazelwood Hall Farm		0 m	Farm
Meadow View Self Catering Cottage		0 m	Holiday Let
Marsh View Holiday Cottage		300 m	Holiday let
Aldeburgh Lily Pad Shepherds Ht		200 m	Holiday let
Un-named Farm	Snape Road,	470 m	Farm
The Friston Chequers	Low Road, Friston	330 m	Pub
Corner House Holiday House	Church Road, Friston	90 m	Holiday let
Woodside Barn Cottages		0 m	Holiday let
J&A Wright		0 m	Holiday let
Manor Farm Knodishall	Grove Road, Knodishall	0 m	Farm and campsite
Fareacre Campsite		100 m	Campsite
Un-named Farm	Sloe Lane, Friston	300 m	Farm
Clouting's Farm	Saxmundham Road	410 m	Farm
The Studio Air B and B	Sternfield	150 m	Holiday let
Redhouse Wedding Barn and Events		200 m	Event space

Business premises	Location	Approximate distance from the Suffolk Onshore Scheme Order Limits	Business Activity
Redhouse Christmas Tree Farm		200 m	Christmas Tree Farm
Glebe Farm		240 m	Farm
Pegg J T & Sons	Benhall Green	80 m	Building suppliers
Premier Seed Services		250 m	Agricultural machinery
Wood Farm	Saxmundham	0 m	Farm
Waitrose and Partners	Church Street, Saxmundham	450 m	Supermarket
The Original Factory Shop		450 m	Utilities shop
Costa Coffee		480 m	Cafe
Coral		480 m	Betting shop
Well-being & Mind		180 m	Beauty Salon
Suffolk Escape Room	Leiston Road, Saxmundham	170 m	Escape room

Visitor attractions

10.7.22 There are two visitor attractions within 500 m of the Suffolk Onshore Scheme Order Limits. The Scallop at Aldeburgh Beach is located 450 m to the south of the Suffolk Onshore Scheme Order Limits as it makes landfall. The Red House, a museum, lies 450 m to the south of the Suffolk Onshore Scheme Order Limits in Aldeburgh.

Community facilities

10.7.23 Table 10.18 lists the community facilities within 500 m of the Suffolk Onshore Scheme Order Limits. There are no police or fire stations within 500 m of the Suffolk Onshore Scheme Order Limits. The nearest police and fire stations are Saxmundham Police Station and Saxmundham Fire Station, both located approximately 770 m to the west of the Suffolk Onshore Scheme Order Limits. 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 640 m to the south, Saxmundham Primary School located approximately 960 m to the north and Saxmundham Community Hub located approximately 530 m to the north.

Table 10.18 Community facilities within 500 m of the Suffolk Onshore Scheme Order Limits

Receptor	Location	Approximate distance from the Suffolk Onshore Scheme Order Limits	Typology
Friston Village Hall,	Friston	50 m	Community hall
St Johns Church	Saxmundham	330 m	Church and Churchyard
St Mary Magdalene Church	Sternfield	300 m	Church and Churchyard
St Mary the Virgin	Friston	100 m	Church and Churchyard
St Lawrence Church	Knodishall	480 m	Church and Churchyard

Open space

10.7.24 Open spaces are defined as publicly accessible spaces and privately accessible spaces that are available to more than one household unit. Open spaces include a range of typology including parks and gardens, access land, cemeteries and churchyards, allotments, open and running water and amenity green space such as recreation grounds

10.7.25 There are 12 areas of open space within 500 m of the Suffolk Onshore Scheme Order Limits. These are presented below in Table 10.19.

Table 10.19 Open spaces within 500 m of the Suffolk Onshore Scheme Order Limits

Receptor	Location	Approximate distance from the Suffolk Onshore Scheme Order Limits	Typology
Aldeburgh Beach	Aldeburgh	0 m	Beach / Open water
Royal Society for the Protection of Birds (RSPB) North Warren		230 m	Access Land / Countryside and Rights of Way (CRoW)
Hazelwood Marshes		470 m	Nature Reserve
Un-named Saxmundham Park and Playspace	Church Hill, Saxmundham	380 m	Park / Amenity green space
Friston Playing Fields	Friston	100 m	Amenity green space
Coldfair Green Woodland	Knodishall	350 m	Woodland

Receptor	Location	Approximate distance from the Suffolk Onshore Scheme Order Limits	Typology
Knodishall Playground		440 m	Amenity green space
River Fromus	N/A	0 m	Running water

Social Infrastructure

10.7.26 The reporting of the baseline primary healthcare provision is made with reference to guidance from the Royal College of General Practitioners (Royal College of General Practitioners, 2005) which recommends a GP: Patient ratio of 1:1,800.

10.7.27 The Suffolk Onshore Scheme is located within the NHS Suffolk and North East Essex Integrated Care Board (ICB) area which, as of July 2024 had 91 General Practitioner (GP) practices, a total of 1,073,803 registered patients, and 575 full time equivalent general practitioners (FTE GPs) (NHS Digital, 2024). This equates to an average patient list size of 1,867 patients per FTE GP. This average list size for ICB is higher than the target list size detailed above.

10.7.28 There is one GP surgery within 500 m of the Suffolk Onshore Scheme as set out in Table 10.20 below. The Saxmundham Health Centre recorded patient ratio is 1:1,600, which would suggest the provision of GPs in the area is better than the recommended/target provision and the average within the ICB.

Table 10.20 GP Surgeries within 500 m of the Suffolk Onshore Scheme

GP Surgery	GPs (FTE)	Patient List	GP: Patient Ratio
Saxmundham Health Centre	5.9	9,439	1,600

**Note: Figures do not always sum due to rounding.*

Source: NHS Digital, (2024); 'General Practice Workforce (31 July 2024)'.

Development land

10.7.29 East Suffolk Local Plan has two housing allocations which fall within 500 m of the Suffolk Onshore Scheme. These are as follows:

- Policy SCLP12.55 – land allocation for up to 16 dwellings on the Land at School Road in Knodishall, located approximately 200 m from the Suffolk Onshore Scheme Order Limits in Knodishall; and
- Policy SCLP12.30 – land allocation for up to 40 dwellings on Land North-East of Street Farm Saxmundham, located approximately 400 m from the Suffolk Onshore Scheme Order Limits in Saxmundham (East Suffolk Council, 2020).

10.7.30 There are no planning applications for the development of new residential properties within the Study Area in East Suffolk Council which are currently awaiting decision or have been granted consent (East Suffolk Council, live document).

Accommodation facilities

10.7.31 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 60 Minute Drive Time Catchment Area) construction workers. When last estimated in 2021 there were 19,379 private rented properties in East Suffolk (Office for National Statistics, 2022). National data recorded in the English Housing Survey 2023 (Ministry of Housing, Communities and Local Government, 2024) indicates that 2.8% of properties in East Suffolk are vacant, although not all would be available for occupancy. Applying this to the private rented stock in the local area, there were an estimated 543 private rented properties within East Suffolk in 2022 that could potentially be available to construction workers.

10.7.32 In addition to the private rented homes that are likely to be available to construction workers, there are approximately 7,038 inventory rooms in local hotels, bed and breakfast and inns accommodation within the 60 Minute Drive Time Catchment Area, bringing the total inventory stock to approximately 7,581. This number has been adjusted in Table 10.21 below to reflect typical availability based on seasonal occupancy rates from 2023 (Visit England, 2023). At the peak of demand in the month of July, 16% of visitor and tourism accommodation rooms are available in England.

Table 10.21 Accommodation capacity within a 60-minute drive time radius of the Suffolk Onshore Scheme

Month	Inventory rooms[4]	Inventory rooms available after existing demand
Jan	7,581	3,077
Feb	7,581	2,443
Mar	7,581	2,302
Apr	7,581	2,162
May	7,581	2,091
Jun	7,581	1,739
Jul	7,581	1,669
Aug	7,581	1,951
Sep	7,581	1,739
Oct	7,581	1,951
Nov	7,581	2,091
Dec	7,581	2,443

[redacted].

Future Baseline

Projected demographics

10.7.33 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% (Office for National Statistics, 2018). 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.

10.7.34 Table 10.22 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 proportion of the total population across all study area geographies than 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 10.22 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%

10.7.35 In terms of the local economy and employment, the East of England Forecasting Model (Cambridgeshire Insight, 2020) provides an estimate of employment and GVA per capita across the East of England region and within East Suffolk[5]. This data shows that the total employment within East Suffolk is projected to increase from approximately 94,150 in 2022 (Office for National Statistics, 2023) to approximately 114,700 in 2031, representing a 21.8% increase. GVA per capita in East Suffolk is projected to increase from approximately £18,100 (2016 prices) in 2021 to approximately £19,700 (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.

Development land

10.7.36 There is a high level of uncertainty with respect to the future baseline of existing local land uses, even where future planned uses are known (such as future developments,

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

where planning applications, permissions and local plan allocations have been considered) as it is not certain whether developments will be operational before the construction of the Suffolk Onshore Scheme starts. 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.

10.8 Proposed Project Design and Embedded Mitigation

10.8.1 The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce socio-economic, recreation and tourism impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project.

10.8.2 As set out in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**, mitigation measures typically fall into one of three categories: embedded measures; control and management measures; and mitigation measures. Embedded, and control and management measures are set out below. Additional mitigation measures are discussed in Section 10.10.

Embedded Measures

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

- Sensitive routing and siting of infrastructure and temporary works to avoid or reduce impacts on socio-economics, recreation and tourism receptors;
- Commitments made within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**; and
- Utilising trenchless methods at landfall (including underneath the Suffolk Coast Path, King Charles III England Coast Path, Footpath 103/006/0 and Thorpe Road) to minimise potential impacts on walking/cycling routes.

Control and Management Measures

10.8.4 Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. The following measures have been taken into account in assessing the socio-economic effects of the Proposed Project: GG02, GG04, GG07, GG25, GG27, TT02 and TT03.

10.8.5 GG02 and GG04 ensure that a final Construction Environmental Management Plan (CEMP), Landscape and Ecological Management Plan (LEMP) and Construction Traffic Management and Travel Plan (CTMTP) will be in place prior to construction and that a suitably experienced Environmental Manger and Environmental Clerk of Works (ECoW) will ensure adherence with these controls.

10.8.6 GG07 commits to land being used temporarily to be reinstated where practicable to its pre-construction condition. GG25 ensures that controls are in place to reduce disturbance to the ground in areas where heavy construction equipment is to be used.

10.8.7 GG27 commits to keeping members of the community and local businesses informed regularly of works through active community liaison.

10.8.8 TT02 commits the contractor(s) to monitor the number of construction vehicles between the site and the strategic road network. Where deviations from the authorised routes or changes to traffic levels that are higher than the CTMTP, discussions with the relevant highways authorities will be required to determine whether additional mitigation measures are needed.

10.8.9 TT03 commits to the management of all PRoWs crossing the working area during construction, with all required diversions clearly marked at both ends.

10.8.10 **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** identifies the mitigation measures which will be required to maintain the operation of impacted PRoW. It also details how these mitigation measures will be managed, including who will be responsible for their management.

10.9 Assessment of Impacts and Likely Significant Effects

10.9.1 The Suffolk Onshore Scheme has the potential to affect socio-economics, recreation and tourism (positively or negatively), during construction, operation and maintenance and decommissioning in the following ways:

- Employment generation, including multiplier effects (i.e., indirect benefits for the local area and the region resulting from supply chain activity as well as induced employment created through increased spending across the Study Area).
- Impacts on local services and facilities, comprising local accommodation facilities (the Suffolk Onshore Scheme would not provide educational or visitor facilities, though potential impacts on existing education and visitor facilities are covered under the last bullet listed below).
- GVA, including multiplier effects (i.e. indirect benefits for the region).
- PRoW and recreational routes, in terms of a change in routes' accessibility, ability to serve its purpose, and journey length.
- Other private and community assets (including residential properties, business premises, community facilities, visitor attractions and development land), in terms of any change of land use within the Order Limits and any changes to accessibility for receptors beyond the Order Limits.

10.9.2 The assessment of the effects of the Suffolk Onshore Scheme on socio-economics, recreation and tourism receptors described in this section considers the embedded and control and management measures described in Section 10.8.

Construction Phase

Economic Impacts

Construction employment

10.9.3 Subject to gaining development consent, construction works would be expected to start in 2026 and be functionally completed by the end of 2031 with reinstatement potentially

continuing into 2032. It is noted that for the Suffolk Onshore Scheme certain aspects of the construction related effects will last longer than others with some effects likely to be relatively short in duration with respect to the whole construction period. The construction period is expected to be a maximum of 72 months.

10.9.4 According to this timeframe, operation is therefore anticipated to commence in 2032. Therefore, the likely effects of construction will be of a medium-term temporary nature. Although these jobs are temporary, they represent a positive economic effect for a substantial period that can be estimated as the function of the scale and type of activities required to construct the Suffolk Onshore Scheme.

10.9.5 The Applicant estimates that the Suffolk Onshore Scheme will require a peak workforce of 327 full-time equivalent (FTE) staff which is expected in 2028 lasting for one day. An average of 86 gross direct FTE jobs is estimated to be required onsite per annum over the construction period. The size of the workforce is based on activities required and will fluctuate during the period, therefore, being both higher and lower than average at times.

Leakage

10.9.6 Leakage effects are the benefits to those outside the Study Area, defined as a 60-minute travel area in any direction from the Order limits as shown in **Application Document 6.4.2.10.1 Suffolk 60 Minute Drive Time Catchment Area**. It is estimated that 30% of construction staff could be sourced from the Study Area. This would be subject to labour availability and take-up at the time of construction however it is considered to be a reasonable assumption on which to base this assessment, based on professional experience and benchmarking against other comparable renewable energy projects. As such, 70% of staff would be likely to reside outside of the Study Area. This indicates a noticeable number of jobs would be taken up by people living outside of the Study Area. Whilst it is not a specific consideration of the assessment, it is noted that a larger proportion of the jobs taken up by people living outside the area would likely be specialist professions owing to the scarcity of such resources within localised areas compared with less skilled professions.

10.9.7 An adjustment of 70% has therefore been applied to the estimated average 86 gross direct construction jobs on-site during the construction period to estimate the jobs created within the target area. On this basis, it is estimated that the Scheme will create 26 FTE jobs per annum for residents within the Study Area during the construction period.

Displacement

10.9.8 Displacement measures the extent to which the benefits of a development are offset by reductions in output or employment elsewhere. Any additional demand for labour cannot simply be treated as a net benefit since it has the potential to displace workers from other positions and the net benefit is reduced to the extent that this occurs.

10.9.9 Construction workers typically move between construction projects when delays occur or to help the workforce meet construction deadlines. Due to the flexibility of the labour market, construction labour force displacement has been assumed to be low.

10.9.10 HCA Additionality Guide (Homes and Communities Agency, 2014) provides standards (or 'ready reckoners') for displacement. Within the context of a construction project in the Study Area, a medium displacement factor of 50% is considered appropriate according to the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local

Government, 2023). This level of displacement reflects that there are expected to be some displacement effects, however East Suffolk District has a lower economic activity rate than the East of England and England as a whole, suggesting levels of displacement would be smaller relative to the regional and national values. This displacement level is assessed as appropriate for a construction project and has been applied in socio-economic assessments for other comparable electricity network infrastructure schemes. This factor is a best practice approach in the absence of specific local information which may suggest a different level of displacement being used. Applying this level of displacement to the total gross direct average employment figure results in a total net direct employment figure of 43 FTE jobs per annum during the construction period.

Multiplier effect

10.9.11 In addition to the direct employment generated by the construction of the Suffolk Onshore Scheme, there would be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth would arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, it is assumed that part of the income of the construction workers and suppliers would be spent in the Study Area, generating further employment (in terms of induced or income multipliers).

10.9.12 The effect of the multiplier depends on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The HCA Additionality Guide provides 'ready reckoner' composite multipliers (the combined effect of indirect and induced multipliers) to account for this. This is a best practice approach in the absence of specific information that might justify another multiplier effect factor being used, appropriate to the sectors concerned. The Study Area is likely to have ‘limited local supply’ linkages and induced effects based on the scale of its economy. However, as set out above, East Suffolk has a lower economic activity rate than the regional and national rates, suggesting levels of displacement would be relatively small. Therefore, a medium multiplier effect of 1.5 has been considered appropriate in line with the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023). Applying the 1.5 multiplier to the total net direct employment figure of 43 workers results in net indirect and induced employment of 22 jobs per annum during the construction period.

Net construction employment

10.9.13 Table 10.23 presents the temporary annual employment generated by the Suffolk Onshore Scheme account for leakage, displacement and multiplier effects. The Suffolk Onshore Scheme would support, on average, 65 total net jobs per annum during the construction period. Of these, 20 jobs per annum would be expected to be taken up by residents in the Study Area.

Table 10.23 Net additional construction employment per annum from the Suffolk Onshore Scheme

	60-minute Drive time Study Area	Outside of the Study Area	Total
Gross Direct Employment	26	60	86
Displacement	13	30	43
Net Direct Employment	13	30	43
Indirect and Induced Employment	7	15	22
Average Net Additional Employment[6]	**20**	**45**	**65**

Source: AECOM Calculations (2024). Please note that figures may not sum as they have been rounded to the nearest whole number.

10.9.14 The sensitivity of the local workforce to employment changes has been assessed as low given the lower levels of unemployment as displayed by the lower claimant count in the area compared with the East of England and England as a whole. Therefore, 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.

10.9.15 The direct, indirect and induced employment generated from the construction of the Suffolk Onshore Scheme must be considered in the context of the labour pool of construction workers in the 60 Minute Drive Time Catchment Area, which currently has approximately 26,550 jobs in the construction sector (Office for National Statistics, 2023). Taking this into account, the impact of construction employment generation in the 60 Minute Drive Time Catchment Area has been assessed to be of small magnitude and temporary in nature which results in a short-term temporary **minor beneficial** effect. This is not considered significant.

Construction workforce labour supply

10.9.16 Analysis of the construction workforce labour supply has been undertaken to assess its ability to supply the Suffolk Onshore Scheme. The 60 Minute Drive Time Catchment Area currently has approximately 26,550 jobs in the construction sector (Office for National Statistics, 2023). The construction employment assessment sets out that there would be a gross direct employment of 26 FTEs required from the 60 Minute Drive Time Catchment Area to complete the Suffolk Onshore Scheme. This accounts for less than 0.1% of the total construction workforce in the 60 Minute Drive Time Catchment Area .

10.9.17 The sensitivity of the local workforce to employment changes has been assessed as low due to its adequate capacity to experience impacts without incurring a change on the economic well-being of residents and local businesses. It is anticipated that the construction workforce required to complete the Suffolk Onshore Scheme would have a negligible impact on construction labour supply in the 60 Minute Drive Time Catchment Area. Overall this results in a **negligible** effect which is not considered significant.

[redacted]

Local accommodation facilities

10.9.18 Analysis of the visitor and tourism accommodation sector has been undertaken to assess the likely capacity against the demand from the potential peak construction workforce. This assessment considers the potential for adverse impacts due to demand for accommodation exceeding supply during the construction phase.

10.9.19 The sensitivity of local accommodation in the 60 Minute Drive Time Catchment Area is assessed to be medium as a worst-case scenario. This is because at peak demand in July, approximately 16% of local hotel, bed and breakfast and inns within the 60 Minute Drive Time Catchment Area are likely to be available. Therefore, there are potential accommodation facilities available in the 60 Minute Drive Time Catchment Area in a worse-case scenario.

10.9.20 This analysis indicates that, considering existing seasonal demand and typical occupancy (2023 levels), the peak workforce (327 workers) could be accommodated within existing provision within a 60-minute drive time radius of the Suffolk Onshore Scheme. This is shown in Table 10.24. This is very much a worst-case scenario, given an average of 86 gross direct FTE jobs are estimated to be required onsite over the construction period. Additionally, 30% of the workforce would likely already be living within a 60-minute drive time of the Suffolk Onshore Scheme and therefore be home-based (i.e., would live sufficiently close-by to return home in the evenings rather than needing overnight accommodation).

10.9.21 If the average FTE workforce (86 workers) required accommodation, there would likely be 1,583 rooms available (20.9% spare capacity) within a 60-minute drive time radius from the Suffolk Onshore Scheme Order Limits during peak demand in July. If all 229 peak workers from outside the Study Area are required to stay in accommodation at peak occupancy (July), there would be 1,440 remaining rooms (19.0% spare capacity) within the 60-minute drive time radius.

10.9.22 In a worst-case scenario where all 327 peak workers need accommodation, there is still approximately 17.7% spare capacity within a 60-minute drive from the Suffolk Onshore Scheme at peak occupancy (July). There would still be 1,342 remaining rooms within a 60-minute drive time radius from the Suffolk Onshore Scheme.

10.9.23 In summary, this analysis demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits.

10.9.24 Given this, it is assessed that there would be negligible magnitude of impact on the hotel, bed and breakfast, inns and private rental accommodation sector arising from the Suffolk Onshore Scheme. It is anticipated that accommodation providers would be able to accommodate employees working at the Suffolk Onshore Scheme without any adverse effects on the sector. This would lead to a **negligible effect**, which is not considered significant.

10.9.25 It can also be noted that this analysis only takes into consideration the hotel, bed and breakfast, inns and private rental accommodation sector[7]. There is also private rental accommodation located beyond East Suffolk and within the 60 minute drive time that could also cater for a portion of any demand generated and therefore mitigate further any impact on accommodation provision.

[7] Total inventory rooms include hotels, bed & breakfasts and inns within 60-minute drive time and private rental accommodation within East Suffolk.

Table 10.24 Accommodation capacity within a 60-minute drive time radius of the Suffolk Onshore Scheme

Month	Inventory rooms	Inventory rooms typically available after existing demand	All Construction Workers – Peak and (Workers from Outside Study Area only – Peak)	Remaining rooms available	Remaining rooms available (% total inventory rooms)
Jan	7,581	3,077	327 (229)	2,750 (2,848)	36.3 (37.6)
Feb	7,581	2,443	327 (229)	2,116 (2,214)	27.9 (29.2)
Mar	7,581	2,302	327 (229)	1,976 (2,074)	26.1 (27.4)
Apr	7,581	2,162	327 (229)	1,835 (1,933)	24.2 (25.5)
May	7,581	2,091	327 (229)	1,764 (1,862)	23.3 (24.6)
Jun	7,581	1,739	327 (229)	1,412 (1,510)	18.6 (19.9)
Jul	7,581	1,669	327 (229)	1,342 (1,440)	17.7 (19.0)
Aug	7,581	1,951	327 (229)	1,624 (1,722)	21.4 (22.7)
Sep	7,581	1,739	327 (229)	1,412 (1,510)	18.6 (19.9)
Oct	7,581	1,951	327 (229)	1,624 (1,722)	21.4 (22.7)
Nov	7,581	2,091	327 (229)	1,764 (1,862)	23.3 (24.6)
Dec	7,581	2,443	327 (229)	2,116 (2,214)	27.9 (29.2)

Social infrastructure

10.9.26 There is currently one GP surgery within 500 m of the Suffolk Onshore Scheme. Saxmundham Health Centre has 6 FTE GPs and a total patient list size of 9,439. As explained in Section 10.7, there are on average 1,600 patients per FTE GP. This current average is lower than the 1:1,800 target ratio set by the Royal College of General Practitioners.

10.9.27 The construction workforce required for the Suffolk Onshore Scheme would place additional demand on the local health facilities. Taking a 'worst-case scenario' approach in which all of the average FTE gross direct workers (86 workers) register with local GP practices, the overall practice list size would increase to 9,525 and an average of 1,614 patients per GP, which would further exceed the recommended GP:patient ratio.

10.9.28 Primary healthcare / social infrastructure receptors are assessed to have a high sensitivity, due to the limited number of GPs within the Study Area. The magnitude of impact is assessed to be negligible, considering the construction workforce slightly worsens the GP:patient ratio however the ratio remains lower than i.e. better than the recommended GP:patient ratio. As such, it is deemed that the Suffolk Onshore Scheme would have a **negligible** effect on social infrastructure and primary healthcare provision locally.

Gross Value Added

10.9.29 Applying the average gross direct value added per construction worker in the East of England to the total number of construction workers generated from the Suffolk Onshore Scheme gives the total GVA arising from the construction period. This is shown in Table 10.25. This has been calculated based on the compound average GVA per worker in the construction sector in the East of England as data is not published at the more granular LSOA-derived, 60 Minute Drive Time Catchment Area level. In the East of England, GVA per worker in the construction sector is estimated to be £62,895 per head. By applying this figure to the average net employment generated by the Suffolk Onshore Scheme, it is estimated that construction would contribute approximately £4.1 million to the national economy, of which £1.3 million would likely be within the 60 Minute Drive Time Catchment Area.

Table 10.25 Gross Direct Value added per annum from the Suffolk Onshore Scheme during the Construction phase

	60 Minute Drive Time Catchment Area	Outside of the Study Area	Total
GVA (£m)	1.3	2.8	4.1

Source: ONS, (2024); Regional gross value added (balanced) by industry: all ITL regions (Office for National Statistics, 2024); ONS, (2024); JOBS05: Workforce jobs by region and industry (Office for National Statistics, 2024).

10.9.30 The sensitivity of the economy within the 60 Minute Drive Time Catchment Area has been assessed as high, due to GVA per head being lower in the Suffolk County Council area compared to the regional, and national averages.

10.9.31 Due 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 beneficial magnitude. This results in a temporary **minor beneficial** effect which is not considered significant.

Recreational routes and Public Rights of Way

10.9.32 Effects during construction on relevant routes are set out in the following paragraphs. There are 21 PRoW and recreational routes located within the Suffolk Onshore Scheme Order Limits.

10.9.33 Where a PRoW crosses a temporary access track, it would be disproportionately disruptive to close the PRoW for the duration of its use, particularly when the risk to the public is likely to be lower than crossing a public road due to the low (managed) speed of construction vehicles.

10.9.34 Instead, a system of signs informing PRoW users of the construction activity would be provided, together with signs warning construction vehicle drivers of the likely presence of PRoW users crossing the temporary access track ahead.

10.9.35 Based on peak and average construction traffic levels, there are expected to be the following HGV crossing movements going from east to west across the Order Limits:

- Footpath 103/016/0 – up to six HGV movements per day (three arrivals and three departures) at the haul road crossing point, associated with access S-BM02.

- Footpath 260/013/A – based on the busiest day, up to 86 HGV movements (43 arrivals and 43 departures), equivalent to up to ten HGV movements per hour (five arrivals and five departures) at the haul road crossing point, associated with access S-BM03. However, this reduces to an average of 14 HGV movements per day (seven arrivals and seven departures), equivalent to up to two HGV movements per hour (one arrival and one departure) based on the average day across the programme when this access is in use.
- Bridleway 260/012/A – based on the busiest day, up to 86 HGV movements (43 arrivals and 43 departures), equivalent to up to ten HGV movements per hour (five arrivals and five departures) at the haul road crossing point, associated with access S-BM03. However, this reduces to an average of 14 HGV movements per day (seven arrivals and seven departures), equivalent to up to two HGV movements per hour (one arrival and one departure) based on the average day across the programme when this access is in use.
- Bridleway 354/002/0 – based on the busiest day, up to 164 HGV movements (82 arrivals and 82 departures), equivalent to up to 20 HGV movements per hour (ten arrivals and ten departures) at the haul road crossing point, associated with access S-BM04. However, this reduces to an average of 38 HGV movements per day (19 arrivals and 19 departures), equivalent to up to four HGV movements per hour (two arrivals and two departures) based on the average day across the programme when this access is in use.
- Footpath 354/007/A – based on the busiest day, up to 164 HGV movements (82 arrivals and 82 departures), equivalent to up to 20 HGV movements per hour (ten arrivals and ten departures) at the haul road crossing point, associated with access S-BM04. However, this reduces to an average of 38 HGV movements per day (19 arrivals and 19 departures), equivalent to up to four HGV movements per hour (two arrivals and two departures) based on the average day across the programme when this access is in use.
- Footpath 354/006/0 – based on the busiest day, up to 164 HGV movements (82 arrivals and 82 departures), equivalent to up to 20 HGV movements per hour (ten arrivals and ten departures) at the haul road crossing point, associated with access S-BM04. However, this reduces to an average of 38 HGV movements per day (19 arrivals and 19 departures), equivalent to up to four HGV movements per hour (two arrivals and two departures) based on the average day across the programme when this access is in use.
- Footpath 260/017/0 – based on the busiest day, up to 164 HGV movements (82 arrivals and 82 departures), equivalent to up to 20 HGV movements per hour (ten arrivals and ten departures) at the haul road crossing point, associated with access S-BM04. However, this reduces to an average of 38 HGV movements per day (19 arrivals and 19 departures), equivalent to up to four HGV movements per hour (two arrivals and two departures) based on the average day across the programme when this access is in use. In addition, up to four HGV movements per day (two arrivals and two departures) at the haul road crossing point, associated with access S-BM07.
- Footpath 260/015/0 – based on the busiest day, up to 164 HGV movements (82 arrivals and 82 departures), equivalent to up to 20 HGV movements per hour (ten arrivals and ten departures) at the haul road crossing point, associated with access S-BM04. However, this reduces to an average of 38 HGV movements per day (19 arrivals and 19 departures), equivalent to up to four HGV movements per hour (two

arrivals and two departures) based on the average day across the programme when this access is in use.

- Footpath 260/016/0 – up to four HGV movements per day (two arrivals and two departures) at the haul road crossing point, associated with access S-BM07.
- Bridleway 491/010/0 – based on the busiest day, up to 164 HGV movements (82 arrivals and 82 departures), equivalent to up to 20 HGV movements per hour (ten arrivals and ten departures) at the haul road crossing point, associated with access S-BM04. However, this reduces to an average of 38 HGV movements per day (19 arrivals and 19 departures), equivalent to up to four HGV movements per hour (two arrivals and two departures) based on the average day across the programme when this access is in use.
- Footpath 491/005/0 – based on the busiest day, up to 176 HGV movements (88 arrivals and 88 departures), equivalent to up to 20 HGV movements per hour (ten arrivals and ten departures) at the haul road crossing point, associated with access S-BM09. However, this reduces to an average of 68 HGV movements per day (34 arrivals and 34 departures), equivalent to up to eight HGV movements per hour (four arrivals and four departures) based on the average day across the programme when this access is in use.

10.9.36 During peak times at certain locations e.g. at the busiest crossing points associated with S-BM04 and S-BM09, the contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is in use by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the contractor. Alternatively, where crossing patrols are not required, construction vehicle drivers will be required to operate the gates themselves in order to continue along the haul road by temporarily closing the PRoW, driving through and then re-opening the PRoW, to ensure that the public remain segregated from construction vehicles.

Footpath 103/006/0 and the Suffolk Coast Path

10.9.37 The Suffolk Coast Path recreational route passes to the south of the Order Limits along Saxmundham Road before connecting with Footpath 103/006/0. The Suffolk Coastal Path and Footpath 103/006/0 would be crossed by the Suffolk Onshore Scheme during construction. The trenchless HVDC alignment crosses the routes during construction and permanent access along the HVDC alignment is required by foot and/or quad bike on an annual basis for monitoring purposes during construction and operation. A horizontal directional drilling method would be adopted which includes four drills that would be below ground level.

10.9.38 The Suffolk Coast Path and Footpath 103/006/0 are assessed to have a high sensitivity as a regularly used regional trail and footpath that connects a number of routes within the wider PRoW network. The routes are used predominantly for recreation and have potential comparable alternative routes available in the local vicinity. The trenchless HVDC installation would not impact the Suffolk Coast Path or Footpath 103/006/0 as the crossing would be at depth, below the ground. The operational access route required across Footpath 103/006/0 would have a negligible impact when considering the infrequency of expected movements and the duration of the construction and operation and maintenance phase. Therefore, the magnitude of impact of the Suffolk Onshore

Scheme on Suffolk Coast Path and Footpath 103/006/0 is assessed to be negligible. Overall, this results in a permanent **negligible** effect which is not considered significant.

Aldeburgh and Thorpeness Walk and King Charles III England Coastal Path

10.9.39 Aldeburgh and Thorpeness Walk and King Charles III England Coastal Path are national trails that cross the Suffolk Onshore Scheme Order Limits and the trenchless HVDC alignment. A horizontal directional drilling method would be adopted which includes four drills that would be at depth below ground level. Permanent access along the HVDC alignment is required by foot and/or quad bike for monitoring purposes during construction and operation.

10.9.40 Aldeburgh and Thorpeness Walk and King Charles III England Coastal Path are assessed to have a very high sensitivity as regularly used national trails that connect a number of routes within the wider PRoW network. The routes are used predominantly for recreation and have potential comparable alternative routes available in the local vicinity. The trenchless HVDC crossing would not impact the routes as the crossing would be at depth below ground level. The permanent monitoring access route required across the national trails would have a negligible impact when considering the infrequency of expected movements and the duration of the construction and operation and maintenance phase. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Aldeburgh and Thorpeness Walk and King Charles III England Coastal Path is assessed to be negligible. Overall, this results in a permanent **minor adverse** effect which is not considered significant.

Unnamed Permissive Footpath

10.9.41 The old railway line, lying to the north of Aldeburgh and stretching across the North Warren RSPB is now used as a permissive footpath. The footpath would be crossed by the Suffolk Onshore Scheme during construction and operation by the HVDC alignment and associated access routes. The trenchless HVDC alignment crosses the routes during construction and permanent access along the HVDC alignment is required by foot and/or quad bike on an annual basis for monitoring purposes during construction and operation.

10.9.42 The permissive footpath would be crossed by an additional proposed access route to the trenchless drilling site east of Leiston Road during construction and operation. During construction it is expected that HGV movements on the access road will be limited to less than 10 HGVs per day. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. Once operational, HGV movements will be managed in a similar fashion, should a maintenance vehicle need to access this part of the site.

10.9.43 The permissive footpath is assessed to have a medium sensitivity, as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. During the construction phase this path will remain open and although a diversion is not anticipated, a temporary diversion will be provided if required. The trenchless HVDC crossing would not impact the routes as the crossing would be at depth below ground level. The

permanent monitoring access route required across the national trails would have a negligible impact when considering the infrequency of expected movements and the duration of the construction and operation and maintenance phase. HGV movements on the proposed access route to the trenchless drilling site have the potential to interact with the footpath. However, the proposed site fencing and gate provisions will help manage path users' interactions with HGV movements along the access road. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on the unnamed permissive footpath is assessed to be small. Overall, this results in a permanent **minor adverse** effect which is not considered significant.

Footpath 103/016/0

10.9.44 Both the HVDC cable route and temporary haul road cross 103/016/0. Whilst the HVDC cable is being installed, a maximum of two short-term temporary diversions with a duration of four weeks each would be required. Once the cable is buried, the diversion would be removed and the existing PRoW route would include site fencing to cross the construction swathe.

10.9.45 The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Based on peak construction traffic levels, there are expected to be up to six HGV movements per day at the haul road crossing point. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. This provision will be in place for the duration of the construction period.

10.9.46 Footpath 103/016/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The proposed diversion would be of an equivalent nature, connectivity and length to the existing section of the route, with less than 100 m increase in route length within the same field. The proposed site fencing and gate provisions help manage PRoW users' interactions with construction movements along the temporary haul road. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 103/016/0 is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Footpath 260/013/A

10.9.47 Footpath 260/013/A would be crossed at two different points during the construction phase, which would require two different long-term temporary diversions to be put in place as part of the Suffolk Onshore Scheme to maintain access and allow the PRoW to remain open.

10.9.48 The HVDC cable route alignment and temporary haul road cross footpath 260/013/A on a track approximately 500 m west of Chapel Barn Farm. To create a safer crossing point at the land boundary perimeter, a first long-term temporary diversion would be installed for the full construction phase of the Proposed Project. The diverted route would include site fencing to cross the construction swathe.

10.9.49 The temporary haul road would cross the diverted PRoW. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 86 HGV movements a day at the haul road crossing point, equivalent to up to ten HGV movements an hour. However, this reduces to an average of 14 HGV movements per day, equivalent to up to two HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen.

10.9.50 A second long-term temporary diversion would be required at the interface between Footpath 260/013/A and Bridleway 260/012/A for the full construction period, to bypass the HVDC cable route and temporary haul road and to retain connectivity within the PRoW network.

10.9.51 Footpath 260/013/A is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The two proposed long-term diversions help mitigate adverse socio-economic effects in terms of managing PRoW users' interactions with construction movements along the proposed haul roads. The diversions would be of an equivalent nature, connectivity and length to the existing section of the route, with less than 100 m increase in route length across the two long term diversions. Frequent HGV movements on the temporary haul road have the potential to interact with the PRoW and to compromise user experience on the footpath. Given, on average, up to two HGV movements per hour will be expected at the crossing point and users of the PRoW are anticipated to have an uninterrupted journey, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. The proposed site fencing and gate provisions help manage PRoW users' interactions with construction movements along the temporary haul road. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 260/013/A is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Bridleway 260/012/A

10.9.52 Bridleway 260/012/A is crossed by both the HVDC cable route alignment and temporary haul road cross at the interface with Footpath 260/013/A. A maximum of two temporary short-term diversions would be installed for a duration of four weeks each. Once the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.

10.9.53 The temporary haul road would cross the two PRoW diversions. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 86 HGV movements a day at the haul road crossing point, equivalent to up to ten HGV movements an hour. However, this reduces to an average of 14 HGV movements per day, equivalent to up to two HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the

footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen.

10.9.54 Bridleway 260/012/A is assessed to have a medium sensitivity as a bridleway that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The diversions would be of an equivalent nature, connectivity and length to the existing section of the route, with less than 100 m increase in route length alongside the existing route alignment. Frequent HGV movements on the temporary haul road have the potential to interact with the PRoW and to compromise user experience on the bridleway. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the haul road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. The proposed site fencing and gate provisions will help manage PRoW users' interactions with construction movements along the temporary haul road. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Bridleway 260/012/A is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Bridleway 354/002/0

10.9.55 Bridleway 354/002/0 would be crossed by the HVDC cable route alignment and a proposed joint bay location. A short-term temporary diversion would be established prior to commencement of works due to high level of construction activity. Once the joint bay has been installed and the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe. The diversion is anticipated to be in place for four weeks.

10.9.56 The bridleway and the proposed diversion would be crossed by a temporary haul road. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 164 HGV movements a day at the haul road crossing point, equivalent to up to 20 HGV movements an hour. However, this reduces to an average of 38 HGV movements per day, equivalent to up to four HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. This provision would remain in place for the full construction phase of the Proposed Project.

10.9.57 Bridleway 354/002/0 is assessed to have a medium sensitivity as a bridleway that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. Bridleway 354/002/0 is also potentially used for access purposes, as a bridleway connecting residential properties in Friston to Snape Road and Coldfair Green. The proposed short-term diversion helps to mitigate adverse socio-economic effects in terms of managing PRoW user interactions with construction activity. The diversion would be of an equivalent nature, connectivity and length to the existing section of the route, with less than 100 m increase in route length within the same field. Frequent HGV movements on the haul road have the

potential to interact with the PRoW and to compromise user experience on the bridleway. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the haul road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Bridleway 354/002/0 is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Bridleway 354/001/0

10.9.58 Bridleway 354/001/0 would interact with a temporary attenuation pipe. A maximum of two short-term temporary diversions with a duration of four weeks each would be required. This is required whilst the attenuation pipe is installed and removed as well as for proposed utility diversion works. Additionally, site fencing would be installed along the existing PRoW route for the full construction phase of the Proposed Project.

10.9.59 Bridleway 354/001/0 is assessed to have a medium sensitivity as a bridleway that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The diversions would be of an equivalent nature, connectivity, and length to the existing section of the route, with less than 100 m increase in route length in a comparable adjacent field. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Bridleway 354/001/0 is assessed to be negligible. Overall, this results in a temporary **negligible** effect which is not considered significant.

Footpath 354/018/0

10.9.60 Footpath 354/018/0 will interact with a temporary attenuation pipe. A maximum of two short-term temporary diversions with a duration of four weeks each will be required. This will be the same diversion occurring at different times within the programme. The diversions are required whilst the attenuation pipe is installed and removed as well as for proposed utility diversion works. Site fencing would be installed along the existing PRoW route for the full construction phase of the Proposed Project.

10.9.61 Footpath 354/018/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for access, it is located close to the community assets in Coldfair Green but is not likely to be used for commuting or by predominantly vulnerable users. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The diversions would be of an equivalent nature, connectivity and length to the existing section of the route, with less than 100 m increase in route length in the same field. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 354/018/0 is assessed to be negligible. Overall, this results in a temporary **negligible** effect which is not considered significant.

Footpath 354/007/A

10.9.62 Footpath 354/007/A crosses the existing pylon alignment that would require modification works during construction. A maximum of two short-term temporary diversions with a duration of four weeks each are required. This will be the same diversion occurring at different times within the programme. Once the cable is buried, the diversion will be

removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.

10.9.63 The footpath and proposed diversion will also be crossed by the temporary haul road. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 164 HGV movements a day at the haul road crossing point, equivalent to up to 20 HGV movements an hour. However, this reduces to an average of 38 HGV movements per day, equivalent to up to four HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. This provision would remain in place for the full construction phase of the Proposed Project.

10.9.64 Footpath 354/007/A is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The diversions would be of an equivalent nature, connectivity, and length to the existing section of the route, with less than 100 m increase in route length in the same field. Frequent HGV movements on the haul road have the potential to interact with the PRoW and to compromise user experience on the footpath. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the haul road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 354/007/A is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Footpath 354/006/0

10.9.65 Footpath 354/006/0 runs north to south through the proposed Friston Substation, OHL connections, HVDC cable route. As a result, this route would be permanently diverted in alignment with SPR's proposal at Friston. The diverted route brings the footpath to the east before crossing the HVDC cable swathe where during construction site fencing and gates would be installed. The PRoW diversion then continues south through existing woodland, running parallel with Grove Road before connecting into Footpath 354/007/0 which then leads back to Footpath 354/006/0. Mitigation and landscaping at Friston has been considered with this proposed diversion.

10.9.66 The footpath will also be crossed by a temporary haul road. Site fencing to allow PRoW users to safely cross the construction swathe will be installed. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 164 HGV movements a day at the haul road crossing point, equivalent to up to 20 HGV movements an hour. However, this reduces to an average of 38 HGV movements per day, equivalent to up to four HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the access road crossing point. In this scenario, the PRoW will be

closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. This provision would remain in place for the full construction phase of the Proposed Project.

10.9.67 Footpath 354/006/0 is assessed to have a high sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity, however these are of differing length. The proposed permanent diversion would offer equivalent connectivity and nature to the existing section of the route given the diversion would remain within agricultural fields. Frequent HGV movements on the haul road have the potential to interact with the PRoW and to compromise user experience on the footpath. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the haul road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. As a result, the magnitude of impact on Footpath 354/006/0 is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Footpath 260/017/0

10.9.68 Footpath 260/017/0 intersects the combined HVDC/HVAC swathe as well as the temporary attenuation outfall pipe. As a result the footpath is proposed to be temporarily diverted for the duration of the construction phase to minimise impacts and retain local PRoW connectivity with Footpath 354/006/0 to the east and Footpath 260/015/0 to the north.

10.9.69 The temporary haul road will cross the footpath and proposed diverted PRoW. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 164 HGV movements a day at the haul road crossing point, equivalent to up to 20 HGV movements an hour. However, this reduces to an average of 38 HGV movements per day, equivalent to up to four HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly, and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen.

10.9.70 In addition, Footpath 260/017/0 intersects the Friston permanent access road and permanent outfall pipe. This would require a maximum of two additional temporary diversions, with a duration of four weeks each, to accommodate the construction of the access road and works in this area. This will be the same diversion occurring at different times within the programme.

10.9.71 As part of the above the diverted PRoW will cross the permanent access road. When used during construction, site fencing will be installed along the diverted route with gates each side of the access road, where priority is given to the PRoW. There are expected to be up to four HGV movements a day at the access road crossing point. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete. Once operational, a crossing with drop kerbs will be installed to allow continued access.

10.9.72 Footpath 260/017/0 is assessed to have a high sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity, however these are of differing length. The proposed diversion for the temporary haul road would be of an equivalent nature, length and connectivity to the existing section of the route, with approximately 100 m increase in route length in the same field. The two proposed short-term diversions for the Friston permanent access road and outfall pipe are also of an equivalent nature, length and connectivity to the existing section of the route, with less than 100 m increase in route length in the same field. With up to four HGVs expected on the Friston permanent access road a day during construction, vehicle movements at this section of the route are anticipated to be minimal and site management measures will help manage PRoW users' interactions with construction movements along the permanent access road. Frequent HGV movements on the temporary haul road have the potential to interact with the PRoW and to compromise user experience on the footpath. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the haul road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. Therefore, the magnitude of impact is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Footpath 260/016/0

10.9.73 Footpath 260/016/0 would be crossed by the Friston permanent access route. A maximum of two short-term temporary diversions with a duration of four weeks each are required to accommodate the construction of the access road. This will be the same diversion occurring at different times within the programme. Based on peak construction traffic levels, there are expected to be up to four HGV movements a day at the access road crossing point. Site fencing will be installed along the diverted route with gates each side of the access road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the access road crossing point. In this scenario, the PRoW will be closed briefly, and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. Once the access road has been constructed, the diversion and associated site fencing and gates will be removed.

10.9.74 Footpath 260/016/0 is assessed to have a high sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity, however these are of differing connectivity. The proposed temporary diversions would be of an equivalent nature, length and connectivity to the existing section of the route, with less than 100 m increase in route length in the same field. The proposed site fencing and gate provisions will help manage PRoW users' interactions with construction movements along the haul road. With up to four HGVs expected on the Friston permanent access road a day during construction, vehicle movements are anticipated to be minimal and unlikely to create disruption for users of the PRoW, and mitigation measures installed will allow the Footpath 260/016/0 to remain open. Therefore, the magnitude of impact is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Footpath 260/015/0

10.9.75 Footpath 260/015/0 would be crossed by the HVDC/HVAC construction swathe and a HVAC Joint Bay. A short-term temporary diversion has been proposed to cross the construction swathe. Whilst both HVDC and HVAC cables and joint bay are being installed, a maximum of two temporary diversions with a duration of four weeks each are required. This will be the same diversion occurring at different times within the programme. Once both cables and joint bay are installed, the diversion would be removed and the existing PRoW route would include site fencing to cross the construction swathe. Following the removal of the above diversion, the existing PRoW will include site fencing to allow PRoW users to safely cross the construction swathe.

10.9.76 A temporary haul road will cross both the existing PRoW and proposed diversion. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 164 HGV movements a day at the haul road crossing point, equivalent to up to 20 HGV movements an hour. However, this reduces to an average of 38 HGV movements per day, equivalent to up to four HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly, and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. This provision is to remain in place for the duration of the construction phase.

10.9.77 Footpath 260/015/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The proposed temporary diversion would be of an equivalent nature, length and connectivity to the existing section of the route, with less than 100 m increase in route length in the same field. Frequent HGV movements on the haul road have the potential to interact with the PRoW and to compromise user experience on the footpath. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the haul road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 260/015/0 is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Bridleway 491/010/0

10.9.78 Bridleway 491/010/0 intersects both the HVDC and HVAC cables and temporary outfall pipe. During installation of the cables and temporary outfall pipe, the route would need to be closed for a maximum duration of four weeks. Once both cables are installed, the diversion will be removed. Following the removal of the above diversion, the existing PRoW will include site fencing to allow users to safely cross the construction swathe.

10.9.79 A temporary haul road will cross the existing PRoW and proposed diversion. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 164 HGV movements a day at the haul road crossing point, equivalent to up to 20 HGV movements an hour. However, this reduces to an average of 38 HGV movements per day, equivalent to up to four HGV movements per hour based on the average day across the programme when this access is in use. Site fencing will be installed along the diverted route with gates each side of the haul road, where priority is

given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen. This provision is to remain in place for the duration of the construction phase.

10.9.80 Bridleway 491/010/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a bridleway used for recreation, it has potential comparable alternative routes available in the local vicinity. The proposed temporary closure would be short-term and negligible in the context of the duration of the construction period. Frequent HGV movements on the haul road have the potential to interact with the PRoW and to compromise user experience on the bridleway. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the haul road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Bridleway 491/010/0 is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Footpath 491/004/0

10.9.81 Footpath 491/004/0 would be crossed by the permanent attenuation outfall pipe. As a result, a temporary diversion is required with a duration of four weeks whilst attenuation pipe is installed. Site fencing would be installed along the existing PRoW route, which would be temporarily stopped up. Once the attenuation pipe has been installed, the diversion will be removed and access to the PRoW will be reinstated.

10.9.82 Footpath 491/004/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The proposed temporary diversion would be of an equivalent nature, length and connectivity to the existing section of the route, with less than 100 m increase in route length in the same field. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 491/004/0 is assessed to be negligible. Overall, this results in a temporary **negligible** effect which is not considered significant.

Footpath 491/006/0

10.9.83 Footpath 491/006/0 intersects with the converter and cable construction compound. It is proposed that a temporary diversion would be required for the duration of the construction phase and will run parallel with the B1119 heading east and rejoin the existing PRoW at the northeast of the converter station location. This long-term temporary diversion will act in conjunction with a permanent diversion route for Footpath 491/005/0 (see paragraph 10.9.87 below) which is proposed to feed across the permanent access road and south of Saxmundham converter station, acting as an alternate route. Footpath 491/006/0 would be reinstated after the construction phase.

10.9.84 Footpath 491/006/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The proposed temporary diversion would offer equivalent connectivity to the existing section of the route and the same user experience within agricultural fields. Although the diversion would be

approximately 400 m longer than the existing alignment, the footpath is primarily used for recreation and therefore the increase in route length is not anticipated to adversely effect users of the PRoW. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 491/006/0 is assessed to be small. Overall, this results in a temporary **minor adverse** effect which is considered not significant.

Footpath 460/023/0

10.9.85 Footpath 460/023/0 would be crossed whilst the road to Wood Farm is used for initial mobilisation access. As a result, the northern portion of this PRoW will be temporarily diverted for approximately five months. Once mobilisation access is complete the route will be reinstated. The existing and temporarily diverted alignment of the footpath will form a connection with the temporary diversion for Footpath 491/006/0 (see paragraph 10.9.83 above) and the permanent diversion for Footpath 491/005/0 (see paragraph 10.9.87 below).

10.9.86 Footpath 460/023/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The proposed temporary diversion would be of equivalent connectivity, length and nature to the existing section of the route, with less than 100 m increase in route length in the same field. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 460/023/0 is assessed to be negligible. Overall, this results in a temporary **negligible** effect which is not considered significant.

Footpath 491/005/0

10.9.87 Footpath 491/005/0 would require a permanent closures and route diversion due to passing through the Saxmundham Converter Station site. The proposed permanent diversion route would run south past Wood Farm and across the permanent access road. The diverted route then feeds south of the Saxmundham Converter Station site before tying back into the existing Footpath 491/005/0. The diversion will be in place for the duration of the construction period.

10.9.88 As part of the above, the diverted PRoW will cross a permanent access road. Based on peak construction traffic levels on the busiest day of the programme, up to 176 HGV movements, equivalent to up to 20 HGV movements per hour, are expected at the haul road crossing point. However, this reduces to an average of 68 HGV movements per day, equivalent to up to eight HGV movements per hour based on the average day across the programme when this access is in use. When used during construction, site fencing will be installed along the diverted route with gates each side of the access road, where priority is given to the PRoW and its users. PRoW users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the access road crossing point. In this scenario, the PRoW will be closed briefly and the user of the PRoW would be required to wait until the HGV crossing is complete and then the gates will reopen.

10.9.89 The permanent solution is dependent on further development of landscaping and mitigation. A dropped kerb crossing point will be provided where this crosses the permanent access road. This permanent diversion would act in conjunction with a long-term temporary diversion route for Footpath 491/006/0.

10.9.90 Footpath 491/005/0 is assessed to have a medium sensitivity as a footpath that connects to the local PRoW network. As a route used for recreation, it has potential

comparable alternative routes available in the local vicinity. The proposed permanent diversion would be of an equivalent nature, length and connectivity to the existing section of the route, increasing route length by approximately 100 m within the same field. Frequent HGV movements on the permanent access road have the potential to interact with the PRoW and compromise user experience on the footpath. Given users of the PRoW are anticipated to have an uninterrupted journey on the footpath and will be given priority at the access road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRoW. Therefore, the magnitude of impact of the Suffolk Onshore Scheme on Footpath 491/005/0 is assessed to be small during construction. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Other PRoW within 500 m of the Suffolk Onshore Scheme

10.9.91 There would be no impact on other PRoW and recreational routes within 500 m of the Order Limits as a result of the Suffolk Onshore Scheme. This includes Footpath 354/007/0 which falls within the Order Limits, but no impacts arising from the Proposed Project are expected on the PRoW.

Private, community, recreation and tourism assets

Recreation assets - Open Space

10.9.92 Open spaces have been identified as the only receptors impacted from a recreational point of view, excluding PRoW and recreational routes as assessed above. Three open spaces fall within the Suffolk Onshore Scheme Order Limits and have the potential to experience land use changes as a result of the Proposed Project.

10.9.93 The River Fromus falls within the Order Limits. A permanent bridge will be required over the River Fromus to deliver the proposed permanent access route. There are two options with regards to the proposed bridge over the River Fromus, as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and set out in Section 10.5. In both scenarios, the construction of the bridge will not require land take from the open space, and the River Fromus is not used for recreational activities, such as fishing, mooring or recreational navigation. Therefore, there will be no socio-economic effects on the River Fromus as a result of the Suffolk Onshore Scheme.

10.9.94 The proposed marine HVDC cables would cross beneath Aldeburgh Beach, however as these are installed via a trenchless method, there will be no effects on the open space.

10.9.95 The Suffolk Onshore Scheme transition point from underground HVDC cable to marine HVDC cable is proposed within North Warren Royal Society for the Protection of Birds (RSPB) Reserve. A temporary access route would be required for the installation of the HVDC cable alignment under North Warren RSPB Reserve. During the trenchless cable installation, an existing track across the open space will be used by a quad bike or 4x4 vehicle to follow the progress of the drill, moving in and out of the drilling area approximately four times a day.

10.9.96 The sensitivity of the North Warren RSPB Reserve is assessed to be high as an open space of high importance and rarity with moderate potential to access comparable alternative open spaces. During the trenchless cable installation, vehicle movements

across the North Warren RSPB Reserve will be required on four times a day. Therefore, the magnitude of effect is assessed to be small as an impact being temporary in nature and not leading to a change in the integrity of the open space. The significance of effect is assessed to be **minor adverse** which is not considered significant.

10.9.97 There is potential for severance effects arising from construction of the Suffolk Onshore Scheme to impact residents ability to access open spaces within 500 m of the Order Limits. Taking into account the residual effect assessment results of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, there are no roads assessed that would experience a significant effect in terms of severance during construction. Therefore, there would be no severance effects between residents and open spaces as a result of the construction of the Suffolk Onshore Scheme.

Private, community and tourism assets

10.9.98 There are no private, community or tourism assets which would be affected by land take required for the Suffolk Onshore Scheme or to which access would be required.

10.9.99 Additionally, **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** concluded there are no significant effects in terms of severance on the roads assessed during construction. Therefore, there would be no severance effects between residents and private, community and tourism assets due to the construction of the Suffolk Onshore Scheme.

10.9.100 As a result, there will be no effect on private, community and tourism assets arising from the construction of the Suffolk Onshore Scheme.

10.9.101 There is potential for noise, air quality, visual and traffic effects arising from construction of the Suffolk Onshore Scheme to impact on the amenity of private, community, recreational and tourism assets within 500 m of the Order Limits. Amenity impacts on these receptors are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**.

Operation and Maintenance Phase

Footpath 260/017/0

10.9.102 Footpath 260/017/0 will cross a permanent access road. Once operational, based on the assumption that one delivery would be required a day, there are expected to be two HGV movements on the permanent access road per day. As set out in the construction phase assessment, Footpath 260/017/0 is assessed to have a high sensitivity as a footpath that connects to the local PRoW network, is used for recreation and has few comparable alternatives. The magnitude of impact of the Suffolk Onshore Scheme on Footpath 260/017/0 is assessed to be negligible during operation as a result of minimal vehicle movements on the footpath which are unlikely to create disruption for users of the PRoW. Overall, this results in a permanent **negligible** effect which is not considered significant.

Footpath 260/016/0

10.9.103 Footpath 260/016/0 will cross a permanent access road. Once operational, based on the assumption that one delivery would be required a day, there are expected to be two HGV movements on the permanent access road per day. As set out in the construction

phase assessment, Footpath 260/016/0 is assessed to have a high sensitivity as a footpath that connects to the local PRoW network, is used for recreation and has few comparable alternatives. The magnitude of impact of the Suffolk Onshore Scheme on Footpath 260/016/0 is assessed to be negligible during operation as a result of minimal vehicle movements on the footpath which are unlikely to create disruption for users of the PRoW. Overall, this results in a permanent **negligible** effect which is not considered significant.

Footpath 491/005/0

10.9.104 Footpath 491/005/0 will cross a permanent access road. Once operational, based on the assumption that one delivery would be required a day, there are expected to be two HGV movements on the permanent access road per day. As set out in the construction phase assessment, Footpath 491/005/0 has a medium sensitivity as a footpath that is well used for recreation, connects to the local PRoW network but with alternatives available. The magnitude of impact of the Suffolk Onshore Scheme on 491/005/0 is assessed to be negligible during operation as a result of minimal vehicle movements on the footpath which are unlikely to create disruption for users of the PRoW. Overall, this results in a permanent **negligible** effect which is not considered significant.

Additional impacts

10.9.105 There are no further impacts identified for the operational and maintenance phase of the Suffolk Onshore Scheme beyond those identified as permanent in the construction phase assessment above.

Decommissioning Phase

10.9.106 In the event that the Suffolk Onshore Scheme is decommissioned, the workforce required for decommissioning of the assets would be lower than the number required during construction with an estimated peak of approximately 210 people required for Suffolk Onshore Scheme. There would be similar methods, equipment, construction compounds and working hours to that used during construction for decommissioning. In addition, the total estimated duration of decommissioning is two years compared to five years for construction.

10.9.107 It is therefore considered reasonable to assume that the impacts of the decommissioning phase would be the same as, or not greater than, the construction phase. Therefore, and given that the exact timing of this scenario is unknown, the assessment of the construction phase has been adopted to determine the anticipated impact of the Suffolk Onshore Scheme during its decommissioning phase.

10.9.108 Assessment of effect on net employment, local accommodation facilities and GVA during construction is presented from paragraph 10.9.6 to paragraph 10.9.31. These residual effects and conclusions are applicable for the decommissioning phase.

10.9.109 There is no further differentiation between the construction and decommissioning phase that would lead to additional impacts on socio-economics, recreation and tourism. Assessment of effect on PRoW and private, community, recreation and tourism assets during construction is presented from paragraph 10.9.37 to paragraph 10.9.101. These residual effects and conclusions are applicable for the decommissioning phase.

10.9.110 The decommissioning phase assessment of impacts and likely significant effects would be reviewed at the time of decommissioning.

10.10 Additional Mitigation

10.10.1 There are no additional mitigation measures that are relevant to socio-economic, recreation and tourism receptors.

10.11 Residual Effects and Conclusions

10.11.1 As described above no additional mitigation measures are required to prevent or avoid likely significant effects on socio-economic, recreation and tourism receptors, therefore residual effects are as discussed in Section 10.9.

10.11.2 The assessment has concluded that there are no likely significant residual effects in relation to the Suffolk Onshore Scheme on socioeconomics, recreation and tourism receptors during construction, operation and maintenance and decommissioning with the proposed mitigation in place.

10.12 Sensitivity Testing

10.12.1 Under the terms of the DCO, construction could commence in any year up to five years from the granting of the DCO, which is assumed to be 2026. It is considered that the effects reported in Section 3.0 would not differ should the works commence in any year up to year five. This is because the baseline is not expected to alter materially in that period based on current information and there would be no change in the impact magnitudes that have been assessed.

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