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<u>C</u>	<u>21 July 2026</u>	<u>Deadline 7 to reflect corrections highlighted in 8.1 Errata List [REP1-071] and 8.1 Errata List [REP4-185] and include latest cross references and commitments in the 7.2 Outline Code of Construction Practice [Revision G].</u>

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Figure 15.1 Socio-economics, Recreation and Tourism Study Area
(document reference 6.15.F1)

Figure 15.2 Community Facilities, Business, Recreation and Tourism Assets
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Figure 15.3 Recreational Land and Recreational Routes (document reference 6.15.F3)

Appendix 15.1 Built and Other Assets within the 3 km Study Area
(document reference 6.15.A1) (Revision B)

Appendix 15.2 Review of Aviation Impact (document reference 6.15.A2) (Revision C)

15. Socio-economics, Recreation and Tourism

15.1 Introduction

- 15.1.1 This chapter of the Environmental Statement (ES) (Volume 6 of the Development Consent Order (DCO) application) details the assessment of the potential residual effects of Norwich to Tilbury (the 'Project') on Socio-economics, Recreation and Tourism. This chapter covers effects on the following topics:
- Employment, economic activity and tourism economy during construction
 - Disruption of access to community facilities during construction and operation (and maintenance). *This excludes visual amenity, which is considered in Chapter 13: Landscape and Visual (document reference 6.13) [\(Revision B\)](#)*
 - Disruption of access to businesses during construction and operation (and maintenance). *This excludes potential effects on agricultural businesses, which are considered under Chapter 6: Agriculture and Soils (document reference 6.6) [\(Revision B\)](#)*
 - Disruption of access to tourism, recreational assets and open space during construction and operation (and maintenance)
 - Pressures on local visitor accommodation during construction
 - Severance and 'sterilisation' of land in the context of its potential for future development during construction and operation (and maintenance).
- 15.1.2 There are interrelationships related to the likely residual effects on Socio-economics, Recreation and Tourism and other environmental topics. Therefore, please also refer to the following chapters:
- Chapter 7: Air Quality (document reference 6.7) [\(Revision B\)](#)
 - Chapter 10: Health and Wellbeing (document reference 6.10) [\(Revision C\)](#)
 - Chapter 13: Landscape and Visual (document reference 6.13) [\(Revision B\)](#)
 - Chapter 14: Noise and Vibration (document reference 6.14) [\(Revision B\)](#)
 - Chapter 16: Traffic and Transport (document reference 6.16) [\(Revision B\)](#).
- 15.1.3 This chapter is supported by the following figures and appendices:
- Figure 15.1: Socio-economics, Recreation and Tourism Study Area (document reference 6.15.F1)
 - Figure 15.2: Community Facilities, Business, Recreation and Tourism Assets (document reference 6.15.F2)
 - Figure 15.3: Recreational Land and Recreational Routes (document reference 6.15.F3)

- Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1) [\(Revision B\)](#)
- Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2) [\(Revision C\)](#).

15.2 Regulatory and Planning Policy Context

National Policy Statement

- 15.2.1 Chapter 2: Key Legislation and Planning Policy Context (document reference 6.2) [\(Revision B\)](#) sets out the key overarching policy relevant to the Project. Overarching National Policy Statement (NPS) for Energy (EN-1) (Department for Energy Security and Net Zero (DESNZ), 2024a) is the key overarching policy relevant to the Project. This is supported by NPS for Electricity Networks Infrastructure (EN-5) (DESNZ, 2024b).
- 15.2.2 Full consideration of the relevant NPSs for the Project and this chapter can be found in the Policy Compliance Document (document reference 5.7).

Overarching NPS for Energy (EN-1)

- 15.2.3 NPS EN-1 (DESNZ, 2024a) contains the following paragraphs relating to Socio-economics, Recreation and Tourism which have been considered within this chapter.
- 15.2.4 EN-1 states that energy projects may have socio-economic impacts, which have been considered within this chapter.
- 15.2.5 Paragraph 5.5.5 of EN-1 states: ‘It is essential that new energy infrastructure is developed collaboratively alongside aerodromes, aircraft, air systems and air space so that safety, operations and capabilities are not adversely affected by new energy infrastructure’. It also states that the need of aerodromes ‘must be balanced with the urgent need for new energy developments, which bring about a wide range of social, economic and environmental benefits’.
- 15.2.6 Paragraph 5.13.5 of EN-1 states: ‘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’.
- 15.2.7 Paragraphs 5.13.9 to 5.13.11 of EN-1 state:
- ‘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 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 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’.*

NPS for Electricity Networks Infrastructure (EN-5)

- 15.2.8 NPS EN-5 Paragraph 2.9.17 states ‘...the Holford Rules state that applications should: ...approach urban areas through industrial zones, where they exist; and when pleasant resident and recreational land intervenes between the approach line and the substation, carefully assess the comparative costs of undergrounding’.
- 15.2.9 Full consideration of the relevant NPSs for the Project can be found in the Policy Compliance Document (document reference 5.7).

Other National Legislation and Policy

- 15.2.10 Although the Project will be considered against national policy stated above, the assessment has also been undertaken in accordance with, and with reference to, the following national legislation and policy:
- National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2025) and accompanying planning practice guidance.

Regional and Local Policy

- 15.2.11 Chapter 2: Key Legislation and Planning Policy Context (document reference 6.2) [\(Revision B\)](#), the Planning Statement (document reference 5.6) [\(Revision B\)](#) and Policy Compliance Document (document reference 5.7) set out relevant regional and local policy.
- 15.2.12 Key regional and local policy relevant to Socio-economics, Recreation and Tourism that has informed the assessment within this ES (Volume 6 of the DCO application), comprises:
- Suffolk County Council Energy and Climate Adaptive Infrastructure Policy (Suffolk County Council, 2023)
 - Suffolk County Council Energy and Climate Adaptive Infrastructure Policy – Public Rights of Way and Green Access Supplementary Guidance Document (Suffolk County Council, 2024)
 - Greater Norwich Local Plan (Broadland District Council, South Norfolk Council, Norwich City Council and Norfolk County Council adopted 2024)
 - South Norfolk Local Plan Development Management Policies Document (South Norfolk Council adopted 2015) (South Norfolk Council, 2015)
 - Babergh Local Plan 2011-2031 (saved policies) (Babergh District Council adopted 2014 and as amended in 2023) (Babergh District Council, 2023)
 - Babergh and Mid Suffolk Joint Local Plan (Part One) (Babergh District Council and Mid Suffolk District Council adopted 2023) (Babergh District Council and Mid Suffolk District Council, 2023)
 - North Essex Authorities’ Shared Strategic Section 1 Plan (adopted 2021) (Tendring, Colchester and Braintree)
 - Colchester City Local Plan 2017-2033 (previously known as Colchester Borough Local Plan 2013-2033) (Colchester City Council adopted 2021) (Colchester City Council, 2021)

- Tendring District Local Plan 2013-2033 and Beyond (Tendring District Council adopted 2021 and 2022) (Tendring District Council, 2021)
- Braintree District Local Plan 2033 (Braintree District Council adopted 2022) (Braintree District Council, 2022)
- Chelmsford Local Plan 2013-2036 (Chelmsford City Council adopted 2020) (Chelmsford City Council, 2020)
- Brentwood Local Plan 2016-2033 (Brentwood Borough Council adopted 2022) (Brentwood Borough Council, 2022)
- Basildon Emerging Local Plan (Basildon Council, 2024)
- Basildon District Local Plan Saved Policies 2007 (Basildon Council adopted 2007 and as amended in 2024) (Basildon Council, 2007)
- Thurrock Local Development Framework Core Strategy and Policies for Management of Development (Thurrock Council adopted 2015) (Thurrock Council, 2015)
- Thurrock Local Plan Initial Proposals Document 2023 (Thurrock Council, 2023).

Guidance

- 15.2.13 There are no published guidelines or specific guidance for assessing Socio-economic, Recreation and Tourism impacts as part of an Environmental Impact Assessment (EIA). However, the following standard has informed the assessment:
- Design Manual for Roads and Bridges (DMRB) LA 112 Population and Human Health (National Highways, 2020).
- 15.2.14 While DMRB LA 112 is specific to highway infrastructure, the guidance provides context for assessing effects on land use from linear infrastructure, including on community land and recreational routes.

15.3 Scope of the Assessment

- 15.3.1 The scope of the assessment has been informed by the Environmental Impact Assessment (EIA) Scoping Report (document reference 6.19) and EIA Scoping Opinion (document reference 6.20) provided by the Planning Inspectorate in 2022 on behalf of the Secretary of State. The scope has also been informed through non-statutory consultation and statutory consultation and engagement with relevant consultees. A summary of the scope of the Socio-economics, Recreation and Tourism assessment is provided in Appendix 5.2: Scope of the Assessment (document reference 6.5.A2) (Revision B).
- 15.3.2 In addition, the EIA Scoping Opinion, together with a response from National Grid against each point raised by the Planning Inspectorate relevant to Socio-economics, Recreation and Tourism, is provided in Appendix 5.1: National Grid's response to the EIA Scoping Opinion (document reference 6.5.A1).
- 15.3.3 The EIA Scoping Opinion (document reference 6.20) stated with regards to airfields '*Any likely significant effects on users of airfields should be assessed within the ES.*' Technical details of aviation impacts are provided in Appendix 15.2: Review of Aviation Impact (document reference 6.15.A2) (Revision C). Appendix 15.2 sets out

the potential impacts on aviation. This includes civil and military aerodromes, aviation technical sites, meteorological radars and other defence interests. With regards to civil aerodromes, the scope includes airfields, helipads, a model aircraft club and hot-air balloon sites within 5 km of the Project overhead line alignment. Appendix 15.2 indicates the Project would not impact military aerodromes, Met Office or National Air Traffic Services assets. This chapter assesses access to recreational airfields and other recreational aviation sites where likely significant effects cannot be ruled out. This scope has been discussed with stakeholders during the engagement process.

- 15.3.4 The EIA Scoping Report (document reference 6.19) proposed to scope out effects on house prices. This was primarily due to the absence of any accepted methodology for this type of assessment and the complexities surrounding any assessment of this topic area where the alignment / specific proximity to particular residential settlements is flexible within Limits of Deviation (LoD) (and therefore allows for some variation). No ES for a Nationally Significant Infrastructure Project in England or Wales has devised a methodology for assessment. The approach in the EIA Scoping Report (document reference 6.19) was also consistent with case-law and policy guidance which notes impacts on purely private interests, such as property prices, is not a material consideration in planning determinations.
- 15.3.5 The EIA Scoping Opinion (document reference 6.20), however, stated '*With regards to operation, the Scoping Report does not provide a detailed route or confirm the likely receptors and consequences of the impact. The Inspectorate does not consider there is sufficient information to rule out the potential for significant effects. An assessment of likely significant effects should be provided*'.
- 15.3.6 Paragraph 6 of Schedule 4 to the EIA Regulations requires an Environmental Statement to include '*A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved*'. The absence of an accepted methodology for this type of assessment is an example of this.
- 15.3.7 One study commissioned by Scottish Renewables considered the effects on property values arising from the operation of the Beauly-Denny power line 'House Prices: Impact of Beauly-Denny Grid Infrastructure' (BiGGAR Economics, 2024).
- 15.3.8 The Beauly-Denny project is a substantial electricity transmission line that became fully operational in 2015 and extends over 130 miles stretching from the town of Beauly, north of Inverness, to the town of Denny near Falkirk. It passes through the Local Planning Authorities (LPAs) of Highland, Perth and Kinross, Stirling, and Falkirk with substations and related grid infrastructure at each end.
- 15.3.9 The study looked at house prices along the line of route and compared these to house prices in both the local regions and Scotland between 2004 and 2022. This enabled consideration of effects during the construction phase, and during the seven years of initial operation. It also detailed discussions with local estate agents along the line of the route to understand their views, as those closest to the actual property market.
- 15.3.10 The study determined that properties which were very close to the infrastructure, where visual impacts cannot be mitigated by screening, and where there was an audible hum or a perceived health risk, showed limited effects when offered for sale. However, it also concluded that these effects were not an issue for all purchasers, therefore it was a matter of individual perception.

- 15.3.11 The report demonstrated that while there had been a 14% reduction in the volume of house sales in the line of route area, compared to Scotland (4% increase), house price growth in the area was greater since 2015 (41%) when compared to the rest of Scotland (30%).
- 15.3.12 The report concluded that once the infrastructure had been constructed, and could be seen by potential house purchasers, any significant effects fell away to be replaced by more usual considerations for house purchasers of interest rates, cost of living and supply of houses.
- 15.3.13 The study concluded that there was no discernible effect as a result of the operation of the Beaulieu Denny infrastructure.
- 15.3.14 Although the facts will be different, no better information is available for the Project to draw on, therefore it is considered reasonable to adopt the same conclusions for the Project as applied in the Scottish Renewables example.
- 15.3.15 In summary it has been concluded that there is no evidence of any significant environmental effects on house prices as a result of the Project.
- 15.3.16 Although not part of the EIA process any effects of the Project on residential properties are potentially capable of being dealt with through statutory nuisance or compulsory purchase compensation regimes (subject to the requisite criteria being met).

Project Engagement and Consultation

- 15.3.17 Consultation and engagement with relevant stakeholders has informed the assessment presented in this chapter. Responses to representations received during the statutory consultation in summer 2024 and subsequent consultations in 2025 are provided in Appendix K and Appendix M of the Consultation Report (document reference 5.1-4) ([Revision B](#)).
- 15.3.18 A summary of discussions and how these have influenced the Project, scope and the approach to the assessment are provided in Table 15.1.

Table 15.1 Engagement undertaken relevant to Socio-economics, Recreation and Tourism

Engagement	Comment	National Grid's Response
Leisure Projects Officer Chelmsford City Council, July 2022	The Project should consider sports pitches and courts as well as Hylands Estate as recreation and tourism assets. The Project should provide clarity on who will engage with those directly affected.	Sports pitches and courts have been considered under 'Recreational Open Space'. Sports clubs have been considered in this chapter under the heading 'Business, Recreational and Tourism Assets'. Hylands Estate is considered in this chapter under 'Business, Recreational and Tourism Assets' in Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1)

Engagement	Comment	National Grid's Response
		(Revision B) as 'Hylands House Country Estate'. Through its team of land agents, National Grid continues to engage with those directly affected by the Project.
Thematic Group Meeting for Socio-economics, Recreation and Tourism, July 2022. Participants: • Basildon Council • Babergh and Mid Suffolk District Councils • Essex County Council • Colchester City Council • Thurrock Council • South Norfolk Council • Norfolk County Council • Braintree District Council • Suffolk County Council • Area of Outstanding Natural Beauty (AONB) Manager for Suffolk Coast and Heaths and Dedham Vale AONBs (now National Landscapes) • Chelmsford City Council.	The Project sought feedback on the proposed approach to the Socio-economics, Recreation and Tourism assessment prior to formal submission of the Scoping Report to the Planning Inspectorate. Discussions included: 1. Effects on businesses because of construction traffic and activities 2. Potential effects to the perception of tourism in the area 3. Access to education and employment destinations 4. Consideration of the National Landscape as a tourism asset 5. Extent and effects of the construction workforce, including local employment and training	1. Effects on businesses where visual effects are a potential economic consideration are discussed in this chapter. Other effects on businesses due to construction activities and / or construction traffic are detailed in Chapter 13: Landscape and Visual (document reference 6.13) (Revision B), Chapter 14: Noise and Vibration (document reference 6.14) (Revision B) and Chapter 16: Traffic and Transport (document reference 6.16) (Revision B). 2. Potential effects on tourism in the area have been considered under the heading 'Tourism Economy' and 'Business, Recreational and Tourism Assets' in this chapter. Perception is inherently subjective and cannot be quantified in EIA terms. 3. Potential effects relating to access to education and employment destinations have been considered under the heading 'Community Facilities' and 'Business, Tourism and Recreational Assets' in this chapter. 4. The Dedham Vale National Landscape (an AONB) has been considered as a recreational asset under 'Business, Tourism and Recreational Assets' in this chapter. 5. The Study Area for construction workforce effects comprises the Wider Study

Engagement	Comment	National Grid's Response
		Area (the spatial extent of the Local Planning Authority (LPA) areas through which the Order Limits pass). Any local community investment including training opportunities would be captured under the National Grid Community Grant Scheme and dealt with separately to the EIA, outwith the application for development consent as per the "Community Funds in Transmission Infrastructure: Guidance" Published March 2025.
Thematic Group Meeting for Socio-economics, Recreation and Tourism, August 2023. Participants: • Norfolk County Council • South Norfolk Council • Suffolk County Council • Babergh and Mid Suffolk District Councils • Essex County Council • Colchester City Council • Chelmsford City Council • Basildon Council • Brentwood Borough Council • Braintree District Council • Tendring District Council.	In response to the Planning Inspectorate's EIA Scoping Opinion, feedback was sought to agree the Study Area. Basildon Council, Suffolk County Council, Norfolk County Council and South Norfolk Council requested further expansion to the Study Area proposed in order to capture potential employment across wider settlements as a result of the Project. Other discussions included: 1. Classification of assessment criteria, including the definition of small and large scale effects. 2. Babergh District Council and Mid Suffolk District Council requested effects of above ground and undergrounding works to be differentiated within the assessment. 3. Basildon Council requested the quantification of employment numbers to be generated on a	The updated Wider Study Area includes LPA areas which the Project passes through, together with Norwich City Council, West Suffolk Council, and Ipswich Borough Council. 1. Classification of assessment criteria and further definition for large and small-scale effects are now included within this chapter. 2. The assessment considers effects arising from above ground and underground works, and this is noted where relevant. 3. A borough by borough breakdown of direct and indirect employment generation is not provided. This is due to job uptake being skills level dependent, as well as suitability. In the absence of official baseline data detailing the skill sets within each borough, the assessment of the number of employment jobs a borough could secure is not considered to be robust. The employment generation assessment considers the Wider Study Area as a whole. 4. All tourist attractions that fall within the Study Area are

Engagement	Comment	National Grid's Response
	borough by borough basis or at a local community level within the assessment. 4. Colchester City Council questioned whether the attractions being paid or free to visit was factored into the assessment. 5. South Norfolk Council requested that the Project should report on significant effects on users of airfields within the ES (Volume 6 of the DCO application).	considered, including free and paid tourist attractions. 5. Significant effects on users of airfields are reported in this chapter of the ES (Volume 6 of the DCO application).
Thematic Group Meeting for Socio-economics, Recreation and Tourism, September 2024. Participants: • Essex County Council • Babergh and Mid Suffolk District Councils • Brentwood Borough Council • Suffolk County Council • Colchester City Council • Brentwood Borough Council • Essex County Council • Chelmsford City Council • Basildon Council • Norfolk County Council.	1. Suffolk County Council queried if the new Study Area considers impacts on airfields as the impact may go beyond 1 km. 2. Following the meeting, Norfolk County Council and Essex County Council confirmed via email that they are in agreement with the scope and methodology regarding the Socio-Economics, Recreation and Tourism assessment. 3. Following the meeting, Babergh and Mid Suffolk District Councils confirmed that they welcome that the Study Area has been expanded. However, a variable approach to the Local Study Area boundary could be considered to identify issues across a wider geography that are relevant during the construction phase, but not during operation and	1. The 1 km Study Area (has since updated to 3 km Study Area in 2025 following stakeholder engagement) is related to visual impacts on businesses where visual impact may be an economic consideration. National Grid outlined that discussions are ongoing between airfields (those within 5 km of the overhead lines) and National Grid to understand the possible overhead line impacts on the airfields. Airfield related comments from statutory consultations have been passed on to relevant design and aviation impact assessment teams to consider. 2. Agreement noted from Norfolk County Council and Essex County Council. 3. The Local Study Area covers effects from the proposed above ground and underground structures during construction and operation (and maintenance). Examples are provided within the assessment matrix to provide clarity on the definition. The duration of potential effects are

Engagement	Comment	National Grid's Response
	vice versa, as well as below and above ground impact. The council also requested further clarification on the definitions used to assess impacts and considered that the assessment criteria do not take into account the duration of effect. 4. Following the meeting, Colchester City Council provided comments on the methodology proposed. The council states that supply chain impact will not be captured in the assessment of impacts on businesses. Although the council welcomes assessment will be undertaken in relation to the accommodation sector, they disagree with the assumption that an excess of bed spaces will automatically translate to available accommodation for construction workers. The council expressed that although they welcome the improved assessment matrix, further amendment is required to capture supply chain impact and reputational impact on businesses.	considered based on a short-term, medium-term and long-term approach during construction as detailed in Chapter 5: EIA Approach and Method (document reference 6.5) (Revision B). 4. It is noted that Colchester City Council welcomes the proposed assessment in relation to the accommodation sector. Supply chain impacts and reputational impacts on businesses are, however, outside the scope agreed for the Socio-economics, Recreation and Tourism assessment.
Thematic Group Meeting for Socio-economics, Recreation and Tourism (ES stage – second meeting for stakeholders who cannot join the meeting in September 2024), November 2024. Participants:	1. Suffolk County Council and Colchester City Council raised that there are multiple Nationally Significant Infrastructure Projects that are looking to recruit from the same pool within the workforce	1. A percentage split for local workers and non-local workers has informed the assessment in this chapter as detailed in Section 15.4. A review of the cumulative effects from other planning applications is captured in Chapter 17:

Engagement	Comment	National Grid's Response
• Babergh and Mid Suffolk District Councils • South Norfolk Council • Tending District Council • Chelmsford City Council • Suffolk County Council • Colchester City Council • Thurrock Council • Brentwood Borough Council • Basildon Council • Braintree District Council.	meaning those opportunities are diminished. Suffolk County Council noted that the granular level breakdown at district level could be difficult, but it is important to understand the geography of skill sets needed across the phases which would be a more appropriate approach rather than setting an arbitrary distance or boundary. 2. Babergh and Mid Suffolk District Councils welcomed the increase in the Study Area to 1 km from 500 m. However, stakeholders noted a 1 km flat study boundary for the entire programme does not work as there are various complexities. 3. Babergh and Mid Suffolk District Councils queried the assessment of the impact on tourism businesses where setting 100,000 limit for visitors in terms of large scale impact is not realistic when considering the types of businesses across the region. Noted that a 5% reduction of visitor numbers affects small businesses more than large businesses that have over 100,000 visitors. 4. Colchester City Council and Babergh and Mid Suffolk District Councils	Cumulative Effects (document reference 6.17) (Revision B). 2. The 1 km Study Area aims to capture visual impacts on businesses where visual impact may be an economic consideration during construction and operation (and maintenance) for both above and below ground structures. Following the thematic group meeting, National Grid proposed to expand the Study Area to a 3 km Study Area to capture the potential visual effects on businesses where visual impact may be an economic consideration in order to reach an agreement with stakeholders. 3. The level of sensitivity matrix has been guided by various EIA guidance and VisitEngland visitor benchmarks. Other criteria in assessing the sensitivity of business, recreation and tourism assets, is also included. Hence, multiple factors have been taken into consideration in respect of the assessment and not just a focus solely on visitor numbers. For example, visitor attractions with international or national importance, or where annual visitor numbers exceed 100,000, or a business for which loss of employment or closure would be deemed a nationally important issue would be deemed a high sensitivity. 4. As noted above, potential supply chain impacts of businesses, recreation and tourism assets are outside the scope agreed for the Socio-

Engagement	Comment	National Grid's Response
	queried on the potential supply chain impact.	economics, Recreation and Tourism assessment.

15.4 EIA Approach and Methods

- 15.4.1 This section describes the methodology used to establish the existing and future baseline together with the methodology / approach used to undertake the assessment on Socio-economics, Recreation and Tourism. The overarching approach is also described in Chapter 5: EIA Approach and Method (document reference 6.5) [\(Revision B\)](#).

Data Sources

- 15.4.2 The baseline assessment has been informed by a desk study which has drawn on the following key information sources:
- Latest available survey data accessed through the Nomis web-based database of labour market statistics run by the University of Durham on behalf of the Office for National Statistics (ONS) (Nomis, 2024)
 - National population projections: 2018-based (ONS, 2019)
 - Business Register and Employment Survey (BRES): Employees in the UK: provisional results 2021 (ONS, 2022)
 - English Indices of Deprivation 2025: Local Authority District Summaries (Ministry of Housing, Communities and Local Government, 2025)
 - Engagement with airfield owners undertaken by National Grid sub-contractor
 - Public Rights of Way (PRoWs) user frequency surveys undertaken for the Project – detailed in Appendix 16.2: Traffic and Transport Baseline Conditions (document reference 6.16.A2) [\(Revision B\)](#).
 - VisitBritain Accommodation Stock Audit 2016 (VisitBritain, 2016)
 - Tourism accommodation (Booking.com, 2024).
- 15.4.3 The baseline was also informed by Project-wide GIS data, as well as Google Maps data and aerial imagery.

Study Area

- 15.4.4 The Socio-economics, Recreation and Tourism topic considers the potential for effects within three Study Areas:
- **Local Study Area** – This comprises the Order Limits. The Order Limits represent the area in which temporary and permanent works have the potential to affect Socio-economics, Recreation and Tourism receptors directly
 - **3 km Study Area** – For the assessment of potential effects on businesses where visual effects are an economic consideration (for example, restaurants and wedding venues), businesses are considered where they fall within 3 km of the Local Study Area (i.e. within 3 km of the Order Limits). Based on the findings from

Chapter 13: Landscape and Visual (document reference 6.13) [\(Revision B\)](#), visual effects situated beyond 3 km of the Order Limits are deemed to be not significant

- **Wider Study Area** – This comprises the spatial extent of the LPA areas through which the Order Limits pass together with Norwich City Council and Ipswich Borough Council (adjacent to the Project) and West Suffolk Council (where the Project office is located). The Wider Study Area therefore comprises the following:
 - Norwich City Council
 - South Norfolk Council
 - Mid Suffolk District Council
 - West Suffolk Council
 - Ipswich Borough Council
 - Babergh District Council
 - Tendring District Council
 - Colchester City Council
 - Braintree District Council
 - Chelmsford City Council
 - Basildon Council
 - Brentwood Borough Council
 - Thurrock Council.

15.4.5 The purpose of having three Study Areas is to capture potential effects on receptors at three different spatial scales including:

- Direct effects on receptors located within the Order Limits
- Direct effects on businesses where visual effects are an economic consideration
- Wider effects on the local economy and employment.

15.4.6 This approach is based on professional judgement, engagement with LPAs and knowledge of previous similar projects, including the Bramford to Twinstead Reinforcement and Yorkshire Green Energy Enablement Project (GREEN). The Local Study Area, 3 km Study Area and Wider Study Areas are shown on Figure 15.1: Socio-economics, Recreation and Tourism Study Area (document reference 6.15.F1). The relevant Study Areas for each element covered under the Socio-economics, Recreation and Tourism assessment are as follows:

- Local Study Area – Effects on community facilities, built and other assets, recreational land, recreational routes, and planning allocations and proposed development within the Order Limits
- Local Study Area plus 3 km buffer from the Order Limits – Effects on built and other assets where visual effects are an economic consideration
- Wider Study Area – Effects on the local economy and employment, and on local visitor accommodation bedspace.

Site Survey

- 15.4.7 No site surveys have been undertaken specifically for this assessment. However, the recreation assessment has referenced results from the PRow surveys detailed in Appendix 16.2: Traffic and Transport Baseline Conditions (document reference 6.16.A2) [\(Revision B\)](#).

Assessment Methodology

- 15.4.8 This section sets out the methodology used for assessing the effects on Socio-economics, Recreation and Tourism for those aspects scoped into the assessment, as set out within the EIA Scoping Report (document reference 6.19) and agreed in the EIA Scoping Opinion (document reference 6.20) and any additional aspects agreed to be assessed following engagement with stakeholders. The scope of the Socio-economics, Recreation and Tourism assessment (including topics that have been scoped out) is provided in Appendix 5.2: Scope of the Assessment (document reference 6.5.A2) [\(Revision B\)](#).
- 15.4.9 The assessment in this chapter assumes that all mitigation - embedded (design measures), standard practice, and any additional mitigation measures (as defined in Chapter 4: Project Description (document reference 6.4) [\(Revision B\)](#)) - is in place before assessing the effects. This is in accordance with guidance from the Institute of Environmental Management and Assessment (IEMA) as part of preparing a proportional assessment (IEMA, 2024) and the EIA Scoping Report (document reference 6.19).
- 15.4.10 The approach and methodologies used for the Socio-economics, Recreation and Tourism assessment comprise:
- **Local Economy:** A quantitative and qualitative desk-based assessment during construction has been carried out based on experience of other National Grid projects, including Bramford to Twinstead Reinforcement and Yorkshire GREEN. The potential direct economic impact has been assessed quantitatively based on the National Grid estimate of the capital cost of the Project. A qualitative assessment has been undertaken to determine the potential indirect impact on the local economy. The potential induced impact on the local economy (e.g. employment created from additional income in the economy from the direct and indirect construction employment) has also been assessed quantitatively based on experience of other National Grid projects. Effects have been determined based on the sensitivity, magnitude of impact and significance of effect matrix detailed in Table 15.2, Table 15.3 and Table 15.4
 - **Local Employment:** A quantitative and qualitative desk-based assessment of effects during construction has been carried out based on contractor estimates and experience of other National Grid projects. Effects have been determined based on the sensitivity, magnitude of impact and significance of effect matrix in Table 15.2, Table 15.3 and Table 15.4
 - **Tourism Economy:** A qualitative desk-based assessment of effects during construction has been carried out based on findings from air quality, noise and vibration, visual amenity and traffic and transport assessments, as well as experience of other National Grid projects. Effects have been determined based on the sensitivity, magnitude of impact and significance of effect matrix detailed in Table 15.2, Table 15.3 and Table 15.4

- **Community Facilities:** A qualitative desk-based assessment of effects during construction and operation (and maintenance) has been carried out based on a combination of aerial imagery, information from LPA websites and other publicly available information. Effects have been determined based on the sensitivity, magnitude of impact and significance of effect matrix detailed in Table 15.2, Table 15.3 and Table 15.4
- **Business, Recreation and Tourism Assets:** A qualitative desk-based assessment of effects during construction and operation (and maintenance) has been carried out based on information obtained from a combination of aerial imagery, travel booking and tourism websites, together with information in the public domain. Effects have been determined based on the sensitivity, magnitude of impact and significance of effect matrix detailed in Table 15.2, Table 15.3 and Table 15.4
- **Planning and Development:** A qualitative desk-based assessment of effects during construction and operation (and maintenance) has been carried out based on information obtained via LPA planning portals and local plans. Effects have been determined based on the sensitivity, magnitude of impact and significance of effect matrix detailed in Table 15.2, Table 15.3 and Table 15.4

15.4.11 The following sections provide the sensitivity, magnitude of impact, and significance of effect matrix used in this assessment.

Value / Sensitivity

15.4.12 Table 15.2 details the sensitivity criteria for Socio-economics, Recreation and Tourism receptors.

Table 15.2 Sensitivity of receptor and description

Sensitivity	Description
High	Local economy and employment, and tourism economy: • The area has a shortfall or constrained supply of appropriate labour and skills when compared to the regional and national averages. Changes in the area could lead to labour market pressure and distortions (i.e. skills and capacity shortages, import of labour, wage inflation). Community facilities: • The level of use is very frequent (daily/ weekly). Business, recreation and tourism asset/ Planning and development: • Of international or national importance; or • For which annual visitor numbers exceed 100,000; or • A business for which loss of employment or closure would be deemed a nationally important issue (for example a strategic business or major employer).
Medium	Local economy and employment, tourism economy: • The area has a low/limited supply of labour and skills. Changes in the area could lead to labour market pressure or distortions. Community facilities:

Sensitivity	Description
	- The level of use is reasonably frequent (monthly). Business, recreation and tourism asset/ Planning and development: - Of regional importance; or - For which annual visitor numbers are between 10,000 and 100,000; or - A business for which loss of employment or closure would be a regionally important issue. This level of sensitivity could also be applied where the loss of employment or closure of multiple small businesses within an area could be deemed a regionally important issue.
Low	Local economy and employment, tourism economy: - The area has a readily available labour force. Changes in the area are unlikely to lead to labour market pressure or distortions. Community facilities: - Level of use is infrequent (a few occasions yearly). Business, recreation and tourism asset/ Planning and development: - Of local importance; or - For which annual visitor numbers are less than 10,000; or - A business for which loss of employment or closure would be deemed a locally important issue.

Impact Magnitude

15.4.13 Table 15.3 details the magnitude of impact criteria for Socio-economics, Recreation and Tourism receptors.

Table 15.3 Magnitude of impact and description

Magnitude of Impact	Description
High	Local economy and employment, tourism economy: - Number of employment opportunities is large in scale when compared to the combined LPAs (i.e. those within the Wider Study Area) total number of employees within the sector (for example the construction employment opportunities to be generated by the proposal will represent the majority of the combined LPAs total number of employees in the construction sector). Community facilities: - Loss of resource and/or quality and integrity of resource; or - Severe damage to key characteristics, features or elements (for example direct acquisition and removal of facility); or - Introduce (adverse) or removal (beneficial) of complete severance with no/full accessibility provision. Business, recreation and tourism assets/ Planning and development:

Magnitude of Impact	Description
	- Where the extent of impacts on receptors is large in scale (for example loss of recreational or tourism asset leads directly to closure) - Where the recreational route will be fully stopped up with no access provision.
Medium	Local economy and employment, tourism economy: - Number of employment opportunities is moderate in scale when compared to the combined LPAs (i.e. those within the Wider Study Area) total number of employees within the sector (for example the construction employment opportunities to be generated by the proposal will represent half of the combined LPAs total number of employees in the construction sector). Community facilities: - Potential loss of/damage to key characteristics, features or elements of the resource (for example partial removal or substantial amendment to access or acquisition of facility); or - Introduce (adverse) or removal (beneficial) of severance with limited/moderate accessibility provision. Business, recreation and tourism assets/ Planning and development: - Where the extent of impacts on receptors may be moderate (for example substantial amendment or partial closure to recreational or tourism asset); or - Where access to the recreational route will be fully affected with diversion in place.
Low	Local economy and employment, tourism economy: - Number of employment opportunities is small in scale when compared to the combined LPAs (i.e. those within the Wider Study Area) total number of employees within the sector (for example the construction employment opportunities to be generated by the proposal will represent less than half of the combined LPAs total number of employees in the construction sector). Community facilities: - A discernible change in attributes, quality or vulnerability of the resource; or - Minor loss of, or alteration to one (maybe more) key characteristics, features or elements (for example amendment to access or acquisition of land resulting in changes to operating conditions that do not compromise overall viability of the community facility; or - Introduce (adverse) or removal (beneficial) of severance with adequate accessibility provision. Business, recreation and tourism assets/ Planning and development: - Where the extent of impacts on receptors is considered to be small (for example minor amendment to recreational or tourism asset that does not compromise overall accessibility of recreational route; or very minor reduction in annual visitor numbers but this is considered to be within the parameters of normal annual variability); or - Where access to the recreational route will be partially affected with diversion in place.

Magnitude of Impact	Description
Very Low	Local economy and employment, tourism economy: - Number of employment opportunities is very small in scale when compared to the combined LPAs (i.e. those within the Wider Study Area) total number of employees within the sector (for example, the construction employment opportunities to be generated by the proposal will represent an insignificant number of the combined LPAs total number of employees in the construction sector). Community facilities: - Very minor loss or alteration to one or more characteristics, features or elements of the resource (for example, acquisition of non-operational land or buildings not directly affecting the viability of the community facility; or - Very minor introduction (adverse) or removal (beneficial) of severance with ample accessibility provision. Business, recreation and tourism assets/ Planning and development: - Where there is no credible scenario whereby the proposal could affect the viability of the recreational or tourism asset, visitor numbers, tourism opportunities or benefits beyond a handful of individuals; or - Where access to the recreational route will be affected in a very minor way.
No Change	Local economy and employment, tourism economy/ community facilities/ business, recreation and tourism assets/ planning and development: No change is envisaged to current baseline conditions.

Significance

- 15.4.14 Likely significant effects have been assessed using professional judgement considering the sensitivity (or value) of the receptor within the Study Area(s), and the magnitude of change (impact) likely to be caused by the Project. These factors are combined to give an overall significance of effect.
- 15.4.15 Significance has been derived using the matrix set out in Table 15.4. This has been supplemented by professional judgement, which where applicable, has been explained to give the rationale behind the values assigned. Significant effects, in the context of the EIA Regulations, are effects of moderate or greater significance.

Table 15.4 Significance of effect matrix

Magnitude	Sensitivity		
	High	Medium	Low
High	Major Adverse/ Beneficial (Significant)	Major Adverse/ Beneficial (Significant)	Moderate Adverse/ Beneficial (Significant)
Medium	Moderate Adverse/ Beneficial (Significant)	Moderate Adverse/ Beneficial (Significant)	Minor Adverse/ Beneficial (Not Significant)

Magnitude	Sensitivity		
Low	Minor Adverse/ Beneficial (Not Significant)	Negligible (Not Significant)	Negligible (Not Significant)
Very Low	Minor Adverse/ Beneficial (Not Significant)	Negligible (Not Significant)	Negligible (Not Significant)
No Change	Neutral (Not Significant)	Neutral (Not Significant)	Neutral (Not Significant)

Limitations of Assessment

- 15.4.16 The following limitations have been identified for the Socio-economics, Recreation and Tourism assessment:
- The assessment relies on, in part, data provided by third parties (e.g. Nomis, ONS, Ordnance Survey (OS) Mapping, LPAs etc.) following standard practice, which are the most up-to-date, available at the time of the assessment. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment for EIA purposes
 - There is no data publicly available on the frequency of use for community facilities. The sensitivities of community facilities have been assessed based on professional judgement, using publicly available information and according to the location and type of the facilities. A worst-case scenario has been assumed where the community facilities are being used daily.
 - The assessment identifies population effects down to the lowest defined population group available according to ONS survey outputs (lower super output areas); further granularity of data has not been available. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment for EIA purposes
 - No site survey has been undertaken for the purpose of this Socio-economics, Recreation and Tourism assessment. However, this is not considered to affect the robustness of the assessment for EIA due to baseline information being publicly available online (save for the limitations identified above, which does not affect the assessment outcomes). The assessment also makes reference to the PRoW surveys undertaken for the Project; further detail is provided in Appendix 16.2: Traffic and Transport Baseline Conditions (document reference 6.16.A2) [\(Revision B\)](#).

Key Parameters for Assessment and Assumptions

- 15.4.17 This section describes the key parameters and assumptions that have been used/ assumed when undertaking the assessment presented within this chapter. The assumptions this chapter is based on are listed below:
- For the purpose of the local economy assessment, it has been assumed that around 65% of the Project cost would be spent on civil engineering works and around 35% on plant and equipment.
 - For the purpose of the local economy and local employment assessment, local workforce origins are assumed to be from the LPA areas through which the Order Limits pass, together with Norwich City Council and Ipswich Borough Council

(adjacent to the Project) and West Suffolk Council (where the Project office is located)

- It has also been assumed that construction workers who would travel into the area (i.e. non-local workers) would spend £60 to £70 per day on accommodation, food and other local services. An assumption has been made that non-local construction workers would each spend an average of £65 per day over a five-day working week as a worst-case scenario. This assumption is informed by experience of other National Grid projects
- The assessment of construction employment is based on assumptions used for other recent National Grid projects, where construction employment is likely to be served by labour from the Wider Study Area (10%) and from the wider geographic area (90%)
- Potential visual effects are based on the Zones of Theoretical Visibility shown on Figures 13.8 to 13.19 (document references 6.13.F8 to 6.13.F19), Appendix 13.3 Visual Baseline and Assessment (document reference 6.13.A3) [\(Revision B\)](#) and Appendix 13.4: Residential Visual Amenity Assessment (document reference 6.13.A4) [\(Revision D\)](#)
- The assessment of visitor accommodation bedspace has been informed by previous experience on similar National Grid projects. It has been assumed that labour travelling from the broader geographical area would be distributed across various types of accommodation as follows: 50% would use camping and caravan sites; 20% would stay in short-term lets; 20% would use hotels or bed and breakfasts; and the remaining 10% would commute from home to the area
- The symbology shown on Figure 15.2: Community Facilities, Businesses, Recreation and Tourism Assets (document reference 6.15.F2) and Figure 15.3: Recreational Land and Recreational Routes (document references 6.15.F3) is based on the locations identified on Google Maps. However, it should be noted that the extent of the receptors may be larger than the area represented by the symbology.

15.5 Baseline Conditions

Existing Baseline

- 15.5.1 Baseline conditions have been gathered from desk-based information (see Section 15.4) and are presented with reference to the section of the Project in which they are located.

Employment and Economic Activity

Population and Age Profile

- 15.5.2 Table 15.5 outlines population figures from the 2021 Census¹ and the percentage change since the 2011 Census for various LPA areas.
- 15.5.3 Colchester has the highest population among the listed areas, with 192,700 residents, indicating its status as a significant urban centre. West Suffolk, Chelmsford

¹ 2021 Census data is the most recent available dataset

and Basildon also have substantial populations, with 179,900, 181,500 and 187,600 respectively. Brentwood has the smallest population amongst the 13 LPAs (77,000 people) suggesting a more rural or less densely populated area. The Wider Study Area has a combined population of approximately 1.9 million, contributing to nearly one-third of the East of England's population (6,334,500). England's total population stands at 56,490,048, with the East of England making up approximately 11.2% of this figure.

- 15.5.4 The data suggests varying levels of population growth across the different LPAs. South Norfolk experienced the most significant growth, with a 14.4% increase between 2011 and 2021. Thurrock also saw a considerable rise, with an 11.6% increase. Colchester and Norwich followed with increases of 11.3% and 8.9% respectively. Areas like West Suffolk, Ipswich, Babergh, Braintree and Brentwood saw more moderate increases between the two Census periods, ranging from 4.4% to 5.5%. The overall population across the Wider Study Area increased by 8.5%, suggesting a general upward trend in population across the region.

Table 15.5 Population size and population change by geographical area within the Wider Study Area

Local Planning Authority (Project Section)	Population Census 2021	Percentage Change Since Census 2011
Norwich (N/A)	143,900	+8.9%
South Norfolk (Section A)	141,900	+14.4%
Mid Suffolk (Section B)	102,700	+6.2%
West Suffolk (N/A)	179,900	+4.9%
Ipswich (N/A)	139,600	+4.4%
Babergh (Section C)	92,300	+5.2%
Tendring (Section C)	148,100	+7.3%
Colchester (Sections C and D)	192,700	+11.3%
Braintree (Section E)	155,200	+5.5%
Chelmsford (Section F and Section G)	181,500	+7.8%
Basildon (Section G)	187,600	+7.5%
Brentwood (Section F and Section G)	77,000	+4.6%
Thurrock (Section H)	176,000	+11.6%
Wider Study Area	1,918,400	+8.5%
East of England	6,334,500	+8.3%
England	56,490,048	+6.6%

Source: Nomis, 2024

- 15.5.5 The demographic data in Table 15.6 offers insights into the age distribution across LPA areas within the Wider Study Area. The proportion of the population aged 15 years and under varies, with Thurrock having the highest percentage (22.6%), indicating a relatively younger population, while Tendring has the lowest (15.8%). Norwich has the highest percentage of working-age individuals (68.9%), suggesting a strong labour force, while Tendring has the lowest (54.8%), which could imply a higher dependency ratio as Tendring also has the highest proportion of older residents (29.5%).

Table 15.6 Age profile by geographical area within the Wider Study Area

Local Planning Authority (Project Section)	Percentage Aged 15 Years and Under	Percentage Aged 16-64 Years	Percentage Aged 65+ Years
Norwich (N/A)	16.1	68.9	15.0
South Norfolk (Section A)	17.4	58.3	24.3
Mid Suffolk (Section B)	16.0	58.8	25.4
West Suffolk (N/A)	17.7	61.7	20.8
Ipswich (N/A)	20.0	63.6	16.5
Babergh (Section C)	16.2	57.2	26.5
Tendring (Section C)	15.8	54.8	29.5
Colchester (Sections C and D)	18.8	63.3	17.8
Braintree (Section E)	18.5	61.2	20.5
Chelmsford (Section F and Section G)	18.5	62.0	19.4
Basildon (Section G)	20.8	62.3	17.0
Brentwood (Section F and Section G)	18.4	61.4	20.2
Thurrock (Section H)	22.6	63.9	13.6
East of England	18.7	61.6	19.6
England	18.5	63.0	18.3

*Numbers may not sum exactly due to rounding of figures.

Source: Nomis, 2024

Deprivation

- 15.5.6 The English Index of Multiple Deprivation (IMD) 2025 data (MHCLG, 2025) provides deprivation data for spatial areas in England. IMD analysis allows for the identification of levels of deprivation by ranking Lower Layer Super Output Areas (LSOAs) from 1 (most deprived area) to 33,755 (least deprived area). Table 15.7

shows the overall ranking at LPA level, where 1 is the most deprived and 296 is the least deprived.

- 15.5.7 Tendring has the highest level of deprivation among the areas listed, with a ranking of 28. Norwich and Ipswich also exhibit notable deprivation with ranks of 64 and 84 respectively. Tendring falls within the 25th percentile most deprived of all LPAs in England, indicating significant socio-economic challenges. Chelmsford and Brentwood rank 233 (75th percentile least deprived) and 262 (50th percentile least deprived) respectively.

Table 15.7 Deprivation ranking by geographical area within the Wider Study Area

Local Planning Authority (Project Section)	Average Rank in IMD 2025
Norwich (N/A)	64
South Norfolk (Section A)	220
Mid Suffolk (Section B)	191
West Suffolk (N/A)	172
Ipswich (N/A)	84
Babergh (Section C)	184
Tendring (Section C)	28
Colchester (Sections C and D)	168
Braintree (Section E)	164
Chelmsford (Section F and Section G)	233
Basildon (Section G)	120
Brentwood (Section F and Section G)	262
Thurrock ² (Section H)	114

Source: MHCLG, 2025

Economic Activity Rate, Occupational Group, Skills, and Qualifications

- 15.5.8 Economic activity rate is the proportion of working aged people (i.e., people aged 16-64) who are active or potentially active members of the labour market (i.e., people who are employed or unemployed). Examples of people who may not count as economically active include students, early retirees, carers and people with long-term sickness or disability. Table 15.8 provides an overview of economic activity rates across various LPAs, with comparisons to the Wider Study Area, East of England, and national averages.
- 15.5.9 Brentwood has the highest economic activity rate amongst the 13 LPAs at 86.4%, indicating a strong workforce population. Norwich, West Suffolk, Ipswich,

² Note that, as a unitary authority, Thurrock sits in both UTLA and LTLA categories and information has been provided for each.

Chelmsford, Brentwood and Basildon also exhibit high economic activity, outperforming regional (80.1%) and national (78.5%) averages.

- 15.5.10 Mid Suffolk and Tendring have the lowest activity rates at 70.2% and 70.7%, respectively, suggesting potential challenges in workforce engagement.
- 15.5.11 Overall, the Wider Study Area has a robust economic activity rate of 82.5%, above the East of England (80.1%) and England (78.5%) averages. This suggests a generally strong workforce population across the region, with some local variations.

Table 15.8 Economic activity rate by geographical area (April 2023 - March 2024) within the Wider Study Area

Local Planning Authority (Project Section)	Economically Active (%)
Norwich (N/A)	83.2
South Norfolk (Section A)	79.6
Mid Suffolk (Section B)	70.2
West Suffolk (N/A)	83.6
Ipswich (N/A)	82.8
Babergh (Section C)	75.6
Tendring (Section C)	70.7
Colchester (Sections C and D)	79.0
Braintree (Section E)	72.4
Chelmsford (Section F and Section G)	83.3
Brentwood (Section G)	86.4
Basildon (Section F and Section G)	81.2
Thurrock (Section H)	77.9
Wider Study Area	82.5
East of England	80.1
England	78.5

Source: Nomis, 2024

- 15.5.12 Table 15.9 shows the distribution of the population across various major occupational groups according to the Standard Occupational Classification (SOC) 2020. The occupational distribution data for the Wider Study Area reveals a workforce composition closely aligned with regional and national averages, with some variations. Professional occupations made up 18.4% of the workforce, slightly below both the regional and national average of 19.6% and 20.3% respectively. Overall, the workforce is diverse in the Wider Study Area, reflecting a balanced occupational structure across various sectors.

Table 15.9 People in employment by major occupational group (Census 2021) within the Wider Study Area

Major Occupational Group (SOC 2020)	Wider Study Area		East of England	England
	Number	%	%	%
Managers, directors and senior officials	117,069	12.8	13.7	12.9
Professional occupations	167,547	18.4	19.6	20.3
Associate professional and technical occupations	120,912	13.3	13.3	13.3
Administrative and secretarial occupations	92,246	10.1	9.8	9.3
Skilled trades occupations	102,441	11.2	10.7	10.2
Caring, leisure and other service occupations	86,991	9.5	9.1	9.3
Sales and customer service occupations	68,040	7.5	7.0	7.5
Process, plant and machine operatives	64,147	7.0	6.9	6.9
Elementary occupations	93,001	10.2	9.9	10.5
Total	912,394			

Source: Nomis, 2024

15.5.13 Table 15.10 shows that the Wider Study Area has a lower percentage of people with higher qualifications (National Vocational Qualification (NVQ) 4+) compared to the East of England and England overall, at 28.8% versus 31.6% and 33.9%, respectively. Conversely, there is a higher proportion of individuals with NVQ3+ and NVQ2+ qualifications, indicating a population with moderate skill levels. Additionally, 19% of the population in the Wider Study Area has no qualifications. This is slightly higher than the regional (18.1%) and national (18.1%) averages, suggesting a potential skills gap.

Table 15.10 Skills and qualifications held by working aged people (16-64) within the Wider Study Area

Skills and Qualifications	Wider Study Area		East of England	England
	Number	%	%	%
People with NVQ4+	451,506	28.8	31.6	33.9
People with NVQ3+	273,754	17.5	16.8	16.9
People with NVQ2+	235,154	15.0	14.4	13.3
People with NVQ1+	175,509	11.2	10.8	9.7
People with other qualifications (NVQ)	132,358	8.5	8.3	8.1

Skills and Qualifications	Wider Study Area		East of England	England
	Number	%	%	%
People with no qualifications (NVQ)	296,772	19.0	18.1	18.1

Source: Nomis, 2024

- 15.5.14 The employee jobs by industry within the Wider Study Area, East of England and England are detailed in Table 15.11 excluding farm-based agriculture employee jobs in alignment with the manner in which the data is presented in Nomis (for both number and percentage). The employee jobs reported also exclude self-employed, government-supported trainees and HM Forces (His Majesty's Armed Forces).
- 15.5.15 The wholesale and retail trade sector is the dominant industry in the Wider Study Area at 16.4%, which also surpasses both regional (15.5%) and national (12.8%) averages. Manufacturing (7.1%) and construction (7.1%) also have slightly higher employment percentages than the national average, while sectors like information and communication (2.6%) and professional, scientific, and technical activities (6.0%) have fewer employees compared to both regional and national figures. Additionally, the human health and social work sector has a significant presence in the Wider Study Area at 13.8%, aligning closely with the national average but exceeding the regional figure.

Table 15.11 Employment by broad industrial group (Census 2021) within the Wider Study Area

Broad Industrial Group	Wider Study Area		East of England	England
	Number	%	%	%
Mining and quarrying	275	0.0	0.0	0.1
Manufacturing	60,000	7.1	7.4	6.8
Electricity, gas, steam and air conditioning supply	2,880	0.3	0.2	0.3
Water supply; sewerage, waste management and remediation activities	7,225	0.9	0.8	0.7
Construction	60,000	7.1	6.7	5.9
Wholesale and retail trade; repair of motor vehicles and motorcycles	139,500	16.4	15.5	12.8
Transportation and storage	50,250	5.9	5.6	5.4
Accommodation and food service activities	65,250	7.7	7.9	7.4
Information and communication	22,000	2.6	3.6	4.7
Financial and insurance activities	32,450	3.8	2.4	3.2
Real estate activities	14,950	1.8	1.9	2.0

Broad Industrial Group	Wider Study Area		East of England	England
	Number	%	%	%
Professional, scientific and technical activities	51,000	6.0	8.0	9.7
Administrative and support service activities	78,500	9.3	11.0	8.4
Public administration and defence; compulsory social security	42,300	5.0	3.5	4.3
Education	71,500	8.4	8.7	8.2
Human health and social work activities	117,500	13.8	12.4	13.2
Arts, entertainment and recreation	18,500	2.2	2.2	3.0
Other service activities	14,300	1.7	1.7	2.8

Source: Nomis, 2024

Turnover in Construction Industry

- 15.5.16** While construction turnover data is not available for the Wider Study Area, relevant data for the East of England region is accessible. The data presented in Table 15.12 shows that there was a £346.6 billion national and £40.2 billion regional turnover for East of England in the construction industry in 2022. The turnover for utility projects for electricity and telecommunications construction accounted for less than 1% of the overall national construction turnover in 2022.

Table 15.12 Turnover in the construction industry in 2022

Industry/Sub-industry	UK (£ million)	England (£ million)	East of England (£ million)
Construction	346,580	277,343	40,150
Civil engineering	62,534	54,574	7,700
Construction of utility projects for electricity and telecommunications	3,023	Data not available*	Data not available*

*Data not available on ONS for smaller geographical areas in general.

Source: ONS, 2024a and 2024b

Tourism Economy

- 15.5.17** The tourism sector contributes to the local economies of the three counties within the Wider Study Area at varying levels of economic significance, as reflected in the estimated value of tourism. Furthermore, tourism-related employment accounts for a minimum of 9% of total employment in each county, as shown in Table 15.13.

Table 15.13 Estimated contribution of tourism to the economy

County	Estimated Value of Tourism (£m)	Number of Tourism-related FTE Jobs	Share of All Employment in the Economy
Norfolk	3,366	50,898	16%
Suffolk	2,096	43,403	13%
Essex	3,291	63,402	9%

Source: Destination Research, 2023a; Destination Research, 2023b; Destination Research, 2023c

- 15.5.18 Dedham Vale National Landscape is also situated within the Wider Study Area. In 2023, the National Landscape contributed an estimated tourism value of £68 million to the local economy and supported 1,494 jobs, 1,069 full-time equivalent (FTE) jobs (Destination Research, 2024a). Findings from the visitor survey conducted between 2018 and 2019 identified the three most valued features of Dedham Vale National Landscape as 'the natural environment', followed by 'walking opportunities' and finally 'nice place to live' (LUC, 2019).
- 15.5.19 Finally, there are a wide range of tourism businesses within the Wider Study Area, including tourist accommodation and visitor attractions, all of which contribute to the tourism economy.

Summary

- 15.5.20 In summary, there are varying urban densities and deprivation levels within the Wider Study Area with an overall population increase of 8.5% from 2011 to 2021, suggesting a general upward trend in population across the area.
- 15.5.21 Economic activity rates are generally high, suggesting a generally strong workforce population across the area, with some local variations, for example Mid Suffolk and Tendring, which exhibit a below national average economic activity rate. The workforce shows diverse occupational distribution, however there is a noticeable skills gap, with higher proportions of the population with lower or no qualifications compared to regional and national figures. The dominant industries are Wholesale and Retail, with higher-than-average employment in Manufacturing and Construction industries.
- 15.5.22 Overall, the Wider Study Area is considered to have a medium economy and employment sensitivity. Although there is a readily available labour force, there is also potential skills gap in the area.

Community Facilities

- 15.5.23 Community facilities are assets that serve community purposes. These include nurseries, schools, libraries, hospitals, surgeries, pharmacies, community centres, sports halls, swimming pools and places of worship. Other assets which may serve community purposes (such as public houses and private sports clubs) are considered elsewhere in this chapter under the Business, Recreation and Tourism Assets heading.
- 15.5.24 Table 15.14 provides details of the community facilities identified within the Local Study Area (Order Limits). The location of the community facilities identified is shown

in Figure 15.2: Community Facilities, Business, Recreation and Tourism Assets (document reference 6.15.F2).

Table 15.14 Community facilities within the Local Study Area

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
Mid Suffolk	Allotment	IP8 4JH (Section B)	Bullen Lane Allotment One of the two allotment sites within Bramford village which is used all year round. Given the nature of the community facility (i.e. an allotment), the level of use is likely to be daily.	High
Chelmsford	Education	CM1 3SD (Section F)	Equine centre - Writtle University College Equestrian site associated with Writtle University College which operates Monday to Friday. The University provides equine related courses such as Equestrian Enterprise Management.	High
Chelmsford	Place of worship	CM4 9PA (Section G)	St Mary's Church, Buttsbury An active place of worship with an associated graveyard. It provides monthly services (the first Sunday of every month).	High
Brentwood	Education	CM13 1SD (Section G)	Woodland Schools - Hutton Manor and Little Acorns An independent nursery and primary school which operates during term time between Monday to Friday.	High

Business, Recreation and Tourism

- 15.5.25 This section provides further details relating to identified businesses, recreational and tourism assets. These have been broken down into sub-categories of 'built and other assets', 'recreational land' and 'recreational routes'. For each sub-category, receptors within the Local Study Area are detailed in tables within the relevant section (i.e. Table 15.15 summarises built and other assets, Table 15.16 summarises recreational land and Table 15.17 summarises recreational routes). Information for these receptors is also shown on Figure 15.2: Community Facilities, Business, Recreation and Tourism Assets (document reference 6.15.F2).
- 15.5.26 For the built and other assets sub-category, receptors identified within 3 km from the Local Study Area are listed in Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1) ([Revision B](#)) and shown on Figure 15.2: Community Facilities, Business, Recreation and Tourism Assets (document reference 6.15.F2).

Built and Other Assets

15.5.27 Built and other assets located wholly or partially within the Local Study Area are shown in Table 15.15 with assets classes including:

- Museum / historic building or garden
- Public house / restaurant / wedding venue / event venue
- Hotel / campsite / Bed and Breakfast (B&B) / holiday home
- Sports / activities
 - Angling club
 - Airfield
 - Equestrian centre
 - Golf club
 - Paintball / laser tag
 - Football club
- Tourist attraction
- Other (e.g. reoccurring events with no set locations, dog parks, brewery, hot air balloon launch sites).

15.5.28 Where information relating to specific asset-related employment or visitor numbers is available, this has been included within Table 15.15.

Table 15.15 Businesses, recreation and tourism assets within the Local Study Area

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
South Norfolk	Sports – equestrian centre	NR16 1RT (Section A)	Western Ways Horsemanship and Stud An equestrian centre which operates all year round with stud, horse training, horse riding and clinic services. There are a minimum of two members of staff working at the equestrian facility. Alternative equestrian facilities are available within the district.	Low
Mid Suffolk	Campsite / B&B / holiday home	IP22 1AZ (Section B)	Red Brick Retreat Tourist accommodation which is likely to operate all year round. Alternative accommodation of this nature is available within the district.	Low
Mid Suffolk	Wedding venue	IP21 4BZ (Section B)	Little Green Wedding Barn Wedding venue which operates all year round. Alternative similar wedding venues are available within the district.	Low

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
Mid Suffolk	Campsite / B&B / holiday home	IP6 8RJ (Section B)	Doves Barn Tourist accommodation with eight bedrooms and a hot tub, pool table, table tennis and other entertainment facilities which is likely to operate all year round. Alternative holiday barns with a capacity of up to 22 guests with similar facilities are not available within the district or adjacent districts.	Medium
Mid Suffolk	Sports – angling club	IP6 8JD (Section B)	Middle Farm Lakes An angling club with two fishing lakes which operates all year round on a visitor and membership basis. Alternative angling clubs that operate on a similar basis are available within the wider district.	Low
Babergh	B&B / holiday home	IP8 3EL (Section C)	Finjaro Guest House Tourist accommodation with two bedrooms which operates all year round. Alternative tourist accommodation is available within the local area around the outskirts of Ipswich.	Low
Babergh	Sports – angling club	IP8 3EG (Section C)	Hintlesham Fisheries An angling club which is likely to operate all year round on a visitor basis (not membership). It has four ponds, including one ‘match’ lake. Whilst there are no other angling clubs available within the district, similar facilities are available in adjacent districts.	Low
Babergh	Campsite	CO7 6QQ (Section C)	Vauxhall Christian Trust A campsite which operates on a seasonal basis between March and October. Alternative campsites are available within the wider district.	Low
Babergh	Sports – Airfield	IP7 5QD (Section C)	Raydon Wings An active airfield which is likely to operate all year round with very low number of movements. Alternative airfields are available within the district. Note: No detailed information about the nature of operation is available in the public domain.	Low

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
Babergh	Sports – equestrian centre	CO7 6PA (Section C)	Stratford Hills Equestrian Centre An equestrian centre and equestrian school which is likely to operate all year round. Alternative equestrian facilities are available in the wider district.	Low
Colchester	Sports – equestrian centre / holiday home	CO4 5PS (Section C)	Langham Hall Estate An equestrian and simulated shoot facility with accommodation and other businesses that operate all year round. The business supports a minimum of four members of staff. Alternative equestrian, simulated shoot facilities and accommodations are available in the wider district.	Low
Tendring	Sports – equestrian stable	CO7 7QQ (Section C)	God's House Farm An equestrian stable. Alternative stables are available in the adjacent districts. Note: No detailed information about the equestrian stable, including operational hours and available activities, is available in the public domain.	Low
Tendring	Other – running event	N/A (Section C)	Little Bromley 10 km Run An annual running event which takes place in Little Bromley. The 2025 event utilises local roads surrounding Little Bromley. The webpage indicates a list of approximately 170 confirmed entries. Alternative running events are available within the region of East of England.	Low
Tendring	Other – car rally	N/A (Section C)	Corbeau Seats Rally An annual car rally (the first rally was held in 2018) taking place in Tendring and using local roads around Manningtree, Ardleigh, Great Bromley, Frating, Great Bentley, St Osyth, Clacton-on-Sea and Tendring. The rally has not been held since 2023.	Low
Tendring	Other – cycling event	N/A (Section C)	Tour de Tendring An annual cycling event in Tendring with 20 miles and 60 miles options for participants. The event used local roads around Clacton-on-Sea, Frinton-on-Sea, Great Oakley, Wix, Mistley, Bromley Cross and St Osyth in 2024. Alternative	Low

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
			cycling events are available within the region of East of England.	
Tendring	Sports – angling club	CO7 7LX (Section C)	Paxman’s Angling Club – Home Farm An angling club which operates on a membership basis all year round. There is a maximum capacity of 15 anglers at one time. The club owns six other angling sites across Tendring. Several alternative angling clubs are available in the local area.	Low
Tendring	Sports – angling club	CO7 7QA (Section C)	Fishing lake north-west of Ardleigh An angling club where operation status is currently unknown. Several alternative angling clubs are available in the local area. Note: No detailed information of the angling club is available in the public domain.	Low
Tendring	Campsite / B&B / holiday home	CO7 7RH (Section C)	Ardleigh Caravan and Camping Park A caravan park with caravan and boat storage service, operating from March to October. Alternative caravan storage facilities are not available within the district or the adjacent district.	Medium
Tendring	Other – hot air balloon launch site	CO7 7QR (Section C)	Hot air balloon site at Ardleigh Showground A hot air balloon launch site which is likely to be operational. Alternative launch sites are available in the adjacent districts. Note: The site is currently subject to an approved mineral planning application by Essex County Council. According to the latest satellite image, construction works are likely to be underway.	Low
Colchester	Museum	CO4 5NW (Section C)	Boxted Airfield Museum An airfield museum which opens once per month between March and October, with private visits catered for all year round. There is an entry charge for visitors. Annual visitor numbers in 2019 were recorded as 519, however no more recent data is available. Alternative aviation museums situated in proximity to	Low

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
			a former airfield are available in the wider region.	
Colchester	Other	CO6 1RY (Section D)	Wharf Brewery A brewery which operates between Monday and Friday. There are four members of staff employed in the brewery. Alternative breweries are available within the district.	Low
Braintree	Wedding venue	CO6 1RT (Section E)	Houchins Wedding Venue A specialist wedding venue which operates all year round. Alternative similar wedding venues are available within the district.	Low
Braintree	Sports – angling club	CO6 1RT (Section E)	Houchins Fishing An angling club with two fishing lakes which operates all year round on a visitor basis, rather than a membership basis. Alternative angling clubs which operate on a visitor basis are available within the district.	Low
Braintree	Sports – angling club	CO5 9RE (Section E)	Essex Carp Syndicates – The Rise (note this is shown as temporarily closed on web-based information) An angling club which operates on a membership basis all year round. The club owns four other angling sites across Essex. Several alternative angling clubs are available in the local area.	Low
Braintree	Sports – motor experience centre	CO5 9DB (Section E)	All Motor Training Limited A motor skid pan experience centre which operates all year round. Alternative skid pan experience is not available within the wider region.	Medium
Braintree	Campsite / B&B / holiday home / Other	CO5 9DD (Section E)	Porters Farm A hut for overnight stays with a 10-acre dog walking field and dog training area for private hire which operates all year round. Similar types of accommodation and facilities are available independently of each other (i.e. accommodation or dog park facilities) within the district.	Medium
Braintree	Sports – football club	CM8 1SF (Section E)	White Notley Football Club A football club with youth and senior team which is assumed to operate on a	Medium

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
			regular basis all year round. Although alternative football pitches are available in the wider district, they do not serve the White Notley community specifically and there may be restrictions on booking the football pitch for use.	
Chelmsford	Other – cycling event	N/A (Section F)	Ford RideLondon-Essex 100 A cycling event in London and Essex with 30 miles, 60 miles and 100 miles options for over 20,000 participants. The event may be held annually. The event uses local roads around north-east London, Chigwell, Epping, Chipping Ongar, Great Dunmow, west of Braintree and west Chelmsford. Although alternative cycling events are available within the region of East of England, the size of the event may not be comparable.	Medium
Chelmsford	Other	CM1 4LU (Section F)	Essex International Jamboree An international week-long event for Scout and Girlguiding which is held every four years at Boyton Cross. Participants numbers are stated to be over 4,500 young people in the recent event held in 2024. Alternative reoccurring international Scout and Girlguiding events are not available within the wider region.	High
Chelmsford	Public house / restaurant	CM1 4LU (Section F)	The Hare A public house and restaurant which is open all year round. Alternative similar facilities are available within the district.	Low
Chelmsford	Wedding venue	CM4 0EW (Section F)	Ariana Gardens A wedding venue which operates all year round with a sister venue located in north London. Alternative wedding venues at a similar capacity are available within the district.	Low
Chelmsford	Sports – angling and game shoot	CM4 0HB (Section F)	Furness Farm House Consultation response suggests the business operates a rented fishing lake and private run game shoot. The response also suggest the business could be hired as a filming location.	Low

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
			Alternative angling and game shoot facilities are available within the district. Note: There is no detailed information of the sports related business, employee number or customer numbers in the public domain.	
Brentwood	Tourist Attraction	CM4 9NZ (Section G)	Remus Memorial Horse Sanctuary An animal rescue service and attraction which operates on selected days of the year with a minimum of 11 members of staff. Visitor activities include open day, workshops, afternoon tea, shows and other fundraising activities. Alternative animal rescue sites are available within the district.	Low
Brentwood	Sports – equestrian facility and stable	CM13 1SE (Section G)	Oakleigh Farm Horse Livery Stables An equestrian facility and stable which is likely to operate all year round with horse riding lessons, horse boarding and livery services. Alternative stables are available within the wider district.	Low
Brentwood	Sports – golf club	CM13 3LT (Section G)	Dunton Hills Family Golf Centre A golf course which operates all year round on a visitor rather than membership basis. It has a main course with 18 holes, a driving range and a mini golf course that serve both adults and children. The golf course also provides coaching services. Alternative golf courses that run on both membership and visitor basis for adults and children are available within the district.	Low
Basildon	Sports – angling club	CM13 3SW (Section G)	Angling lake West of Basildon Consultation response suggests the business operates on a day ticket basis. Alternative angling sites are available within the district. Note: There are no detailed information of the business, employee number or customer numbers in the public domain.	Low
Basildon	Wedding venue	CM13 3SW (Section G)	Eden Garden An event venue which holds wedding, Christmas, birthday, prom, and corporate events. It operates all year round.	Low

Local Planning Authority	Asset Class	Postcode / (Project Section)	Name / Description	Sensitivity
			Alternative similar venues of this nature are available within the district.	
Thurrock	Sports – golf club	RM16 3DR (Section H)	Orsett Golf Course A golf course which operates all year round on both a membership and visitor basis. It has a course with 18 holes and a golf equipment shop. The course is also one of the Regional Qualifying tracks for Amateur Open Golf Competitions. Although alternative golf courses are available within the district, they are not categorised as Regional Qualifying tracks.	Medium
Thurrock	Quarry	SS17 0PJ (Section H)	Clearserve An aggregate quarry with grab and road sweeper hire services. Alternative business is available within the district.	Low
Thurrock	Sports – rugby football club	RM16 2QH (Section H)	Thurrock Rugby Football Club A rugby football club with male, female, youth and mini teams (i.e. under age 7 to 12) which operates on a regular basis all year round. These include club training on Tuesday and Wednesday, and match days on weekends. Although alternative rugby pitches are available in the wider district, they do not serve the local community specifically and there may be restrictions on booking the football pitch for use.	Medium

15.5.29 There are a number of built and other assets identified within the 3 km Study Area. Built and other assets located beyond the Order Limits but within the 3 km Study Area are detailed in Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1) [\(Revision B\)](#) and shown on Figure 15.2: Community Facilities, Business, Recreation and Tourism Assets (document reference 6.15.F2).

Recreational Land

15.5.30 Recreational land located within the Local Study Area is detailed in Table 15.16 and shown on Figure 15.3: Recreational Land and Recreational Routes (document reference 6.15.F3). The asset classes considered include designations such as National Landscapes, national nature reserves and local nature reserves, open access land under the Countryside and Rights of Way Act 2000 (CRoW) (excluding roadside verges), Registered Common Land, as well as parks and playing fields (except for sports clubs which are detailed in Table 15.15).

Table 15.16 Recreational land within the Local Study Area

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
South Norfolk	CRoW	Section A	Baynards Green Registered Common Land and Access Land. Alternative common land is available within the local area. The receptor is deemed of local importance.	Low
Mid Suffolk	CRoW	Section B	The Marsh Registered Common Land and Access Land. Alternative common land is available within the local area. The receptor is deemed of local importance.	Low
Mid Suffolk	CRoW	Section B	Mellis Common Registered Common Land and Access Land. Mellis Common is currently managed by the Suffolk Wildlife Trust and is likely to be well-used by the local community. Alternative common land is available within the local area. The receptor is deemed of local importance.	Low
Mid Suffolk	CRoW	Section B	Furze Way Registered Common Land and Access Land. Alternative common land is available within the local area. The receptor is deemed of local importance.	Low
Mid Suffolk	River	Section B	River Gipping The river is not a designated recreational site but is utilised for various recreational activities, including paddling and swimming at the section located north-west of Needham Market. Alternative river paddling and swimming locations are available within the district along different sections of the river.	Low
Mid Suffolk	CRoW	Section B	Barking Tye Registered Common Land and Access Land which is also a playing field (i.e., Barking Recreation Ground). Alternative common land is available within the district. The receptor is deemed of local importance.	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
Mid Suffolk	Playing field / CRoW	Section B	Barking Recreation Ground A recreation ground, which is also a Registered Common Land and Access Land, forms part of Barking Tye (East Suffolk). Alternative playing field and common land is available within the district. The receptor is deemed of local importance.	Low
Babergh and Colchester	National Landscape	Section C	Dedham Vale National Landscape A nationally designated important landscape, with public access all year round and a focus on recreation activities. The volume of day trips in 2023 was approximately 1,024,100 trips, with tourism related employment in the region of 1,494 jobs (1,069 FTE) (Destination Research, 2024a). Although an alternative national landscape is available within the district, it is a nationally designated area. Hence, the receptor is deemed of national importance.	High
Babergh and Colchester	River	Section C	River Stour The river is not a designated recreational site but is utilised for various recreational activities, including canoeing, paddling, and kayaking. A launch area is situated opposite the Swan Inn in Stratford St. Mary. Alternative river canoeing locations are available within the district. The receptor is deemed of local importance.	Low
Tendring	Local green space	Section C	Fishing lake north-west of Ardleigh As detailed in Table 15.15 the local green space is deemed to be of local importance.	Low
Tendring	Reservoir	Section C	Ardleigh Reservoir The reservoir is not a designated recreational site but is utilised for various recreational activities, including angling and sailing. Alternative locations for this type of recreational activity are available within the district. The receptor is deemed of local importance.	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
Colchester	Woodland Trust wood	Section D	Fordham Hall Estate The woodland is not a designated recreational site but is likely to be utilised for walking by the public. The information on the public domain suggests that there are no waymarked trails at present and there is no single main entrance, and the wood can be accessed using its network of paths. Alternative woods are available within the district. The receptor is deemed of local importance.	Low
Thurrock	Park / Strategic Open Space	Section H	Maple Park The park is a Strategic Open Space. Alternative open space and parks are available within the district. The receptor is deemed of local importance.	Low

* Given that road verges are not considered to have functional recreational purposes, this table excludes CRow Registered Common Land and Access Land in the form of road verges.

Recreational Routes

15.5.31 Recreational routes located within the Local Study Area are detailed in Table 15.17 and shown on Figure 15.3: Recreational Land and Recreational Routes (document reference 6.15.F3). The asset classes considered include PRow (which includes bridleways), cycleways, circular recreational routes and long-distance paths.

Table 15.17 Recreational routes within the Local Study Area

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
South Norfolk	PRoW	Section A	There are 51 footpaths, six bridleways, one restricted byway and one byway open to all traffic located within the Local Study Area.	Low
South Norfolk	PRoW	Section A	Within the Local Study Area, there is one footpath (i.e. Roydon South Norfolk FP14) that shares the path with Angles Way (i.e., long distance path). Hence, the footpath is deemed to have regional importance. Selected PRow survey noted one walker during the weekday, and 17 walkers during the weekend for Roydon South Norfolk FP14.	Medium

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
South Norfolk	Long distance path	Section A	Angles Way is a walking trail of approximately 150 km in length. The trail connects towns within the local region between Great Yarmouth and east of Thetford. Selected PRow survey noted one walker during the weekday, and 17 walkers during the weekend at Roydon South Norfolk FP14.	Medium
Mid Suffolk	Cycleway	Section B	National Cycle Network (NCN) Route 30 (NCN 30) is a cycle route of approximately 180 km in length. The cycle route connects six districts between Ten Mile Bank in King's Lynn (West Norfolk District) to Caister-on-Sea in Great Yarmouth District via the east coast. It is a nationally designated cycle route.	High
Mid Suffolk	PRow	Section B	There are 127 footpaths, one restricted byway, 11 bridleways and six byways open to all traffic located within the Local Study Area. Selected PRow survey noted the following uses: • 22 walkers during weekday and 94 walkers during weekend for W-267/021/0 • No users during weekday and 13 walkers during weekends for W-267/022/0 • No users during weekday and 11 walkers during weekends for W-267/014/0 • Six walkers during weekday, 23 walkers and one cyclist during weekend for E-227/063/0 • No users during weekday and three walkers during weekends for E-227/063/0 • Six walkers during weekday and 28 walkers during weekends for W-209/023/0 • One walker during weekday, one walker and one horse-rider during weekend for W-499/007/0	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
Mid Suffolk	Circular Walk	Section B	Gislingham Circular Walk 1 is approximately 6.8 km in length. The circular walk begins from the north of Gislingham town and extends to the west and south-west of the village, before circling back to the village. Selected PRow survey noted the following uses: • 22 walkers during weekday and 94 walkers during weekend at W-267/021/0 • No users during weekday and 13 walkers during weekend at W-267/022/0	Low
Mid Suffolk	Circular Walk	Section B	Gislingham Circular Walk 2 is approximately 7.5 km in length. The circular walk begins from the centre of Gislingham town and extends to the south-east of the village, before circling back to the village. Selected PRow survey noted no users during weekday and 11 walkers during weekend at W-267/014/0.	Low
Mid Suffolk	Circular Walk	Section B	The Wimble Walk is approximately 8.5 km in length. The circular walk begins from the south of Mendlesham and extends to the west of the village, before circling back to the village.	Low
Mid Suffolk	Walking route	Section B	The Middy Railway Footpath is approximately 12.9 km in length. The walking route connects settlements within the local district between Haughley and Brockford Green.	Low
Mid Suffolk	Long distance path	Section B	The Mid Suffolk Footpath is a walking trail of approximately 32 km in length. The trail connects settlements within the local district between Hoxne and Stowmarket. Selected PRow survey noted one walker during the weekday, one walker and one horse-rider during the weekend at W-499/007/0.	Low
Mid Suffolk	Circular Walk	Section B	Earl Stonham Circular Walks Gold Route is approximately 8.3 km in length. This circular walk begins at Forward Green,	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
			extending southward to Creeting St. Peter before turning northward, passing west of Earl Stonham, and returning to Forward Green. Selected PRow survey noted the following: • Six walkers during weekday, 23 walkers and one cyclist during weekend at E-227/063/0 • No users during weekday and three walkers during weekend at E-227/063/0	
Mid Suffolk	Long distance path	Section B	Gipping Valley River Path is a walking trail of approximately 27 km in length. The trail connects settlements within two local districts between Stowmarket in Mid Suffolk to Ipswich. Selected PRow survey noted six walkers during weekday and 28 walkers during weekend at W-209/023/0.	Low
Mid Suffolk	Cycleway	Section B	NCN 51 is a cycle route of approximately 305 km in length. The cycle route connects two regions passing from Oxford in the south-east to Felixstowe in the East of England. It is a nationally designated cycle route.	High
Babergh	PRow	Section B and Section C	There are 45 footpaths, five bridleways and one byway open to all traffic located within the Local Study Area.	Low
Babergh and Chelmsford	Cycleway	Section C and Section F	NCN 1 is a cycle route of approximately 2,034 km in length. The cycle route connects the Highlands in Scotland to Dover in England. It is a nationally designated cycle route.	High
Tendring	PRow	Section C	There are 11 footpaths and one bridleway located within the Local Study Area. Selected PRow survey noted the following usage: • 30 walkers and one cyclist during weekday, and seven walkers, three cyclists and one horse-rider during weekend for Ardleigh 2	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
Colchester	PRoW	Section C and Section D	There are 39 footpaths, one byway and four bridleways located within the Local Study Area. Selected PRoW survey noted the following usage: 13 pedestrians during weekdays, and 17 pedestrians during weekend for Aldham 20	Low
Colchester	PRoW	Section C and Section D	Within the Local Study Area, there are seven footpaths that share the path with a long distance path. Hence, the PRoW are deemed to have regional importance. These comprise: - Langham 1 shares the path with Stour Valley Path (East Anglia) – selected PRoW survey noted 22 walkers and 30 horse-riders during the weekday, and 18 walkers and five horse-riders during the weekend - Langham 3 shares the path with Essex Way – selected PRoW survey noted no users during the weekday, and two walkers and two horse-riders during the weekend - Great Horkesley 31 shares the path with Essex Way – selected PRoW survey noted 14 walkers and one cyclist during weekdays, and 26 walkers during weekend - Fordham 33 shares the path with Essex Way – selected PRoW survey noted 25 walkers during weekday and two walkers during weekend - Forham 35 shares the path with Essex Way - Great Tey 36 shares the path with Essex Way - Great Tey 42 shares the path with Essex Way – selected PRoW survey noted 11 walkers during weekday and 12 walkers during weekend.	Medium
Colchester	Long distance path	Section C	The St Edmund Way is a walking trail of approximately 127 km in length. The trail connects settlements within four districts	Medium

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
			between Manningtree in Tendring District and Brandon in Breckland District. Selected PRow survey noted 22 walkers and 30 horse-riders during the weekday, and 18 walkers and five horse-riders during the weekend at Langham 1.	
Colchester	Long distance path	Section C	The Stour Valley Path is a walking trail of approximately 97 km in length. It passes through the Dedham Vale National Landscape and connects settlements within three districts between Cattawade in Babergh District and Newmarket in West Suffolk District. Selected PRow survey noted 22 walkers and 30 horse-riders during the weekday, and 18 walkers and five horse-riders during the weekend at Langham 1.	Medium
Colchester	Circular Walk	Section C	The Langham Circular Walk is a walking trail of approximately 8 km in length. It begins west of Langham, travel north along the PRow towards River Stour and circle back to west Langham through Hornestreet. Selected PRow survey noted no users during the weekday, and two walkers and two horse-riders during the weekend at Langham 3.	Low
Colchester to Chelmsford	Long distance path	Section C, Section D, Section E and Section F)	The Essex Way is a walking trail of approximately 130 km in length. The trail connects settlements within five districts between Epping in Epping Forest District and Harwich in Tendring District. Selected PRow survey noted the following: • 14 walkers and one cyclist during weekday, and 26 walkers during weekend at Great Horkesley 31 • 25 walkers during weekday and two walkers during weekend at Fordham 33 • 11 walkers during weekday and 12 walkers during weekend at Great Tey 42	Medium

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
			- no users during weekday and seven walkers during weekend at White Notley 15 - one walker and one cyclist during weekday, and seven walkers during weekend at Great and Little Leighs 40.	
Colchester	Cycleway	Section D	NCN 13 is a cycle route of approximately 219 km in length. The cycle route connects Tower Bridge in London with Dereham in the East of England. It is a nationally designated cycle route.	High
Braintree	PRoW	Section E	There are 27 footpaths and five bridleways located within the Local Study Area. Selected PRoW survey noted the following uses: - one walker during weekday, and two walkers and two horse-riders for Cressing 19 - three horse-riders during weekday, and no usage during weekend for Feering 2 - no usage during weekend for Kelvedon 10 - two pedestrians during weekday, and six pedestrians during weekend for Rivenhall 11.	Low
Braintree	PRoW	Section E	Within the Local Study Area, there is one bridleway that share the path with a long distance path. Hence, the PRoW are deemed to have regional importance. These comprise: White Notley 15 shares the path with Essex Way – selected PRoW survey noted no users during weekday and seven walkers during weekend.	Medium
Braintree	Long distance path	Section E	The John Ray Walk is approximately 16 km in length. The trail connects Witham and Braintree. Selected PRoW survey noted one walker during weekday, and two walkers and two horse-riders during weekend at Cressing 19.	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
Braintree	Circular Walk	Section E	The White Notley Circular Walk is approximately 7.8 km in length. The circular walk begins in the centre of White Notley. The route extends south-west and west of the village before returning to its starting point within the village.	Low
Braintree	Cycleway	Section E	NCN 16 is a cycle route of approximately 69 km in length. The cycle route is in two sections. One section connects Birchanger to Beacon Hill in the East of England, and the other section connects Canterbury to Dover in the south-east. It is a nationally designated cycle route.	High
Chelmsford	PRoW	Section F and Section G	There are 42 footpaths, one byway and four bridleways located within the Local Study Area. Selected PRoW survey noted the following usage: • 19 walkers during weekday, and one walker during weekend for Great Waltham 76 • Five walkers during weekday and one walker during weekend for Great Waltham 74 • 14 walkers and two horse-riders during weekday, and five walkers during weekend for Broomfield 5 • Seven walkers and one horse-rider during weekday, and six walkers during weekend for Broomfield 9 • Two pedestrians and seven horse-riders during weekday, and no usage during weekend for Writtle 13 • Four pedestrians and two cyclists during weekday for Writtle 97.	Low
Chelmsford	PRoW	Section F and Section G	Within the Local Study Area, there are four footpaths that share the path with a long distance path. Hence, the PRoW are deemed to have regional importance. These comprise: • Great and Little Leighs 29 shares the path with Essex Way • Great and Little Leighs 40 shares the path with Essex Way – selected	Medium

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
			PRoW survey noted one walker and one cyclist during weekday, and seven walkers during weekend - Broomfield 1 shares the path with Saffron Trail – selected PRoW survey noted 70 walkers and 22 cyclists during weekday, and 40 walkers and one cyclist during weekend - Margaretting 13 shares the path with St Peter's Way – selected PRoW survey noted three walkers during weekday and 11 walkers during weekend.	
Chelmsford	Cycleway	Section F	NCN 50 (Ulting to Takeley section) is a cycle route of approximately 44 km in length. The cycle route connects four districts from Ulting in Maldon District to Takeley in Uttlesford District. It is a nationally designated cycle route.	High
Chelmsford	Circular Walk	Section F	The Pleshey and Great Waltham loop from Little Waltham is approximately 21.5 km in length. This circular route commences at Little Waltham, proceeding southward towards Broomfield. It then extends northward to Pleshey, continues eastward to Great Waltham, and ultimately reconnects to its starting point in Little Waltham. Selected PRoW survey noted the following usage: 19 walkers during weekday and one walker during weekend at Great Waltham 76 - Five walkers during weekday and 11 walkers during weekend at Great Waltham 74 14 walkers and two horse-riders during weekday, and five walkers during weekend at Broomfield 5.	Low
Chelmsford	Circular Walk	Section F	The Pleshey Castle – Great Waltham loop from Little Waltham is approximately 14.5 km in length. This circular route begins at Little Waltham, extending north-west to Pleshey, then proceeding east to Great Waltham, and finally	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
			reconnecting to the starting point at Little Waltham. Selected PRow survey noted the following usage: • Five walkers during weekday and 11 walkers during weekend at Great Waltham 74 • 19 walkers during weekday and one walker during weekend at Great Waltham 76.	
Chelmsford	Long distance path	Section F	The Saffron Trail is a walking trail of approximately 112 km in length. The trail connects settlements across three districts between Southend-on-Sea in Rochford District and Saffron Walden in Uttlesford District. Selected PRow survey noted the following usage: • 70 walkers and 22 cyclists during weekday, and 40 walkers and one cyclist during weekend at Broomfield 1 • Seven walkers and one horse-rider during weekday, and six walkers during weekend at Broomfield 9.	Medium
Chelmsford	Long distance path	Section F	Centenary Circle is a circular walking trail of approximately 32 km in length. The trail connects local areas on the outskirts of Chelmsford.	Low
Chelmsford	Long distance path	Section F	St Peter's Way is a walking trail of approximately 72 km in length. The trail connects settlements across three districts, between Bradwell on Sea in Maldon District and Chipping Ongar in Epping Forest District. Selected PRow survey noted three walkers during weekday and 11 walkers during weekend at Margaretting 13.	Medium
Brentwood	PRow	Section F and Section G	There are 12 footpaths and four bridleways located within the Local Study Area. Selected PRow survey noted the following usage:	Low

Local Planning Authority	Asset Class	Project Section	Name / Description	Sensitivity
			- No usage during weekday, and four pedestrians and two cyclists during weekend for Ingatestone and Fryerning 43 25 pedestrians during weekday, and 24 pedestrians during weekend for Brentwood 96 - Two pedestrians and two horse-riders during weekday, and seven pedestrians and three cyclists during weekend for Brentwood 53 - Four pedestrians during weekday, and 14 pedestrians, four cyclists and five horse-riders during weekend for Little Burstead 17 - No usage during weekday or weekend for Little Burstead 56.	
Basildon	PRoW	Section G	There are eight footpaths, two byways and two bridleways located within the Local Study Area.	Low
Thurrock	PRoW	Section H	There are 21 footpaths and three bridleways located within the Local Study Area. Selected PRoW survey noted the following usage: - No usage during weekday or weekend for Footpath 91 25 pedestrians during weekday for Footpath 84 45 pedestrians and two cyclists during weekday, and 71 pedestrians and one cyclist during weekend for both Footpath 11 and Footpath 12 33 pedestrians during weekday, and 14 pedestrians and one cyclist during weekend for Footpath 12 at Saffron Bridge - Eight pedestrians during weekday, and three pedestrians and three cyclists during weekend for Bridleway 63	Low

Local Visitor Accommodation Bedspace

- 15.5.32
- According to visitor accommodation occupancy survey data released by VisitBritain in 2024 (VisitBritain, 2024), visitor accommodation reached its highest occupancy rate of approximately 83% on average across serviced and non-serviced accommodation in the past 12 months in July 2024. In contrast, the lowest occupancy rate was approximately 67% in January 2024.
- 15.5.33
- The number of bedspaces (both serviced and non-serviced accommodation) across the Wider Study Area is presented in Table 15.18. This data is taken from the most recent accommodation census undertaken by VisitBritain (2016).
- 15.5.34
- When applying the 2016 England visitor accommodation bedspace numbers in the Wider Study Area to the November 2023 to October 2024 bedspace occupancy rate, this suggests there were likely approximately 10,215 and 19,830 surplus bedspaces during peak and off-peak months (i.e. July and January) in the Wider Study Area respectively. Given the high capacity of visitor accommodation bedspaces available in the Wider Study Area, the sensitivity is considered to be low.

Table 15.18 Bedspaces in serviced and non-serviced accommodation in 2016

Type of Accommodation	Wider Study Area	East of England	England
Hotels and similar establishments	28,347	111,884	1,784,272
Total serviced accommodation	28,347	111,884	1,784,272
Holiday dwellings	1,895	17,684	327,915
Caravans and campsites	29,700	52,680	916,258
Other collective accommodation	151	3,232	158,252
Total non-serviced accommodation	31,746	73,596	1,402,425
Total serviced and non-serviced accommodation	60,093	185,480	3,186,697

Note: West Suffolk was established in 2019 through the merge of Forest Heath and St. Edmundsbury. As a result, the visitor accommodation bedspace data for West Suffolk is derived from the combined data of these former administrative districts.

Source: VisitBritain, 2016

Planning and Development

- 15.5.35
- A review of planning applications has been undertaken by reviewing Chapter 17: Cumulative Effects (document reference 6.17) [\(Revision B\)](#), Appendix C.1: Committed Developments Overlapping with Order Limits within the Planning Statement (document reference 5.6) [\(Revision B\)](#), and local development plans to identify potential developments that may be impacted by the Project. The results of this review are detailed in this section of the chapter.

Planning Applications

- 15.5.36 There are a number of planning applications with planning approval or pending decision located within the Local Study Area which have not been constructed at the time of writing this assessment. A summary of the planning applications identified is outlined below, with detailed information provided in Appendix A: Committed Developments Overlapping with Order Limits of the Planning Statement (document reference 5.6) [\(Revision B\)](#).
- A total of eight planning applications are identified within South Norfolk (Section A) with sensitivity ranging from low to high
 - A total of 16 planning applications are identified within Mid Suffolk (Section B) with sensitivity ranging from low to medium
 - A total of two planning applications are identified within Babergh (Section C) with low sensitivity
 - A total of one planning application is identified within Colchester (Section C) and one within Colchester (Section D) with sensitivity ranging from low to medium
 - A total of eight planning applications are identified within Tendring (Section C) with sensitivity ranging from low to high
 - A total of seven planning applications are identified within Braintree (Section E) with sensitivity ranging from low to medium
 - A total of four planning applications are identified within Chelmsford (Section F) with sensitivity ranging from low to high
 - A total of four planning applications are identified within Brentwood (Section G) with sensitivity ranging from low to medium
 - A total of two planning applications are identified within Basildon (Section G) with sensitivity ranging from low to medium
 - A total of ten planning applications are identified within Thurrock (Section H) with sensitivity ranging from low to high.

Local Plan Allocations

- 15.5.37 This section describes relevant Local Plan allocations and emerging Local Plan allocations that fall within the Local Study Area which have not been constructed at the time of writing this assessment.
- Billericay, Queen's Park (Basildon - Section G)
- 15.5.38 The emerging Basildon Local Plan (Basildon Council, 2024) proposes a housing allocation north of Queen's Park (Allocation AS1). There are no detailed proposals for potential housing capacity of this site at this stage. This allocation is of local importance with a low sensitivity.
- Dunton Hills Garden Village (Brentwood - Section G)
- 15.5.39 There is a proposal to develop Dunton Hills Family Golf Centre and the predominantly arable land to the north into Dunton Hills Garden Village. This was identified in the Brentwood Local Plan 2016-2033 (Brentwood Borough Council, 2022) for the development of homes, community, retail and employment. In the

approved outline planning application (ref. 21/01525/OUT, validated September 2021), it is proposed to construct a garden community with 3,700 new dwellings and associated infrastructure including schools, nurseries, and sports facilities. The supplementary ES dated August 2022 (Lichfields, 2022) assumed a construction programme of up to 17 years between 2024 and 2041. This allocation is of local importance with a low sensitivity.

Land West of West Mayne (Basildon - Section G)

- 15.5.40 The emerging Basildon Local Plan (Basildon Council, 2024) proposes a housing allocation west of West Mayne with a potential capacity of 1,800 houses (Allocation H11). This allocation is of local importance with a low sensitivity.

Future Baseline

- 15.5.41 The future baseline relates to known or anticipated changes to the current baseline in the future which should be assessed as part of the Project in the ES (Volume 6 of the DCO application).

Employment and Economic Activity Projections

- 15.5.42 The projected population change in the different geographical areas is detailed in Table 15.19. These figures are based on mid-2018 population estimates. The data suggests the population within the Wider Study Area would increase across the duration of construction of the Project, with this increase being at a higher rate than the projected population change of the East of England region and for England as a whole.

Table 15.19 Population change projection compared to 2024

Geographical Area	Project Years	
	2027 Construction Start Year	2031 Fully Operational
Wider Study Area	+1.5%	+3.4%
East of England	+1.2%	+2.6%
England	+1.2%	+2.7%

Note: West Suffolk was established in 2019 through the merge of Forest Heath and St. Edmundsbury. As a result, the population projection data for West Suffolk is derived from the combined data of these former administrative districts.

Source: ONS, 2019

- 15.5.43 The data provided in Table 15.20 highlights projected demographic changes between the construction start year (2027) and the year when the Project is fully operational (2031). The Wider Study Area, East of England and England are expected to see a decline in the percentage of people aged under 15 years. Conversely, the population aged 65 and over is projected to increase significantly across the geographic areas, indicating an ageing population trend. The working-age population (15-64 years)

shows a slight increase in all regions, though the increase is more modest in comparison to the ageing population growth.

- 15.5.44 The projected slight increase in working-age population (15-64 years) in the Wider Study Area could potentially provide a good supply of labour force to support economic growth in the region. However, there is also growth in the older age population. This could increase pressure on the demand for community facilities, especially for health, medical and adult social care.

Table 15.20 Projected change in age profile compared to 2024

	2027 Construction Start Year			2031 Fully Operational		
	Percentage aged under 15 years	Percentage aged 15-64 years	Percentage aged 65+ years	Percentage aged under 15 years	Percentage aged 15-64 years	Percentage aged 65+ years
Wider Study Area	-1.3%	+1.1%	+5.3%	-2.9%	+1.8%	+13.6%
East of England	-2.2%	+0.7%	+5.7%	-4.9%	+0.9%	+14.4%
England	-2.2%	+0.7%	+6.1%	-4.7%	+0.9%	+15.2%

Source: ONS, 2019

Community Facility Projections

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

Business, Recreation and Tourism Projections

- 15.5.46 The future baseline in relation to businesses, recreation and tourism assets is not considered likely to change materially from the baseline already described.
- 15.5.47 There are many external factors which affect the tourism economy. In recent years these have included Brexit and changing entry rules to the UK, the Covid-19 pandemic, and the rising price of energy / cost of living crisis which has affected people's choice of holiday destinations. Other factors include economic uncertainty, foreign exchange rates, employment costs and weather patterns.
- 15.5.48 In 2024, the government set out their new approach to tourism in a speech at a tourism industry conference (Department for Culture, Media and Sport, 2024). This included an aspiration for visitor numbers to the UK to reach 50 million by 2030. There are plans to publish a tourism growth strategy later in 2025.
- 15.5.49 The targeted and anticipated increase in tourism suggests that there may be a corresponding rise in the demand for tourism-related services within the region, necessitating the expansion of such services to accommodate this growth.

Planning and Development

- 15.5.50 The future baseline in relation to planning and development is detailed in the 'Existing Baseline' section above, with the purpose of identifying potential future developments.

15.6 Proposed Mitigation

- 15.6.1 The approach to mitigation including a description of the mitigation hierarchy is set out in Chapter 5: EIA Approach and Method (document reference 6.5) [\(Revision B\)](#). Three types of mitigation have been incorporated into the Project and assessment: embedded, standard and additional environmental mitigation.

Embedded Mitigation

- 15.6.2 Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable.
- 15.6.3 National Grid has also embedded measures into the design of the Project to avoid or reduce significant effects that may otherwise be experienced during construction and operation (and maintenance) of the Project.
- 15.6.4 Embedded measures are those that are intrinsic to and built into the design of the Project, which are presented in Table 4.2 of Chapter 4: Project Description (document reference 6.4) [\(Revision B\)](#). Embedded measures relevant to Socio-economics, Recreation and Tourism are summarised below:
- Underground cabling at four locations instead of overhead line, including (but not limited to) areas through the Dedham Vale National Landscape, and areas located immediately north and south of the Dedham Vale National Landscape. This aims to minimise permanent visual effects and associated knock-on effects on recreation and tourism assets
 - Avoidance of community facilities, businesses, tourism, and recreational assets as far as practicable through the corridor and routing studies.

Standard Mitigation

- 15.6.5 Standard mitigation measures, comprising management activities and techniques, would be implemented during construction of the Project to limit effects through adherence to good site practices and achieving legal compliance.
- 15.6.6 The Outline Code of Construction Practice (CoCP) (document reference 7.2) [\(Revision G\)](#) contains relevant standard mitigation measures relating to Socio-economics, Recreation and Tourism. Note that measures have been assigned references, for example (GG01). For ease of cross-reference, these align with the references provided in Table 6.1 of the Outline CoCP (document reference 7.2) [\(Revision G\)](#). These measures include but are not limited to:
- GG10: The Project will be constructed in compliance with required Environmental Control Plans ~~appended to the CoCP, including the Outline plans during precommencement activities~~. Those anticipated to be required, at this stage are outlined in paragraphs 6.2.3 and 6.2.4 (of the Outline CoCP (document reference 7.2) [\(Revision G\)](#))

- S01: Provision of training to construction workers, particularly in relation to working hours and the management of emissions (dust, noise, vibration, etc)
- S02: PRowS crossing the working areas will be managed in discussion with the relevant LPAs and potential temporary closures and diversions applied, where required. Road closures and diversions will be kept as brief as possible, with alternative routes maintained where practicable. Access disruption would be reduced while construction activities occur where practicable. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns. Management of PRow during construction is detailed in the Outline PRow Management Plan (document reference 7.6) [\(Revision D\)](#)
- S03: Where community facilities, businesses, tourism, and recreational assets cannot be avoided and fall within the Order Limits, access to these affected assets will be maintained where practicable. In the case of closures, appropriate access arrangements, including temporary diversion will be provided. Advance notice signage will be erected regarding route diversion. These notice boards will be erected prior to and throughout the construction period
- S04: Engagement will take place between National Grid, its Main Works Contractor(s) and developers of other planning applications within the Order Limits. Engagement will occur throughout the pre-construction and construction phase of the Project to understand the construction programme of relevant planning applications where available. Access to land where construction is proposed for planning applications that fall within the Order Limits will be maintained.

15.6.7 The Outline CoCP (document reference 7.2) [\(Revision G\)](#) is secured by Requirement 4 of the draft DCO (document reference 3.1) [\(Revision G\)](#) which requires the Main Works Contractor(s) to prepare the CoCP to discharge the Requirement.

Additional Mitigation

15.6.8 Additional mitigation comprises measures over and above any embedded and standard mitigation measures, for which assessment within this ES (Volume 6 of the DCO application) has identified a requirement to further reduce significant environmental effects.

15.6.9 As a result of the assessment within the ES (Volume 6 of the DCO application), as defined in Section 15.7, the following additional mitigation is required:

- S05: National Grid would seek to work with event organisers to minimise disruption to events, such as the Little Bromley 10 km Run, Corbeau Seats Rally, Tour de Tendring, and Ford Ride London-Essex 100. Given the uncertainty surrounding whether these events would proceed as planned, event organisers are encouraged to contact National Grid in advance of their event to ensure effective coordination and support
- ~~S06: With respect to the confirmed impact of the Project as an obstacle within Low Flying Areas 5 and 10, the Defence Infrastructure Organisation has advised that the Ministry of Defence will require a condition to any consent issued requiring that sufficient data is submitted to ensure Project structures can be accurately charted to enable deconfliction with military aviation.~~

- 15.6.10 The Outline CoCP (document reference 7.2) [\(Revision G\)](#) is secured by Requirement 4 of the draft DCO (document reference 3.1) [\(Revision G\)](#). This will require the Main Works Contractor(s) to prepare the CoCP 'substantially in accordance with' the Outline CoCP to discharge the Requirement.
- 15.6.11 In addition to the above, mitigation measures from other relevant chapters that would also provide mitigation for Socio-economics, Recreation and Tourism effects are detailed in the following environmental topic chapters and the Outline CoCP (document reference 7.2) [\(Revision G\)](#):
- Chapter 7: Air Quality (document reference 6.7) [\(Revision B\)](#)
 - Chapter 10: Health and Wellbeing (document reference 6.10) [\(Revision C\)](#)
 - Chapter 13: Landscape and Visual (document reference 6.13) [\(Revision B\)](#)
 - Chapter 14: Noise and Vibration (document reference 6.14) [\(Revision B\)](#)
 - Chapter 16: Traffic and Transport (document reference 6.16) [\(Revision B\)](#).

15.7 Residual Effects

- 15.7.1 The likely significant effects of the Project have been assessed using current available data relating to both the construction and operation (and maintenance) phases of the Project. The residual effects are outlined below. As previously stated, this section assumes that all mitigation – embedded (design measures), standard practice, and any additional mitigation measures are in place before assessing the effects. This is in accordance with guidance from IEMA as part of preparing a proportional assessment (IEMA, 2024).

Construction

Local Economy

Direct Impacts

- 15.7.2 National Grid has estimated the capital cost of the Project to be in the region of £894 million (based on 2020-2021 prices), which would average around £178.8 million per annum, assuming expenditure occurs from 2026 to 2030 as a worst-case scenario.
- 15.7.3 From National Grid's previous experience with similar projects, it is expected that around 65% of the Project cost would be spent on civil engineering works (e.g. excavations, foundations, construction and reinstatement) and around 35% on plant and equipment (e.g. pylon materials, conductors and cables). Whilst it is possible that some of the civil engineering works could be tendered to specific contractors from outside the UK, it is assumed at this stage that all of the civil engineering work would be undertaken by UK based contractors. It would also be expected that some of the plant and equipment would be sourced from UK suppliers. However, previous experience suggests that much of the plant and equipment supply would come from outside of the UK. These assumptions would see around £581.1 million of net spend in the UK economy (approximately £116.2 million per annum) through the civil engineering contracts.

- 15.7.4 As detailed in Table 15.12 the construction industry in the UK had a turnover of £346.6 billion in 2022, with £62.5 billion of this being on civil engineering projects and £3.0 billion being on construction projects for electricity or telecommunications projects. At the national level, construction spend of £116.2 million would represent just 0.2% of construction turnover in the UK, 0.9% of turnover of construction projects in civil engineering and 19.4% of turnover of construction projects for electricity and telecommunications. The Project would therefore represent a very small contribution to the economy at the UK level in terms of overall spend.
- 15.7.5 At the regional level, the construction sector had a turnover of £40.2 billion in 2022, with £7.7 billion of this being on civil engineering projects (note: no data is available at the regional level for the turnover of construction projects for electricity or telecommunications projects). A construction spend of £116.2 million would represent approximately 1.4% of turnover of all construction work in the East of England and 7.5% of turnover of construction projects in civil engineering. Again, the contribution of the Project to the economy at regional level is considered to be very low.
- 15.7.6 Until contracts are let for the construction work, it is not possible to know how much of the construction spend would be within the local economy (i.e. Wider Study Area). Given that much of the spend is anticipated to go to specialist contractors who may not be based in the local area, it is expected that direct impacts would be very low to low beneficial at best.

Indirect Impacts

- 15.7.7 The Project may source materials and services from the local area, which could boost the local economy indirectly during construction. Examples could include construction supplies such as skip hire, fencing and planting for landscaping. Material supply and demand would vary significantly, and it is not possible to specify sources at the time of submission of the DCO application. Given the limited effects that the Project would have on local material supply and services, the Project is unlikely to have a significant impact on the local economy during construction.

Induced Impacts

- 15.7.8 There could also be a minor benefit to the local economy in terms of the construction workforce spending money in the form of accommodation and food (induced spend). Based on the approximate workforce presented in Chapter 4: Project Description (document reference 6.4) **(Revision B)**, the maximum peak day construction workforce is anticipated to be approximately 1,720 FTE. This is a relatively modest number when compared to large-scale developments in other sectors.
- 15.7.9 Previous National Grid project experience indicates that these workers would be split between around 10% from the local area and 90% who would travel into the area from elsewhere. Assuming an average of around 1,720 FTE workers on site at any one time, this would equate to an average of 172 local workers and 1,548 non-local workers.
- 15.7.10 For those workers who would travel into the area (i.e. non-local workers), National Grid estimates that they would each spend an average of £65 per day on accommodation, food and other local services (see Paragraph 15.4.17). For the main construction period (48 months), this would generate approximately £100,620 per day to the economy, or approximately £26.2 million per year or £104.6 million over

the construction period in total (based on an assumed average spend of £65 per working day per non-local worker, and 260 working days per year).

- 15.7.11 With the size of the regional economies in the Wider Study Area (for example, the tourism spend was £4.7 billion in East of England in 2019 (VisitEngland, 2019)), an approximate spend per year by non-local workers and the support of 172 local jobs is considered to be a negligible contribution. In addition, due to the linear and rolling nature of the works the construction workforce would not be concentrated in one particular area for a significant amount of time. Therefore, workforce spending is not expected to provide a significant contribution to the local economy.

Overall Residual Effects on Local Economy

- 15.7.12 In summary, with a medium sensitivity of the Wider Study Area economy and very low to low magnitude of impact, the potential effect on the local economy would be **temporary, short-term, negligible to minor beneficial and not significant**.

Local Employment

- 15.7.13 The majority of construction activities would require trained specialists who are qualified to work on high voltage electricity lines. These are typically sourced from National Grid's existing pool of approved contractors. However, from experience with other National Grid projects, it is likely that a minimum of 10% of the workforce would be sourced from the local labour market. These could, for example, have less specialist roles such as security workers and delivery drivers. This level of local employment, based on the assumption of approximately 4,800 construction jobs throughout the four-year construction period, could result in a total job demand of approximately 480 jobs locally, which could be accommodated from the local labour pool based on the data presented in Table 15.11.
- 15.7.14 Given the relatively low numbers of construction workers to be employed on the Project across the approximate 180 km route, and the requirement for workers to be experienced in working on high voltage electricity lines, the potential impact on jobs and employment is likely to be very low and beneficial in magnitude. With a medium sensitivity on the local employment, the potential effects on jobs and employment within the Wider Study Area during construction would be **temporary, short-term, negligible beneficial and not significant**.

Tourism Economy

- 15.7.15 Tourism is a key contributor to the local economy, providing employment for the local workforce. During the construction phase, there is potential for temporary impacts arising from changes in air quality (e.g., dust), noise levels, visual amenity, and traffic congestion, which may influence tourists' perception of the area. Due to the linear nature of the Project, these potential impacts are expected to be short-term in most locations and confined to the construction phase. The construction standard mitigation measures outlined in both the Outline CoCP (document reference 7.2) [\(Revision G\)](#) and Outline CTMP (document reference 7.3) [\(Revision F\)](#) are anticipated to mitigate potential construction air quality effects and mitigate the majority of construction noise and traffic and transport related effects.
- 15.7.16 Appendix 13.3 Visual Baseline and Assessment (document reference 6.13.A3) [\(Revision B\)](#) predicts potential significant adverse effects during construction for visual receptors within all of the Visual Receptor Areas which would be directly

affected by the Project. Significant visual effects are expected to extend up to approximately 1.5 km in some instances. Chapter 14: Noise and Vibration (document reference 6.14) [\(Revision B\)](#) identifies potential significant adverse effects during construction on Bentley Road from the potential construction traffic noise. Chapter 16: Traffic and Transport (document reference 6.16) [\(Revision B\)](#) identifies potential significant adverse effects in relation to driver delay for 12 Primary Access Routes (PARs), public transport passenger delay for 12 PARs, and changes to pedestrian, cyclists and horse-rider amenity for nine PARs.

- 15.7.17 While it is acknowledged that there are significant residual visual changes, construction traffic noise and changes in journey and amenity at particular locations anticipated as a result of the Project, these effects are not expected to affect the Wider Study Area as a whole and are unlikely to deter visitors or substantially alter the appeal of the destination for tourists in the Wider Study Area. The Wider Study Area's key attractions and its overall character are not anticipated to be diminished. Therefore, while the visual effects along the route, construction traffic noise on Bentley Road, and driver delay, public transport passenger delay and changes to pedestrian, cyclists and horse-rider amenity at particular locations are recognised, they are not expected to materially affect the tourism economy in the Wider Study Area.
- 15.7.18 Therefore, the potential impact on the tourism economy is expected to be low. Considering the medium sensitivity of the local economy, the potential effects on the tourism economy within the Wider Study Area during construction are assessed as **temporary, short-term, negligible adverse and not significant**.
- 15.7.19 The potential effects on visitor accommodation are outlined in Table 15.22 and Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1) [\(Revision B\)](#). Additionally, any potential impacts on standalone visitor accommodation are not anticipated to have a significant effect on the tourism economy within the Wider Study Area.

Community Facilities

- 15.7.20 The residual construction effects for community facilities located within the Local Study Area are reported in Table 15.21.

Table 15.21 Residual construction effects on community facilities within the Local Study Area

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Bullen Lane Allotment (Section B)	High	There would be no land acquisition required during construction. The direct access to the allotment falls within the Order Limits. However, no construction works have been proposed along the allotment access. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the allotment would be maintained during construction. The magnitude of impact is considered to be very low.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The residual construction effect would be temporary, short-term, minor adverse and not significant .
Equine centre - Writtle University College (Section F)	High	There would be temporary acquisition of land from three parcels of equestrian fields from the equine centre during the construction phase for temporary third-party work (i.e. UK Power Networks (UKPN) 11 kV diversion). There would also be a temporary acquisition of the access road to the equine centre to enable temporary construction access between Cow Watering Lane and the construction area of the proposed pylons and overhead lines. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the operational buildings themselves would be maintained during construction. Access to the remainder of the site (i.e. a further five equestrian fields) would also be maintained during construction. Therefore, a minor temporary loss of elements of the site, with adequate provision for accessibility, is anticipated during construction, resulting in a low adverse impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
St Mary's Church, Buttsbury (Section G)	High	There would be no land acquisition required during construction. The direct access to the place of worship falls within the Order Limits for the proposed temporary third-party work (i.e. UKPN 11 kV undergrounding cabling work). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the place of worship would be maintained during construction, with a very low magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Woodland Schools - Hutton Manor and Little Acorns (Section G)	High	There would be temporary acquisition of land from a majority of the sports pitches and sports ground within the nursery and primary school during construction as temporary construction access for temporary third-party work (i.e. UKPN dismantling work). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), construction access within the school would be managed with periodic disruption to the sports ground. However,

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		the eastern section of the sports ground which falls beyond the Order Limits is not anticipated to be affected. A separate discussion with the school would be undertaken prior and during construction to manage access and minimise disruption, with a low adverse magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.

Business, Recreation and Tourism Assets

- 15.7.21 The residual construction effects for business, recreation and tourism assets located within the Local Study Area and/or 3 km Study Area are reported in this section.

Built and Other Assets

- 15.7.22 The residual construction effects for built and other assets located within the Local Study Area are reported in Table 15.22. In addition to the effects reported in this table, there could also be indirect economic effects on individual businesses, for example, loss of business to visitor accommodation during construction. These matters are addressed outside of the EIA, through individual discussions with landowners, and are not considered further here.

Table 15.22 Potential residual construction effect on built and other assets

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Western Ways Horsemanship and Stud (Section A)	Low	There would be temporary acquisition of land from the south-eastern edge of the equestrian centre for temporary third-party work (i.e. UKPN 11 kV dismantling and undergrounding cabling work). Given that the potential temporary land take would be located beyond the operational land, access to the operational land would not be affected, and therefore a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Red Brick Retreat (Section B)	Low	There would be no land acquisition required during construction. The direct access to the business falls within the Order Limits during construction for vegetation clearance (i.e. temporary bellmouth enabling work). There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F),

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		access to the business would be maintained during construction, air quality and noise effects would be mitigated (not significant). Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (moderate adverse) for receptors within 500 m of the Order Limits from the A143 near The Grange. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential visual impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Little Green Wedding Barn (Section B)	Low	There would be no land acquisition required during construction. The direct access to the business falls within the Order Limits during construction for temporary third-party works (i.e. UKPN undergrounding cabling works). There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, air quality and noise effects would be mitigated (not significant). Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits from the A143 near The Grange. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential visual impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Doves Barn (Section B)	Medium	There would be temporary acquisition of access in relation to an existing access track located at the western edge of the visitor accommodation. However, no physical works are proposed here during construction. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits.

Receptor/ Project Section	Sensitivity Residual Construction Effect	
		Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, air quality and noise effects would be mitigated (not significant). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, there is existing vegetation and properties which could screen or filter views. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a low magnitude of impact, driven by the potential visual impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Middle Farm Lakes (Section B)	Low	The direct access to the business falls within the Order Limits for temporary construction access. There would be no land acquisition of the angling lakes required during construction. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, with a low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Finjaro Guest House (Section C)	Low	There would be no land acquisition required during construction. The direct access to the business along Valley Farm Drive falls within the Order Limits during construction for UKPN tower access. There are proposed third-party works (i.e., UKPN 11 kV dismantling and undergrounding work) adjacent to the business. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, air quality and noise effects would be mitigated (not significant). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B)

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, land take or access disruption to the business is not anticipated. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential visual impact. The potential residual construction effect would be temporary, short-term, minor adverse and not significant.
Hintlesham Fisheries (Section C)	Low	There would be temporary acquisition of land of one angling lake and an access road for temporary third-party work (i.e. UKPN dismantling and undergrounding cabling work). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), access to the angling club would be maintained with managed periods of disruption to the angling lake located within the Order Limits. However, the angling business is not anticipated to be fully affected during construction, with a medium magnitude of impact. However, the nature of work is likely to be short-term. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Vauxhall Christian Trust (Section C)	Low	The direct access to the campsite falls within the Order Limits. There would be no land acquisition required from the campsite during construction, and no physical works are proposed. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), access to the business would be maintained during construction, air quality and noise effects would be mitigated. Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, land take or access disruption is not anticipated. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential visual impact.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The residual construction effect would be temporary, short-term, minor adverse and not significant .
Raydon Wings (Section C)	Low	There would be temporary acquisition of land from the runway for underground cabling work. Disruption to the airfield within the Order Limits during construction is likely. A separate discussion with the landowner would be undertaken prior to and during construction to manage access and minimise disruption. Temporary land take of the airfield would be required. Within the broader district, there are alternative airfields accessible for aviation recreational activities. Therefore, it is assessed that the potential temporary disruption is likely to have a medium magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant. Note: An aviation assessment is provided in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) (Revision C).
Stratford Hills Equestrian Centre (Section C)	Low	There would be temporary acquisition of land from the western-most equestrian fields associated with the business to construct the underground cables, temporary drainage and third-party work (i.e. UKPN pole uplifting). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction. In addition, no land take would be required from the operational equestrian fields located west of the A12 Ipswich Road, with a resulting low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Langham Hall Estate (Section C)	Low	There would be temporary acquisition of land of the majority of the northern fields associated with the Langham Hall Estate in order to construct the underground cables and temporary drainage. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the southern section of the business would be maintained and managed, air quality and noise effects would be mitigated (not significant).

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		Disruption to the northern section of the business within the Order Limits during construction is likely. A separate discussion with the landowner would be undertaken prior and during construction to manage access and minimise disruption. Temporary land take would be required. Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
God's House Farm (Section C)	Low	There would be temporary acquisition of land from the northern corner of two equestrian paddocks from the business to construct temporary drainage. Given that land acquisition would only be required from the northern corner of two equestrian paddocks, and that the majority of the farm would not be affected, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Little Bromley 10 km Run (Section C)	Low	There would be temporary disruption to road access around Little Bromley during construction mainly along Bentley Road, Ardleigh Road, Church Road, Barlon Road, Spratts Lane and Paynes Lane. This disruption may impact the event if the construction activities and the event share the same route and occur within the same timeframe. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and the additional mitigation proposed, National Grid would seek to work with event organisers to minimise disruption to the event, with a very low impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Corbeau Seats Rally (Section C)	Low	There would be temporary disruption to road access around Little Bromley and Ardleigh during construction. This disruption may impact the event if the construction activities and the event share the same route and occur within the same timeframe (it should be noted that this is a worst-case scenario as the event has not taken place since 2023 and there appear to be no current plans for it to be reinstated).

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and the additional mitigation, National Grid would seek to work with event organisers to minimise disruption to the event, with a very low impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Tour de Tendring (Section C)	Low	There would be temporary disruption to road access around Great Bromley during construction. This disruption may impact the event if the construction activities and the event share the same route and occur within the same timeframe. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and the additional mitigation, National Grid would seek to work with event organisers to minimise disruption to the event, with a very low impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Paxman's Angling Club – Home Farm (Section C)	Low	There would be temporary acquisition of land from the southern corner of the site and from the direct access to the business in order to construct the underground cables, haul roads and temporary third-party works (i.e. UKPN 11 kV and 33 kV works). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the angling club would be maintained with managed periods of disruption. Temporary closure of the angling club for a short period may be required to construct the proposed underground cables at the direct access, with a high magnitude of impact as a worst case scenario. A separate discussion with the landowner would be undertaken prior and during construction to manage access and minimise disruption. The residual construction effect would be temporary, short-term, moderate adverse and significant.
Fishing lake north-west of Ardleigh (Section C)	Low	There would be a permanent acquisition of land from the entire extent of the angling club to construct the proposed pylon and overhead line, with a high magnitude of impact. The residual construction effect would be permanent, long-term, moderate adverse and significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		(Note: Separate discussions are ongoing with the landowner regarding potential compensation and this matter falls outside the scope of the EIA.)
Ardleigh Caravan and Camping Park (Section C)	Medium	There would be temporary acquisition of land from the south-eastern corner of the business where the camping area is located. This is to enable the use of the land as a construction work area. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Land take from caravan fields and the majority of the camping field would not be required. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), air quality and noise effects would be mitigated. Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (moderate adverse) for receptors within 500 m of the Order Limits. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential land take and visual impact. The residual construction effect would be temporary, short-term, moderate adverse and significant.
Hot air balloon site at Ardleigh Showground (Section C)	Low	Although the Order Limits currently fall within the showground, it is understood that the Ardleigh Showground is currently under an approved mineral planning application. According to the latest satellite image, construction works at the Ardleigh Showground are likely to be underway. Hence, the launch site is not likely to be in use during the construction of the Project. Therefore, no impact is anticipated during construction. No effects are anticipated for this recreational site during construction. Note: An aviation assessment is provided in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) (Revision C).
Boxted Airfield Museum (Section C)	Low	There would be no land acquisition required from the site during construction. However, the direct access to the museum along a minor road, falls within the Order Limits during construction for permanent access. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F),

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		access to the museum would be maintained during construction, with a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Wharf Brewery (Section D)	Low	There would be temporary acquisition of land from the Wharf Brewery site to construct the overhead lines, undertake temporary third-party works (i.e. UKPN 11kV dismantling and undergrounding), and enable construction work areas and construction access. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the operational buildings of the brewery would be maintained during construction. A low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Houchins Wedding Venue (Section E)	Low	The direct access of the wedding venue falls within the Order Limits. However, no physical works are proposed. There would be no land acquisition required from the indoor or outdoor wedding business area during construction. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), access to the business would be maintained during construction air quality and noise effects would be mitigated (not significant). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, there is existing vegetation and property which could screen or filter views. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a low magnitude of impact, driven by the potential visual impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Houchins Fishing (Section E)	Low	The direct access of the angling club falls within the Order Limits. However, no physical works are proposed that

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		affect this access and there would be no land acquisition required from the angling lake itself during construction. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, with a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Essex Carp Syndicates – The Rise (note as temporarily closed on Google Maps) (Section E)	Low	There would be a temporary land acquisition from the western corner of the site to enable a construction work area. However, no land take would be required from the angling lake itself. The direct access to the angling club along a minor road falls within the Order Limits for construction access. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, with a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
All Motor Training Limited (Section E)	Medium	There would be temporary acquisition of land from the direct access to the business, as well as non-operational land of the business for temporary third-party works (i.e. UKPN 11kV dismantling and undergrounding). There would be no land acquisition required from the motor training ring itself (i.e. operational land) during construction. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction. Given that temporary land acquisition only relates to non-operational areas within the site, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Porters Farm (Section E)	Medium	There would be temporary acquisition of land from the central section of the dog walking area of the business for construction of overhead lines and temporary third-party works (i.e. British Telecom (BT) works). The direct access to the business also falls within the Order Limits for bellmouth construction. However, no physical works are proposed at the direct access.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		There would be no land acquisition required from the dog training or visitor accommodation area. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained with managed period disruption, air quality and noise effects would be mitigated. A separate discussion with the landowner would be undertaken prior and during construction to manage access and minimise disruption. Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential visual impact. The residual construction effect would be temporary, short-term, moderate adverse and significant.
White Notley Football Club (Section E)	Medium	There would be temporary acquisition of land from one of the two main football pitches used by the football club for temporary overhead line construction. Temporary closure of the football pitch may be required during construction due to safety reasons. Access to the second main football pitch and a further training pitch at the eastern extent would not be affected during construction. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), access to the football club and football pitch would be maintained with period of disruption to the western football pitch. A separate discussion with the landowner would be undertaken prior and during construction to manage access and minimise disruption during the overhead line stringing work. This is considered to result in a low magnitude of impact. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term. The residual construction effect would be temporary, short-term, negligible adverse and not significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Ford RideLondon - Essex 100 (Section F)	Medium	There would be temporary disruption to road access around west Chelmsford during construction. Disruption may impact the event if the construction activities and the event share the same route and occur within the same timeframe. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and the additional mitigation, National Grid would seek to work with event organisers to minimise disruption to the event, resulting in a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Essex International Jamboree (Section F)	High	There would be temporary land take from the field being used for the event for pylon construction, overhead line construction, provision of construction area and construction access. The proposed construction area cuts through the event field and it is likely that operation of the event would be affected should the International Jamboree occur within the construction timeframe of the Project, resulting in a high magnitude of impact. It is noted that the event was last held in 2024 and takes place every four years, with the next event expected to be held in 2028. The residual construction effect would be temporary, short-term, major adverse and significant. (Note: Separate discussion is ongoing regarding potential compensation and this matter falls outside the scope of the EIA.)
The Hare (Section F)	Low	The direct access to the restaurant falls within the bellmouth Order Limits. However, no physical works are proposed. No land take would be required from the operational areas of the restaurant. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, air quality and noise effects would be mitigated (not significant). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		Limits, there is existing vegetation which could screen or filter views. A low magnitude of impact is anticipated, driven by the potential visual impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Ariana Gardens (Section F)	Low	There would be no land acquisition required during construction. The direct access to the wedding venue falls within the Order Limits for construction access. However, no physical works are proposed. There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, air quality and noise effects would be mitigated (not significant). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, there is existing vegetation which could screen or filter views. A low adverse magnitude of impact is anticipated, driven by the potential visual impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Furness Farm House (Section F)	Low	There would be temporary land take from the agricultural fields for pylon construction, overhead line construction, provision of construction areas and construction access. However, no land take from the sports business has been identified. Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential visual impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		Potential effect on the farming business is reported in Chapter 6: Agriculture and Soils (document reference 6.6) (Revision B) .
Remus Memorial Horse Sanctuary (Section G)	Low	The direct access of the business falls within the Order Limits. However, no physical works are proposed. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained during construction, resulting in a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Oakleigh Farm Horse Livery Stables (Section G)	Low	There would be temporary acquisition of land from half of the equestrian paddocks during construction for pylon construction, overhead line construction, construction access and to enable temporary third-party works (i.e. UKPN dismantle and cabling works). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the northern section of the business would be managed via discussion with landowners prior and during construction. However, there would be temporary access disruption and restrictions to the equestrian fields located within the Order Limits, with a medium magnitude of impact. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Dunton Hills Family Golf Centre (Section G)	Low	There would be temporary acquisition of land relating to approximately a quarter of the site for the purposes of pylon construction, overhead line construction, construction access and to enable temporary third-party work (i.e. UKPN 132 kV dismantling works). Temporary closure of areas of the site may be required to enable construction activities, with a medium magnitude of impact. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Angling Lake West of Basildon (Section G)	Low	There would be temporary acquisition of land from the southern section of the angling lake for the purposes of

Receptor/ Project Section	Sensitivity Residual Construction Effect	
		overhead line construction and third-party work (i.e. UKPN dismantling works). Permanent closure of the lake as an angling site would be required as a result of the Project, with a high magnitude of impact. The residual construction effect would be permanent, long-term, moderate adverse and significant. (Note: Separate discussions are ongoing with the landowner regarding potential compensation and this matter falls outside the scope of the EIA.)
Eden Garden (Section G)	Low	There would be no land acquisition required from the wedding venue during construction. The direct access to the business falls within the Order Limits during construction for temporary third-party works (i.e. UKPN cabling work). There would be potential air quality and noise effects during construction due to the proximity of the business to the Order Limits. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F), access to the business would be maintained with managed period disruption, air quality and noise effects would be mitigated (not significant). A separate discussion with the landowner would be undertaken prior and during construction to manage access and minimise disruption. Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, there is existing vegetation which could screen or filter views. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact, driven by the potential visual impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Orsett Golf Course (Section H)	Medium	There would be temporary acquisition of land from the easternmost section of the golf course for pylon construction, overhead line construction, construction access and temporary third-party works (i.e. UKPN dismantling works). Temporary partial closure of the easternmost section of the business may be required due to safety reasons. The

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		majority of the golf course is not likely to be affected during construction, with a medium magnitude of impact. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term. The residual construction effect would be temporary, short-term, moderate adverse and significant.
Clearserve (Section H)	Low	There would be a permanent acquisition of land from the quarry to construct the proposed Tilbury North Substation permanent access route. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F), access to the quarry would be maintained during construction and access disruption minimised through discussion with the business owner. A definitive permanent access route to Tilbury North Substation is not known at the time of writing. However, the Project is proposing only to utilise the existing access road and the proposed infrastructure for the Project would be located beyond the boundary of the quarry. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term, with a medium magnitude of impact as a worst-case scenario. The residual construction effect would be permanent, long-term, minor adverse and not significant.
Thurrock Rugby Football Club (Section H)	Medium	The north-western corner of one of the five rugby pitches falls within the Order Limits. However, no physical works are proposed. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), access to Thurrock Rugby Football Club would be maintained during construction, resulting a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.

- 15.7.23 The potential residual effects for all built and other assets located within 3 km of the Local Study Area (i.e. not detailed in Table 15.22) are set out in Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1). In summary, information presented in the appendix shows that adverse effects on a number of receptors within the 3 km Study Area are anticipated during construction. However, these are anticipated to be **not significant** residual effects following the implementation of measures set out in the Outline CoCP (document reference 7.2) [\(Revision G\)](#) and Outline CTMP (document reference 7.3) [\(Revision F\)](#). An exception

is for Chase Farm Airstrip, where a **permanent, long-term, moderate adverse and significant** residual effect has been identified where the proposed construction of overhead lines is not likely to comply with the multi-factors parameters as detailed in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) [\(Revision C\)](#). Therefore, a permanent closure of the facility is anticipated. Technical aviation impacts arising from the Project, including the Chase Farm Airstrip, is provided in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) [\(Revision C\)](#).

Recreational Land

- 15.7.24 The residual construction effects on recreational land located within the Local Study Area are detailed in Table 15.23.

Table 15.23 Residual construction effect on recreational land

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Baynards Green (Section A)	Low	There is the potential for temporary acquisition of less than 1 hectare (ha) of land at Baynards Green as the buffer for the proposed construction works. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRoW Management Plan (document reference 7.6) (Revision D), access to the large majority of the CRoW land would be maintained, resulting in a low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
The Marsh (Section B)	Low	There is the potential for temporary acquisition of less than 1 hectare (ha) of land at The Marsh for the purpose of construction access for temporary third-party works (i.e. UKPN underground cabling works). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRoW Management Plan (document reference 7.6) (Revision D), access to the CRoW land would be maintained, resulting in a low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Mellis Common (Section B)	Low	There is the potential for temporary acquisition of less than 1 ha of land from Mellis Common to enable access for pylon construction, overhead line construction, construction access and temporary third-party works (i.e. UKPN dismantle and underground cabling works). However, tThe area of Mellis Common which falls within the Order Limits is a roadside verge and therefore not

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		likely to have regular recreational function. No direct impact is anticipated on recreational use. Given that road verges are not considered to have functional recreational purposes, no direct impact is anticipated on recreational use. The residual construction effect would be temporary, short-term, neutral and not significant.
Furze Way (Section B)	Low	There is the potential for the temporary acquisition of half of the Furze Way CRow land for construction access and to enable temporary third-party works (i.e. 11 kV dismantle and underground cabling works). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision D), access to parts of the CRow land would be maintained. However, access to half of the site is likely to be disrupted during the temporary third-party works due to safety reasons, with a medium magnitude of impact. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term. The residual construction effect would be temporary, short-term, minor adverse and not significant.
River Gipping (Section B)	Low	Construction works are proposed along either side of the riverbank. However, no physical works are proposed affecting river usage itself. Therefore, access along the river between RG165 and RG166 is not anticipated to be affected for the purpose of known river recreational activities in this area such as paddling and swimming, with no change anticipated. The residual construction effect would be temporary, short-term, neutral and not significant.
Barking Tye and Barking Recreation Ground (Section B)	Low	One of the existing access routes to Barking Tye / Barking Recreation Ground falls within the Order Limits. However, no physical works are proposed. Access to recreational areas would not be affected during construction. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to Barking Tye and Barking Recreation Ground would be maintained during construction, resulting in a very low magnitude of impact.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Dedham Vale National Landscape (Section C)	High	There would be a temporary acquisition of land from the Dedham Vale National Landscape to construct the underground cables for the Project, as well as other construction activities (e.g. construction access and temporary drainage). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), potential disruption would be minimised and access to the National Landscape would be maintained. In addition, the potential temporary disruption would affect a relatively small area of the National Landscape (approximately 205 ha out of the 9,000 ha of the National Landscape), and therefore the magnitude of impact would be low. The residual construction effect would be temporary, short-term, minor adverse and not significant.
River Stour (Section C)	Low	Given the proposed construction to be undertaken at the River Stour would be a trenchless crossing, no access disruption to the river is anticipated during construction. Recreational activities such as canoeing, paddling, and kayaking are not anticipated to be affected. Therefore, no change is anticipated during construction. The residual construction effect would be temporary, short-term, neutral and not significant.
Fishing lake north-west of Ardleigh (Section C)	Low	As stated in Table 15.22, the residual construction effect would be permanent, long-term, moderate adverse and significant. (Note: Separate discussion is ongoing regarding potential compensation and this matter falls outside the scope of the EIA.)
Ardleigh Reservoir (Section C)	Low	There is the potential for temporary land take from the north-eastern section of the reservoir site for overhead line construction and to enable temporary third-party works (i.e. 11 kV dismantling and underground cabling works). Access to the large majority of the reservoir for sailing and angling activities would be maintained. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), with a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Fordham Hall Estate (Section D)	Low	There is potential for temporary land take from the southern section of the wood for pylons, overhead lines, construction access construction and to enable temporary third-party works (i.e. 11 kV dismantling and underground cabling works). Access to the visitor car park and the northern section of the wood would be maintained. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), potential disruption would be minimised, with a medium magnitude of impact. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Maple Park (Section H)	Low	There is potential for temporary land take from the westernmost section of the park for pylons, overhead lines and construction access construction. Access to the large majority of the park would be maintained. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), potential disruption would be minimised, with a low magnitude of impact. Given the rolling nature of the linear works, the construction activities in any particular area are likely to be short-term. The residual construction effect would be temporary, short-term, negligible and not significant.

Recreational Routes

- 15.7.25 The residual construction effects on recreational routes located within the Local Study Area are detailed in Table 15.24 and Table 15.25. Management of PRow during construction is detailed in the Outline PRow Management Plan (document reference 7.6) [\(Revision D\)](#).

Table 15.24 Residual construction effects on PRow within the Local Study Area

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Forngett FP25	Low	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full

Receptor/ Project Section	Sensitivity	Residual Construction Effect
(within South Norfolk) (Section A)		duration of the construction works to facilitate haul road access. The full length of the PRow would also be temporarily closed and diverted for the working area for overhead conductor stringing for a maximum of two months. The diversion will result in an approximately 365 m increase in journey length. Overall, although access to this PRow would be managed during construction, the diversion will affect the full length of the PRow, a medium magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Ashwellthorpe FP5, Forngett FP26, Roydon South Norfolk FP2, Roydon South Norfolk FP4 and Roydon South Norfolk FP14 (within South Norfolk) (Section A)	Low to Medium	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works or a maximum of two months for specific construction activities. A short section of the following PRow would be temporarily closed and diverted during construction. • Ashwellthorpe FP5 – approximately 80 m increase in journey length for pylon working area for a maximum of 15 weeks • Forngett FP26 – approximately 20 m increase in journey length for pylon working area for a maximum of 15 weeks • Roydon South Norfolk FP2 – approximately 10 m increase in journey length for the drainage system for the duration of works • Roydon South Norfolk FP4 – approximately 45 m increase in journey length for crossing protection scaffolding for a maximum of two months, and trackway for a maximum of two months • Roydon South Norfolk FP14 – approximately 125 m increase in journey length for working area for overhead conductor stringing for a maximum of two months. Overall, access to the PRow would be managed during construction, and the diversion will only affect a short section of the PRow, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
W-121/006/0 (within Mid Suffolk) (Section B)	Low	The footpath would be temporarily closed, with managed access provided for a maximum of one month for overhead conductor stringing works.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The full length of the following PRow would be temporarily closed and diverted for the working area for overhead conductor stringing works for a maximum of two months. The diversion would result in an approximately 1.5 km increase in journey length. Overall, although access to the PRow would be managed during construction, the diversion would affect the full length of the PRow with an over 500 m increase in journey length, a high magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, moderate adverse and significant.
W-172/036/0, W-563/003/0 and W-370/054/0 (within Mid Suffolk) (Section B)	Low	The PRow would be temporarily closed, with managed access provided for overhead conductor stringing works for a maximum of one month or a maximum of three months for specific construction activities. The full length of the following PRow would be temporarily closed and diverted during construction. - W-172/036/0 (footpath) – approximately 130 m increase in journey length for temporary tower installation and dismantling for a maximum of three months, pylon working area for a maximum of 15 weeks, and crossing protection scaffolding for a maximum of two months - W-563/003/0 (footpath) – approximately 5 m increase in journey length for overhead conductor stringing for a maximum of one month - W-370/054/0 (footpath) – approximately 170 m increase in journey length for working area for overhead conductor stringing for a maximum of two months. Overall, although access to the PRow would be managed during construction, the diversion would affect the full length of the PRow, a medium magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, minor adverse and not significant.
W-129/025/0 (within Mid Suffolk) (Section B)	Low	The full length of the PRow would be temporarily closed and diverted during overhead conductor stringing works for a maximum of one month. The diversion would result in an approximately 1.3 km increase in journey length. The diversion would affect the full length of the PRow with an over 500 m increase in journey length, a high magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, moderate adverse and significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
W-203/048/0 (within Mid Suffolk) (Section B)	Low	The full length of the PRow would be temporarily closed and diverted during overhead conductor stringing works for a maximum of one month. The diversion is not anticipated to change the journey length. Although the diversion will affect the full length of the PRow, the proposed diversion would be located in proximity to the existing alignment with no change in journey length, with a low magnitude of impact anticipated. The residual construction effect would be temporary, short-term, negligible and not significant.
W-203/054/0 (within Mid Suffolk) (Section B)	Low	The PRow would be temporarily closed, with managed access provided for overhead conductor stringing works for a maximum of one month. The full length of the PRow would be temporarily closed and diverted during trackway for a maximum of two months, and crossing protection scaffolding for a maximum of two months. The diversion is not anticipated to change the journey length. Although the diversion would affect the full length of the PRow, the proposed diversion would be located in proximity to the existing alignment with no change in journey length, with a low magnitude of impact anticipated. The residual construction effect would be temporary, short-term, negligible and not significant.
W-426/003/0, W-389/002/0, W-172/027/0, W-246/011/0, W-563/001/0, W-392/046/0, W-209/006/0, W-209/014/0, W-117/023/0, W-129/016/0, W-129/018/0, W-418/031/0, W-418/058/0, W-472/027/0, W-172/022/0 and W-117/013/0 (within Mid Suffolk)	Low	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access or a maximum of three months for specific construction activities. A short section of the following PRow would be temporarily closed and diverted during construction. - W-426/003/0 (footpath) – approximately 160 m increase in journey length for working area for overhead conductor stringing for a maximum of two months - W-389/002/0 (footpath) – approximately 3 m increase in journey length during underground cable installation for a maximum of three days - W-172/027/0 (footpath) – approximately 80 m increase in journey length for working area for overhead conductor stringing for a maximum of two months - W-246/011/0 (footpath) – approximately 390 m increase in journey length for working area for

Receptor/ Project Section	Sensitivity Residual Construction Effect
(Section B)	overhead conductor stringing for a maximum of two months, and crossing protection scaffolding for a maximum of two months - W-563/001/0 (footpath) – approximately 5 m increase in journey length for the drainage system for the duration of works - W-392/046/0 (footpath) – approximately 90 m increase in journey length for working area for overhead conductor stringing for a maximum of two months, and drainage system for the duration of works - W-209/006/0 (footpath) – approximately 25 m increase in journey length for pylon working area for a maximum of 15 weeks - W-209/014/0 (footpath) – approximately 120 m increase in journey length for working area for overhead conductor stringing for a maximum of two months - W-117/023/0 (footpath) – approximately 2 m increase (reduction) in journey length during underground cable installation for a maximum of three days - W-129/016/0 (footpath) – approximately 220 m increase in journey length for working area for overhead conductor stringing for a maximum of two months - W-129/018/0 (footpath) – approximately 20 m increase in journey length for pylon working area for a maximum of 15 weeks - W-472/027/0 (footpath) – approximately 230 m increase in journey length for the working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks - W-172/022/0 (bridleway) – approximately 25 m increase in journey length for existing 11 kV overhead line dismantling for a maximum of one day, and underground 11 kV cable installation for a maximum of two days - W-117/013/0 (bridleway) – approximately 95 m increase in journey length during underground cable installation for a maximum of three days, underground 11 kV cable installation for a maximum of 10 days, and working area for overhead conductor stringing for a maximum of two months. Overall, access to the PRow would be managed during construction, and the diversion would only affect a short

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		section of the PRoW, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible and not significant.
W-418/031/0, W-418/058/0 and W/392/059/0 (within Mid Suffolk) (Section B)	Low	The PRoW would be temporarily closed, with a diversion in place during the duration of the construction works for haul road access. The diversion includes: - W-418/031/0 (footpath) – approximately 2 m increase in journey length - W-418/058/0 (footpath) – approximately 10 m increase in journey length - W-392/059/0 (byway open to all) – approximately 25 m increase in journey length Overall, the diversion would only affect a short section of the PRoW, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
W-486/003/0 (within Babergh) (Section C)	Low	The footpath would be temporarily closed, with managed access provided for a number of construction activities with the longest duration of a maximum of two months. The full length of the footpath would be temporarily closed and diverted during working area for overhead conductor stringing for a maximum of two months and crossing protection scaffolding for a maximum of two months. The diversion would result in an approximately 60 m increase in journey length. Overall, although access to this footpath would be managed during construction, the diversion would affect the full length of the footpath, a medium magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, minor adverse and not significant.
W-155/039/A, W-543/003/0, W-543/002/0, W-438/007/0, W-284/006/0, W-323/010/0 and W-284/014/0 (within Babergh) (Section B and Section C)	Low	The PRoW would be temporarily closed, with managed access provided for overhead conductor stringing works for a maximum of one month or a maximum of three months for specific construction activities A short section of the following PRoW would be temporarily closed and diverted during construction. W-155/039/A (footpath) – approximately 15 m increase in journey length during underground 11 kV cable installation for a maximum of one day, and existing overhead conductor modification and Cable Sealing End Platform work area for a maximum of nine days

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		- W-543/003/0 (footpath) – approximately 20 m increase in journey length for working area for overhead conductor stringing for a maximum of two months - W-543/002/0 (footpath) – approximately 200 m increase in journey length for working area for overhead conductor stringing for a maximum of two months - W-284/006/0 (footpath) – approximately 30 m increase in journey length for a temporary drainage pond for the duration of works - W-323/010/0 (footpath) – approximately 80 m increase in journey length for the temporary construction compound for a maximum of five years - W-284/014/0 (bridleway) – approximately 150 m increase in journey length for the working area for overhead conductor stringing for a maximum of two months. Overall, access to the PRoW would be managed during construction, and the diversion would only affect a short section of the PRoW, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
W-438/007/0 (within Babergh) (Section C)	Low	A short section of the footpath would be temporarily closed and diverted during underground cable installation for a maximum of one month, and haul road access for the duration of works. The diversion would result in an approximately 90 m increase in journey length. Access to the footpath would only affect a short section of the PRoW, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Little Bromley 15 (within Tendring) (Section C)	Low	The footpath would be temporarily closed, with managed access provided for a maximum of one month for various construction activities. The northern end of the existing footpath would be permanently closed to facilitate the highway widening. This results in a permanent shortening of the footpath by approximately 10 m such that the end of the footpath meets the proposed new road verge. Overall, access to the PRoW would be managed during construction, and the permanent closure would only affect a short section of the PRoW at the northern end, a low magnitude of impact is anticipated.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The residual construction effect would be permanent, long-term, negligible adverse and not significant.
Little Bromley 14 and Little Bromley 13 (within Tendring) (Section C)	Low	The PRoW would be temporarily closed, with managed access provided during highway verge construction for a maximum of one month or the duration of works for the temporary construction compound. A short section of the following PRoW would be permanently closed and diverted during construction. • Little Bromley 14 – approximately 10 m increase in journey length during highway widening for the duration of works and diverted permanently • Little Bromley 13 – approximately 5 m increase in journey length during highway widening for the duration of works and diverted permanently Overall, access to the PRoW would be managed during construction, and the diversion would only affect a short section of the PRoW, a low magnitude of impact is anticipated. The residual construction effect would be permanent, long-term, negligible adverse and not significant.
Little Bromley 7 (within Tendring) (Section C)	Low	The footpath would be temporarily closed, with managed access provided to facilitate highway verge construction for a maximum of one month. The southern end of the footpath would be permanently closed to facilitate highway widening. This results in a permanent shortening of the footpath by approximately 10 m such that the end of the footpath meets the proposed new road verge. Overall, access to the PRoW would be managed during construction, and the permanent closure would only affect a short section of the PRoW at the southern end, a low magnitude of impact is anticipated. The residual construction effect would be permanent, long-term, negligible adverse and not significant.
Ardleigh 2 (within Tendring) (Section C)	Low	The bridleway would be temporarily closed, with managed access provided for the duration of construction works for haul road access. A short section of the footpath would be temporarily closed and diverted during underground 11 kV cable installation for a maximum of six days. The diversion would result in an approximately 10 m increase in journey length. Access to the bridleway would only affect a short section of the PRoW, a low magnitude of impact is anticipated.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Great Tey 38 and Great Tey 50 (within Colchester) (Section D)	Low	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access. The full length of the following PRow would be temporarily closed and diverted, with an over 500 m increase in journey length during construction. - Great Tey 38 – approximately 770 m increase in journey length for working area for overhead conductor stringing for a maximum of two months - Great Tey 50 – approximately 1.4 km increase in journey length for underground 11 kV cable installation for a maximum of one day. Overall, although access to the PRow would be managed during construction, the diversion would affect the full length of the footpath with an over 500 m diversion, a high magnitude of impact is anticipated. The residual construction effect will be temporary, short-term, moderate adverse and significant.
Langham 16 (within Colchester) (Section D)	Low	The full length of the footpath would be temporarily closed and diverted during underground cable installation for a maximum of one month, and for the duration of the construction work to facilitate haul road access and site access points. The diversion would result in an approximately 40 m increase in journey length. Overall, access to the footpath would be diverted, and the diversion would only affect a short section of the PRow, a low magnitude of impact is anticipated The residual construction effect would be temporary, short-term, minor adverse and not significant.
Fordham 24 (within Colchester) (Section D)	Low	The footpath would be temporarily closed, with managed access provided during overhead conductor stringing works for a maximum of one month, and trackway for a maximum of two months. The full length of the footpath would be temporarily closed and diverted to facilitate crossing protection scaffolding for a maximum of two months. The diversion would result in an approximately 45 m increase in journey length. Overall, although access to the PRow would be managed during construction, the diversion would affect the full length of the footpath, a medium magnitude of impact is anticipated.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The residual construction effect would be temporary, short-term, minor adverse and not significant .
Great Horkesley 30 (within Colchester) (Section D)	Low	The footpath would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access. A short section of the footpath would be temporarily closed and diverted, with an over 500 m increase in journey length to facilitate working area for overhead conductor stringing for a maximum of two months. The diversion would result in an approximately 780 m increase in journey length. Overall, although access to the PRoW would be managed during construction, and the diversion would only partially affect the footpath, the diversion would be over 500 m, a high magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, moderate adverse and significant.
Langham 1, Langham 21, Boxted 38, Fordham 16, Fordham 36, Aldham 3, Aldham 12, Aldham 18, Aldham 20, Great Tey 59, Great Tey 42 and Great Tey 46 (within Colchester) (Section D)	Low to Medium	The footpath would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access or a maximum of two months for specific construction activities. A short section of the following PRoW would be temporarily closed and diverted during construction. • Langham 1 – approximately 15 m increase in journey length to facilitate a temporary drainage pond for the duration of works • Langham 21 – approximately 150 m increase in journey length for a maximum timescale of the duration of construction works to facilitate haul road access and other construction activities • Boxted 38 – approximately 55 m increase in journey length to facilitate working area for overhead conductor stringing works for a maximum of two months • Fordham 16 – approximately 20 m increase in journey length during crossing protection scaffolding for a maximum of two months • Fordham 36 – approximately 310 m increase in journey length to facilitate working area for overhead conductor stringing for a maximum of two months • Aldham 3 – approximately 45 m increase in journey length to facilitate working area for overhead conductor stringing for a maximum of two months

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		• Aldham 12 – approximately 15m decrease in journey length during overhead conductor stringing works for a maximum of one month, and pylon working area for a maximum of 15 weeks • Aldham 18 – approximately 7 m increase in journey length to facilitate haul road access during the duration of works • Aldham 20 – approximately 20 m increase in journey length to facilitate haul road access during the duration of works • Great Tey 59 – approximately 5 m increase in journey length to facilitate a pylon working area for a maximum duration of 15 weeks • Great Tey 42 – approximately 147 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks • Great Tey 46 – approximately 55 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks. Overall, access to the PRow would be managed during construction, the diversion would only affect a short section of the PRow, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Fordham 22 and Great Tey 36 (within Colchester) (Section D)	Low	A short section of the PRow would be temporarily closed and diverted during construction. • Fordham 22 – approximately 20 m increase in journey length during underground 11 kV cable installation for a maximum of three days • Great Tey 36 – approximately 370 m increase in journey length during underground 11 kV cable installation for a maximum of two days. Overall, access to the PRow would be diverted, and the diversion would only affect a short section of the PRow, with a low magnitude of impact anticipated. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Silver End 14 (within Braintree) (Section E)	Low	The footpath would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access. The full length of the footpath would be temporarily closed and diverted during underground 11 kV cable installation

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		for a maximum of five days. The diversion is not anticipated to change the journey length. Although the full length of the footpath would be affected, the proposed diversion would be in parallel with the current alignment with no change in journey length, with a low magnitude of impact anticipated. The residual construction effect would be temporary, short-term, negligible and not significant.
Klvedon 4, Kelvedon 2, Kelvedon 1, Kelvedon 5, Rivenhall 11, Silver End 15, Cressing 19, Faulkbourne 1, White Notley 15, White Notley 22, White Notley 12 and Fairstead 20 (within Braintree) (Section E)	Low to Medium	The footpath would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access or a maximum of one month for specific construction activities. A short section of the following PRoW would be temporarily closed and diverted during construction. • Kelvedon 4 – approximately 350 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months • Kelvedon 2 – approximately 80 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months, and for haul road access for the duration of works • Kelvedon 1 – approximately 125 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months • Kelvedon 5 – approximately 70 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months, and overhead conductor stringing works for a maximum of one month • Rivenhall 11 – approximately 3 m increase in journey length to facilitate haul road access for the duration of works • Silver End 15 – approximately 210 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks • Cressing 19 – approximately 210 m increase in journey length during underground 11 kV cable installation for a maximum of two days • Faulkbourne 1 – approximately 40 m increase in journey length to facilitate haul road access for the duration of works • White Notley 22 – approximately 370 m increase in journey length to facilitate a pylon working area for a

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		maximum of 15 weeks, and to facilitate a working area for overhead conductor stringing for a maximum of two months • White Notley 12 – approximately 20 m increase in journey length to facilitate a pylon working area for a maximum of 25 weeks • White Notley 15 – approximately 120 m increase in journey length to facilitate haul road access for the duration of works • Fairstead 20 – approximately 40 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks Overall, access to the PRow would be managed during construction, the diversion would only affect a short section of the PRow, a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Margaretting 13 (within Chelmsford) (Section F)	Medium	The footpath would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access. The full length of the following footpath would be temporarily closed and diverted to facilitate a working area for overhead conductor stringing for a maximum of two months. The diversion would result in an approximately 555 m increase in journey length. Overall, although access to the PRow would be managed during construction, and the diversion would only partially affect the footpath, the diversion would be over 500 m, a high magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, major adverse and significant.
Broomfield 31 and Margaretting 38 (within Chelmsford) (Section F)	Low	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access or a maximum of one month for specific construction works. The full length of the following PRow would be temporarily closed and diverted during construction. • Broomfield 31 – approximately 25 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks • Margaretting 38 – approximately 50 m increase in journey length to facilitate a pylon working area for a

Receptor/ Project Section	Sensitivity Residual Construction Effect	
		maximum of 15 weeks, and haul road access for the duration of works. Overall, although access to the PRow would be managed during construction, and the diversion would affect the full length of the PRow, with a medium magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Great Waltham 76, Great And Little Leighs 40, Broomfield 1, Great And Little Leighs 45, Little Waltham 8, Little Waltham 13, Little Waltham 21, Great Waltham 74, Broomfield 3, Broomfield 9, Broomfield 5, Chignall 26, Chignall 30, Writtle 83, Writtle 66, Writtle 69, Ingatestone 23 and Stock 37 (within Chelmsford) (Section F and Section G)	Low to Medium	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access or a maximum of one month for specific construction activities. A short section of the following PRow would be temporarily closed and diverted during construction. • Great Waltham 76 – approximately 10 m increase in journey length during crossing protection scaffolding for a maximum of two months • Great And Little Leighs 40 – approximately 10 m increase in journey length to facilitate a temporary drainage system for the duration of works • Broomfield 1 – approximately 7 m increase in journey length during underground 11 kV cable installation for a maximum of three days • Great And Little Leighs 45 – approximately 30 m increase in journey length to facilitate a pylon working area or a maximum of 15 weeks • Little Waltham 8 – approximately 95 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months • Little Waltham 13 – approximately 320 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks • Little Waltham 21 – approximately 310 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks • Great Waltham 74 – approximately 270 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks • Broomfield 3 – approximately 310 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		• Broomfield 9 – approximately 25 m decrease in journey length for haul road access for the duration of works • Broomfield 5 – approximately 85 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months • Chignall 26 – approximately 8 m increase in journey length during the existing 11 kV overhead line dismantling during a maximum of eight days, and underground 11 kV cable installation for a maximum of six days • Chignall 30 – approximately 3 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks • Writtle 83 – approximately 60 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks • Writtle 66 – approximately 136 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months • Writtle 69 – approximately 20 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks, and crossing protection scaffolding for a maximum of two months • Stock 37 – approximately 150 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks. Overall, access to the PRow would be managed during construction, the diversion would only affect a short section of the PRow, and a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Writtle 68 (within Chelmsford) (Section F)	Low	A short section of the footpath would be temporarily closed and diverted to facilitate haul road access for the duration of the works. The diversion would result in an approximately 10 m increase in journey length. The diversion would only affect a short section of the PRow, with a low magnitude of impact anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
West Horndon 69 (within Brentwood)	Low	The footpath would be temporarily closed, with managed access provided for a maximum timescale of the full

Receptor/ Project Section	Sensitivity	Residual Construction Effect
(Section G)		duration of the construction works to facilitate haul road access. The full length of the footpath would be temporarily closed and diverted to facilitate crossing protection scaffolding for a maximum of two months, working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks. The diversion would result in an approximately 640 m increase in journey length. Overall, although access to the PRoW would be managed during construction, the diversion would affect the full length of the footpath with an over 500 m diversion, a high magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, moderate adverse and significant.
Ingatestone 23, West Horndon 62 and West Horndon 61 (within Brentwood) (Section F and Section G)	Low	The footpath would be temporarily closed and diverted during construction. • Ingatestone 23 – approximately 30 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months • West Horndon 62 – approximately 15 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months • West Horndon 61 – approximately 0 m change in journey length during crossing protection scaffolding for a maximum of two months, and overhead conductor stringing for a maximum of one month. The diversion would only affect a short section of the PRoW, with a low magnitude of impact anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Brentwood 96 and West Horndon 68 (within Brentwood) (Section G)	Low	The PRoW would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access. A short section of the following PRoW would be temporarily closed and diverted during construction. • Brentwood 96 – approximately 1 m increase in journey length during underground cable installation for a maximum of three days, and pylon working area for a maximum of 15 weeks • West Horndon 68 – approximately 70 m increase in journey length to facilitate a working area for overhead conductor stringing for a maximum of two months

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		Overall, access to the PRow would be managed during construction, the diversion would only affect a short section of the PRow, and a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Little Burstead 15, Little Burstead 19, Little Burstead 54 and Basildon 161 (within Basildon) (Section G)	Low	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access. A short section of the following PRow would be temporarily closed and diverted during construction. • Little Burstead 15 – approximately 50 m decrease in journey length to facilitate the working area for overhead conductor stringing for a maximum of two months • Little Burstead 19 – approximately 5 m increase in journey length to facilitate the temporary drainage system for the duration of works • Little Burstead 54 – approximately 430 m increase in journey length to facilitate the working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks • Basildon 161 – approximately 60 m increase in journey length to facilitate the crossing protection scaffolding for a maximum of two months. Overall, access to the PRow would be managed during construction, the diversion would only affect a short section of the PRow, and a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Footpath 91, Footpath 10, Footpath 42, Footpath 67, Footpath 107, Bridleway 63 and Bridleway 223 (within Thurrock) (Section H)	Low	The PRow would be temporarily closed, with managed access provided for a maximum timescale of the full duration of the construction works to facilitate haul road access or specific construction activities for a maximum of one month. A short section of the following PRow would be temporarily closed and diverted during construction. • Footpath 91 – approximately 30 m decrease in journey length to facilitate pylon working area for a maximum of 15 weeks

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		• Footpath 10 – approximately 80 m increase in journey length to facilitate haul road access for the duration of works, and underground 11 kV cable installation for a maximum of seven days • Footpath 42 – approximately 150 m increase in journey length to facilitate the working area for overhead conductor stringing for a maximum of two months, pylon working area for a maximum of 15 weeks, and crossing protection scaffolding for a maximum of two months • Footpath 67 – approximately 210 m increase in journey length to facilitate the working area for overhead conductor stringing for a maximum of two months, and pylon working area for a maximum of 15 weeks • Footpath 107 – approximately 30 m increase in journey length to facilitate the temporary drainage system for the duration of works • Bridleway 63 – approximately 35 m increase in journey length to facilitate pylon working area for a maximum of 15 weeks • Bridleway 223 – approximately 325 m increase in journey length to facilitate the pylon working area for a maximum of 15 weeks, and crossing protection scaffolding for a maximum of two months. Overall, access to the PRow would be managed during construction, the diversion would only affect a short section of the PRow, and a low magnitude of impact is anticipated. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
The rest of the PRow within the Order Limits (Section A to Section H)	Low to Medium	Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision FG) and Outline PRow Management Plan (document reference 7.6) (Revision DG), the PRow will be temporarily closed with managed access. A safe passage will be allowed throughout for the PRow users, with a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible adverse and not significant.

Table 15.25 Residual construction effects on promoted routes (circular walks, long-distance walking and cycling routes) within the Local Study Area

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Angles Way (Section A)	Medium	There is the potential for temporary access disruption of approximately 500 m out of the 150 km recreational route for the purposes of pylon construction, overhead line construction and to enable construction access. Access to the large majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) and Outline PRow Management Plan (document reference 7.6), the route would be temporarily closed for the duration of works to facilitate haul road access. The route would also be temporarily closed and diverted to facilitate the working area for overhead conductor stringing works for a maximum of two months. The diversion would result in an approximately 125 m increase in journey length out of the 150 km recreational route. <u>A short section of Angles Way near Roydon will be subject to temporary disruption for the duration of the works to facilitate haul road access. During this time, the route will remain open on its existing alignment under a managed regime. The Outline Public Rights of Way Management Plan (document reference 7.6) (Revision D) describes how short period closures such as this will be managed throughout the works to allow ongoing use of the PRow by the public.</u> <u>It is also noted that the same section of Angles Way will be subject to a temporary closure (with diversion) for a period of two months to accommodate overhead conductor stringing.</u> With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, medium-term, negligible adverse and not significant.
National Cycle Network Route 30 (NCN 30) (Section B)	High	There is the potential for temporary access disruption of approximately 320 m out of the 180 km recreational route to enable construction access. Access to the majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) <u>(Revision G)</u>, Outline CTMP (document reference 7.3) <u>(Revision F)</u> and Outline PRow Management Plan (document reference 7.6) <u>(Revision D)</u>, a temporary closure and diversion

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		would be provided at Ling Road for an indicative duration of two weeks and a half day. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
Gislingham Circular Walk 2 (Section B)	Low	There is the potential for temporary access disruption of approximately 150 m out of the 7.5 km recreational route for the purpose of pylon construction and to enable construction access. Access to the majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), access to the recreational route would be temporarily closed with managed access for the duration of works to facilitate haul road access. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, medium-term, negligible and not significant.
Gislingham Circular Walk 1 (Section B)	Low	There is the potential for temporary access disruption of approximately 300 m out of the 6.8 km recreational route for the purpose of pylon construction, overhead line construction, construction access and temporary third-party works (i.e. 11 kV underground cabling works). Access to the majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure and diversion with managed access would be provided for the duration of works to facilitate haul road access. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Wimble Walk (Section B)	Low	There is the potential for temporary access disruption of approximately 700 m out of the 8.5 km recreational route to enable construction access and temporary third-party works (i.e. 11 kV dismantle and underground cabling works).

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		Access to the majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure and diversion would be in place for the duration of works. The diversion would result in an approximately 25 m increase in journey length out of the 8.5 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Middy Railway Footpath (Section B)	Low	There is the potential for temporary access disruption of approximately 250 m out of the 12.9 km recreational route to enable construction access and temporary third-party works (i.e. BT overhead line mitigation work area). Access to the majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision D), it is anticipated that works would be managed to allow continued pedestrian access along the route during the construction works. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Mid Suffolk Footpath (Section B)	Low	There is the potential for temporary access disruption of approximately 400 m out of the 32 km recreational route for the purpose of overhead line construction and construction access. Access to the large majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), it is anticipated that works would be managed to allow continued pedestrian access along the route during the construction works. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
Earl Stonham Circular Walks Gold Route (Section B)	Low	There is the potential for temporary access disruption of approximately 490 m out of the 8.3 km recreational route for the purpose of overhead line construction and to enable construction access. Access to the majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), a temporary closure with managed access would be in place for the duration of works to facilitate haul road access. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Gipping Valley River Path (Section B)	Low	There is the potential for temporary access disruption of approximately 100 m out of the 27 km recreational route for the purpose of overhead line construction. Access to the large majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate overhead conductor stringing works for a maximum of one month. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, medium-term, negligible and not significant.
National Cycle Network Route 51 (NCN 51) (Section B)	High	There is the potential for temporary access disruption of approximately 380 m out of the 305 km recreational route for construction access. Access to the large majority of the recreational route would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision D), access to the recreational route would be maintained, and temporary closure and diversion would be provided at the B1113 Stowmarket for an indicative duration of two weeks and a half day, resulting in a very low magnitude of impact.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		The residual construction effect would be temporary, short-term, minor adverse and not significant.
National Cycle Network Route 1 (NCN 1) (Section C and Section F)	High	There is the potential for temporary access disruption of approximately 1.2 km out of the 2,034 km recreational route (near Chattisham, Stratford St Mary, Langham, Boxted and Great Oxney Green) to enable construction access, underground cable construction and overhead line construction. Access to the large majority of NCN 1 would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure and diversion would be provided at Chattisham Road for an indicative duration of two weeks and a half day; Higham Road for an indicative duration of two weeks; Rectory Road for an indicative duration of two weeks; Langham Lane an indicative duration of two weeks and a half day; and Newney Green / Cow Watering Lane for an indicative duration of a half day. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
St Edmund Way (Section C)	Medium	There is the potential for temporary access disruption of approximately 450 m out of the 127 km recreational route for construction access, underground cable construction and temporary drainage. Access to the large majority of St Edmund Way would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with diversion would be in place to facilitate the temporary drainage pond for the duration of works. The diversion would result in an approximately 15 m increase in journey length out of the 127 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Stour Valley Path	Medium	There is the potential for temporary access disruption of approximately 450 m out of the 97 km recreational route

Receptor/ Project Section	Sensitivity	Residual Construction Effect
(Section C)		for construction access, underground cable construction and temporary drainage. Access to the large majority of the Stour Valley Path would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with diversion would be in place to facilitate the temporary drainage pond for the duration of works. The diversion would result in an approximately 15 m increase in journey length out of the 97 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Langham Circular Walk (Section C)	Low	There is the potential for temporary access disruption of approximately 1.2 km out of the 8 km recreational route (north of Langham) to enable construction access and underground cable construction. Access to the majority of the Langham Circular Walk would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate haul road access for the duration of works. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Essex Way (Section C, Section D, Section E and Section F)	Medium	There is the potential for temporary access disruption of approximately 3.1 km out of the 130 km recreational route (near Langham, Great Horkesley, Fordstreet, Coggeshall, White Notley and Great Leighs) to enable construction access, underground cable construction and third-party works (i.e. 11 kV underground cabling works). Access to the large majority of the Essex Way would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate haul road access for

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		the duration of works. The route would also be temporarily diverted at several locations, including: • approximately 370 m increase in journey length during underground 11 kV cable installation for a maximum of two days • approximately 147 m increase in journey length to facilitate a pylon working area for a maximum of 15 weeks • approximately 120 m increase in journey length to facilitate haul road access for the duration of works • approximately 10 m increase in journey length to facilitate a temporary drainage system for the duration of works. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
National Cycle Network Route 13 (NCN 13) (Section D)	High	There is the potential for temporary access disruption of approximately 640 m out of the 219 km recreational route to enable construction access. Access to the large majority of NCN 13 would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure and diversion would be provided at Mill Road / Fiddlers Hill for an indicative duration of two weeks and a half day. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.
John Ray Walk (Section E)	Low	There is the potential for temporary access disruption of approximately 260 m out of the 16 km recreational route to enable construction access and temporary third-party works (i.e. 11 kV underground cabling works). Access to the majority of the John Ray Walk would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate the existing 11 kV overhead line dismantling for a maximum of one day. The

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		recreational route would also be temporarily closed with diversion in place to facilitate the underground 11 kV cable installation for a maximum of two days. The diversion would result in an approximately 210 m increase in journey length out of the 16 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
White Notley Circular Walk (Section E)	Low	There is the potential for temporary access disruption of approximately 1.3 km out of the 7.8 km recreational route for pylon construction and construction access. Access to the majority of the circular walk would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate overhead conductor stringing and landscaping for a maximum of 10 months. The recreational route would also be temporarily closed with diversion in place to facilitate haul road access for the duration of works. The diversion would result in an approximately 120 m increase in journey length out of the 7.8 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact The residual construction effect would be temporary, short-term, negligible and not significant.
National Cycle Network Route 16 (NCN 16) (Section E)	High	There is the potential for temporary access disruption of approximately 230 m out of the 69 km recreational route to enable construction access. Access to the large majority of NCN 16 would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision D), a temporary closure and diversion would be provided at Fairstead Road for an indicative duration of two weeks and a half day. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, minor adverse and not significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
National Cycle Network Route 50 (NCN 50) (Ulting to Takeley section) (Section F)	High	There is the potential for temporary access disruption of approximately 890 m out of the 44 km recreational route to enable construction access and temporary third-party works (i.e. UKPN dismantle and underground cabling works). Access to the large majority of NCN 50 would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G), Outline CTMP (document reference 7.3) (Revision F) and Outline PRow Management Plan (document reference 7.6) (Revision F), temporary closure and diversion would be provided at Braintree Road / Fuller Street for an indicative duration of two weeks; and Boreham Road for an indicative duration of two weeks and a half day. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact The residual construction effect would be temporary, short-term, minor adverse and not significant.
Pleshey and Great Waltham loop from Little Waltham (Section F)	Low	There is the potential for temporary access disruption of approximately 520 m out of the 21.5 km recreational route for overhead line construction, construction access and temporary third-party work (i.e. UKPN dismantle works). Access to the majority of the circular walk would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate haul road access for the duration of works. The recreational route would also be temporarily closed with diversion in place to facilitate the crossing protection scaffolding for a maximum of two months, working area for overhead conductor stringing for a maximum of two months, pylon working area for a maximum of 15 weeks. The diversion would result in an approximately 280 m increase in journey length out of the 21.5 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Pleshey Castle – Great Waltham loop from Little Waltham (Section F)	Low	There is the potential for temporary access disruption of approximately 230 m out of the 14.5 km recreational route for construction access and temporary third-party work

Receptor/ Project Section	Sensitivity Residual Construction Effect	
		(i.e. Pipeline AC Interference Protection (water pipelines)). Access to the majority of the circular walk would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate haul road access for the duration of works. The recreational route would also be temporarily closed with diversion in place to facilitate the crossing protection scaffolding for a maximum of two months, working area for overhead conductor stringing for a maximum of two months, pylon working area for a maximum of 15 weeks. The diversion would result in an approximately 590 m increase in journey length out of the 14.5 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Saffron Trail (Section F)	Medium	There is the potential for temporary access disruption of approximately 320 m out of the 112 km recreational route for construction access and temporary third-party works (i.e. UKPN 11 kV dismantle and underground cabling works). Access to the large majority of the Saffron Trail would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access to facilitate haul road access for the duration of works. The recreational route would also be temporarily closed with a diversion in place to facilitate pylon working area for a maximum of 15 weeks. The diversion would result in an approximately 7 m increase in journey length out of the 112 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
Centenary Circle (Section F)	Low	There is the potential for temporary access disruption of approximately 5 m out of the 32 km recreational route for construction access. Access to the large majority of the circular walk would not be affected.

Receptor/ Project Section	Sensitivity	Residual Construction Effect
		Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), access to the circular walk would be maintained. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.
St Peter's Way (Section F)	Medium	There is the potential for temporary access disruption of approximately 170 m out of the 72 km recreational route for overhead line construction and construction access. Access to the large majority of St Peter's Way would not be affected. Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline PRow Management Plan (document reference 7.6) (Revision D), temporary closure with managed access would be in place to facilitate haul road access for the duration of works. The recreational route would also be temporarily closed with diversion in place to facilitate the working area for overhead conductor stringing works for a maximum of two months. The diversion would result in an approximately 555 m increase in journey length out of the 72 km recreational route. With appropriate management measures in place, there is anticipated to be a very low magnitude of impact. The residual construction effect would be temporary, short-term, negligible and not significant.

Tourism Accommodation Bedspace

- 15.7.26 The assessment of effects on tourism accommodation bedspace is based on the profile of construction activities and associated worker numbers detailed in Section 15.5. The assessment takes into account the capacity of tourism accommodation at a LPA level to accommodate expected numbers of construction workers for the Project.
- 15.7.27 An influx of non-local construction workers for the Project could place a demand on accommodation within the Wider Study Area and beyond. From previous project experience, National Grid anticipates that the breakdown of accommodation for staff employed during construction of the Project would be:
- 50% would stay in camping and caravan accommodation
 - 20% would stay in short-term let properties (such as through the private rented market)
 - 20% would stay in serviced accommodation (such as hotels and B&Bs)

- 10% would travel into the area from home.

- 15.7.28 Peak workforce numbers are estimated to be up to 1,720 workers per day, noting that this figure relates to all construction workers across the route of the Project rather than the total numbers clustered in a single geographic area. Assuming an estimated peak workforce of around 90% of staff being non-local, a maximum number of 1,548 non-local workers would therefore require temporary accommodation at any one time. As presented above, 50% of the workforce (approximately 774 workers) are expected to stay in caravan or camping facilities, with an estimated additional 619 workers (40%) anticipated to stay in short-term lets or serviced accommodation. However, from previous project experience, it is highly unlikely that workers would take up single occupancy accommodation and it is more likely that workers would share accommodation. In addition, the short-term lets used are likely to be in locations spread across the district or county (given that construction activity moves along a linear route).
- 15.7.29 Data obtained from VisitBritain (2024) shows that there is a bedspace occupancy rate of around 83% over the peak season in the East of England. This equates to approximately 10,215 surplus bedspaces likely to be available during the peak visitor season in the East of England, indicating there is sufficient availability in the private sector to accommodate the Project workforce without compromising the availability of accommodation for tourists visiting the area.
- 15.7.30 Given the relatively small number of workers compared to other major construction projects, and the availability of accommodation in the Wider Study Area, the potential magnitude of impact on visitor accommodation bedspace is considered to be very low or low. The residual construction effect on visitor accommodation bedspace would be **temporary, short-term, negligible adverse and not significant**.

Planning and Development

- 15.7.31 The Project has been designed to avoid sites with planning consent or local plan allocations, where practicable, in order to reduce the potential effects on land planned for future development. The residual construction effects for planning and development located within the Local Study Area are reported in Table 15.26 based on the assessment outlined in Appendix A: Committed Developments Overlapping with Order Limits of the Planning Statement (document reference 5.6) (Revision B).

Table 15.26 Potential construction effect on planning and development

Receptor/ Project Section	Sensitivity	Residual Construction Effects
Planning Applications		
Planning applications within South Norfolk (Section A)	Ranging from low to high	Eight planning applications have been identified within the Order Limits, three of which are not likely to overlap with the Project's construction programme. The five planning applications with the potential to overlap with the Project's construction programme are as follows: • 2024/1336 (extension of the existing 400 kV Norwich Main Substation)

Receptor/ Project Section	Sensitivity Residual Construction Effects	
		• 2022/1991 (extension of two existing energy projects to connect to Norwich Main Substation) • 2024/3750 (development of a 400 MW Energy Storage System, substation and associated infrastructure) • 2021/2495 (development of a solar farm) • 2023/1055 (development of a solar farm). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the remaining five planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible to minor adverse and not significant.
Planning applications within Mid Suffolk (Section B)	Ranging from low to medium	There are 16 planning applications have been identified within the Order Limits, twothree of which are not likely to overlap with the Project's construction programme. The 1413 planning applications with the potential to overlap with the Project's construction programme are as follows: • DC/23/05426 (development of a solar farm) • DC/24/01357 (change of use of an agricultural building to holiday lets) • DC/24/04421 (election of 13 BT light poles) • DC/21/01320 (agricultural development) • DC/23/02118 (development of a solar farm) • DC/23/04729 (installation of underground cable) • EN020002 (DC/21/01605) (development of a double circuit electricity transmission network with overhead lines, underground cables, a substation and associated development) • DC/24/05090 (development of a Battery Energy Storage System) • DC/21/05468 (development of a 100 MW Battery Energy Storage System) • DC/19/03008 (development of a 49.9 MW Battery Storage Facility) • DC/23/03630 (creation of drainage detention basin, underground pipe, interceptor and gravel strip) • DC/22/01861 (installation of underground power cables)

Receptor/ Project Section	Sensitivity	Residual Construction Effects
		Ecoenergy pre-application (development of an up to 300 MW solar farm and associated facilities). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development and managed through National Grid's standard crossing agreement, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the remaining 13 planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Planning applications within Babergh (Section C)	Low	Two planning applications have been identified within the Order Limits and with the potential to overlap with the Project's construction programme: - DC/23/05073 (erection of agricultural building) - DC/24/03965 (erection of single storey front extension). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the two planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Planning applications within Colchester (Section C and Section D)	Ranging from low to medium	Two planning applications have been identified within the Order Limits, one of which is not likely to overlap with the Project's construction programme. The planning application with the potential to overlap with the Project's construction programme is as follows: 240279 (restoration of wetland features and habitats). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the remaining planning application is considered to be very low. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Planning applications within Tendring	Ranging from low to high	Seven planning applications have been identified within the Order Limits and with the potential to overlap with the Project's construction programme:

Receptor/ Project Section	Sensitivity	Residual Construction Effects
(Section C)		• 22/00393/AGRIC (erection of agricultural steel framed building) • EN010115 (development of a 300 MV offshore windfarm with onshore cables and substation) • EN010119 (development of up to 57 offshore wind turbines and onshore cables) • 21/02070/FUL (development of a 50 MW Battery Energy Storage System) • 20/00594/FUL (development of a food storage and distribution facility and associated facilities) • ESS/07/20/TEN (continuation of an existing quarry) • 23/01033/DETAIL (development of a business park). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible to minor adverse and not significant.
Planning applications within Braintree (Section E)	Ranging from low to medium	Seven planning applications have been identified within the Order Limits and with the potential to overlap with the Project's construction programme: • 24/02658/FUL (development of a solar farm) • 21/03579/OUT (housing development) • ESS/12/20/BTE (extraction of 6.5 million tonnes of sand and gravel) • 21/03735/FUL (development of a solar farm) • 22/00860/FUL (development of an equestrian facility) • 24/02673/FUL (development of an up to 13.8 MW solar farm) • 19/02226/FUL (change of use of land from redundant gravel pit to an equestrian facility). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible adverse and not significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effects
Planning applications within Chelmsford (Section F)	Ranging from low to high	Four planning applications have been identified within the Order Limits and with the potential to overlap with the Project's construction programme: • EN010118 (development of a 50 MV solar farm) • CC/CHL/85/21 (and 21/02050/CM) (road development) • 18/00073/CM (landfill restoration) • 18/00254/FUL (change of use of land to equestrian grazing and construction of permeable all-weather access tracks). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible to minor adverse and not significant.
Planning applications within Brentwood (Section G)	Ranging from low to medium	Four planning applications have been identified within the Order Limits and with the potential to overlap with the Project's construction programme: • 23/00453/FUL, 23/00454/GUL, 23/00455/FUL and 23/00456/FUL (construction of agricultural buildings) • 24/00373/OUT (demolition of existing agricultural buildings and conversion of existing commercial and residential buildings to residential dwellings) • 21/00834/FUL (development of a solar farm) • 21/01525/OUT (residential development). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
Planning applications within Basildon (Section G)	Ranging from low to medium	Two planning applications have been identified within the Order Limits, one of which is not likely to overlap with the Project's construction programme. The planning application with the potential to overlap with the Project's construction programme is as follows: • 24/00729/FULL (development of 146 residential dwellings and associated infrastructure).

Receptor/ Project Section	Sensitivity	Residual Construction Effects
Planning applications within Thurrock (Section H)	Ranging from low to high	Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the remaining planning application is considered to be very low. The residual construction effect would be temporary, short-term, negligible adverse and not significant.
		Ten planning applications have been identified within the Order Limits, one of which is not likely to overlap with the Project's construction programme. The planning applications with the potential to overlap with the Project's construction programme are as follows: • 24/01069/FUL (installation of a Battery Energy Storage System) • 20/01491/FUL (installation of a Battery Energy Storage Facility) • 13/00543/FUL and 18/00269/NMA (development of a solar farm and associated infrastructure) • 22/01636/FUL (construction of an agricultural storage barn) • 22/00948/FUL (decommissioning of underground gas pipeline) • (Lower Thames Crossing) (road crossing development) • 19/01709/FUL (mineral extraction development) • 23/00897/SCO (development of approximately 775 residential dwellings and associated infrastructure) • 25/00333/SCO (development of up to 1,500 residential dwellings and associated infrastructure). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) in relation to maintaining access to land proposed for development, potential severance is anticipated to be mitigated during construction. The magnitude of impact on the remaining seven planning applications is considered to be very low. The residual construction effect would be temporary, short-term, negligible to minor adverse and not significant.

Receptor/ Project Section	Sensitivity	Residual Construction Effects
Local Plan Allocations		
North Billericay, Queen's Park (AS1 allocation) (Section G)	Low	The housing allocation falls within the Order Limits. The north-western corner of the allocation overlaps with the pylon construction and construction access. However, based on the emerging Local Plan map for the AS1 allocation, the Order Limits do not interact with the specific land parcels promoted for housing development. Taking into account mitigation measures outlined in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to North Billericay Queen's Park site for construction purposes would be maintained should the construction programme for the development overlap with the Project. Potential severance is anticipated to be mitigated during construction, resulting in a very low magnitude of impact. Therefore, a temporary, short-term, negligible and not significant residual effect is anticipated during construction.
Dunton Hills Garden Village (Section G)	Low	The housing allocation falls within the Order Limits. The south-eastern section of the allocation overlaps with pylon construction, construction access and temporary third-party works (i.e. UKPN dismantle). The majority of the housing allocation does not overlap with the Project. The Project has also considered the allocation in the design in order to manage interactions, by routing along the gas pipeline and within a corridor formed by the Building Proximity Distance (BPD). Therefore, taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F), access to the allocation site for construction purposes would be maintained. Potential severance is anticipated to be mitigated during construction, resulting in a very low magnitude of impact. Therefore, a temporary, short-term, negligible and not significant residual effect is anticipated during construction.
Land West of West Mayne (Section G)	Low	The housing allocation falls within the Order Limits. The allocation overlaps with the pylon construction, overhead line construction, temporary drainage, construction access and temporary third-party works (i.e. UKPN dismantle and underground cabling works). Taking into account mitigation measures set out in the Outline CoCP (document reference 7.2) (Revision G) and Outline CTMP (document reference 7.3) (Revision F),

Receptor/ Project Section	Sensitivity	Residual Construction Effects
		access to the Land West of West Mayne allocation site for construction purposes would be maintained should the construction programme for the development overlap with the Project. Potential severance is anticipated to be mitigated during construction, resulting in a very low magnitude of impact. Therefore, a temporary, short-term, negligible and not significant residual effect is anticipated during construction.

Operation (and Maintenance)

- 15.7.32 This section identifies the anticipated effects of the Project following the implementation of embedded, standard and additional mitigation measures for operation (and maintenance). The residual effects on the local economy and local employment during operation (and maintenance) have been scoped out of the ES (Volume 6 of the DCO application) and are not considered further as agreed in the EIA Scoping Opinion (document reference 6.20).

Community Facilities

- 15.7.33 The residual operation (and maintenance) effects for community facilities located within the Local Study Area are reported in Table 15.27.

Table 15.27 Residual operation (and maintenance) effect on community facilities

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Bullen Lane Allotment (Section B)	High	No land take or access disruption is anticipated during the operation (and maintenance) phase and therefore, no change to baseline conditions is anticipated. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Equine centre - Writtle University College (Section F)	High	The equestrian fields would be reinstated to their pre-construction status. No land take or access disruption is anticipated during the operation (and maintenance) phase and therefore, no change to baseline conditions is anticipated. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
St Mary's Church, Buttsbury (Section G)	High	No land take or access disruption is anticipated during the operation (and maintenance) phase and therefore, no change to baseline conditions is anticipated.

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Woodland Schools - Hutton Manor and Little Acorns (Section G)	High	The sports pitches and sports ground would be reinstated to their pre-construction status. No land take or access disruption is anticipated during the operation (and maintenance) phase and there would be no change to baseline conditions. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).

Business, Recreation and Tourism Assets

- 15.7.34 The residual operational effects for business, recreation and tourism assets located within the Local Study Area and/or 3 km Study Area are reported in this section. The effects on tourism bedspace during operation (and maintenance) has been scoped out of the ES (Volume 6 of the DCO application) as agreed in the EIA Scoping Opinion (document reference 6.20) and is not considered here.

Built and Other Assets

- 15.7.35 The residual operation (and maintenance) effects for built and other assets located within the Local Study Area are reported in Table 15.28.

Table 15.28 Residual operation (and maintenance) effect on built and other assets

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Western Ways Horsemanship and Stud (Section A)	Low	No land take or access disruption is anticipated during operation (and maintenance) and there would be no change to baseline conditions. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Red Brick Retreat (Section B)	Low	No land take or access disruption is anticipated during operation (and maintenance). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (moderate adverse) for receptors within 500 m of the Order Limits from the A143 near The Grange, the closest pylon would be located approximately 810 m from the business. There is existing vegetation which could screen or filter views. In addition, the removal of existing pylons located adjacent to the visitor accommodation has the potential to create

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		an unobstructed view during operation (and maintenance), with a very low beneficial impact. Therefore, a permanent, long-term, negligible beneficial and not significant residual effect is anticipated during operation (and maintenance).
Little Green Wedding Barn (Section B)	Low	No land take or access disruption is anticipated during operation (and maintenance) and there would be no change to baseline conditions. Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits from the A143 near The Grange, the closest pylon would be located approximately 710 m from the business. There is existing vegetation which could screen or filter views. In addition, the removal of existing pylons located approximately 300 m from the visitor accommodation has the potential to create an unobstructed view during operation (and maintenance), with a very low beneficial impact. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Doves Barn (Section B)	Medium	There would be a permanent acquisition of rights of access in relation to an existing access track located at the eastern edge of the visitor accommodation. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low adverse impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, the closest pylon would be located approximately 320 m from the business with existing vegetation, which could screen or filter views. Access disruption to the business is not anticipated. A low magnitude of impact is anticipated, driven by the potential visual impact. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Middle Farm Lakes (Section B)	Low	There would be a permanent acquisition of rights of access in relation to an existing access track located at the eastern edge of the angling club. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore very low impacts as a worst case scenario are anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Finjaro Guest House (Section C)	Low	No land take or access disruption is anticipated during operation (and maintenance). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, the closest pylon would be located approximately 150 m from the business, the removal of existing pylons located approximately 100 m from the visitor accommodation has the potential to create an unobstructed view during operation (and maintenance). Overall, a medium magnitude of impact is anticipated, driven by the potential visual impact. Therefore, a permanent, long-term, minor adverse and not significant residual effect is anticipated during operation (and maintenance).
Hintlesham Fisheries (Section C)	Low	No land take from the angling lake or access disruption is anticipated during operation (and maintenance). A minimum 30 m buffer would be kept between the angling lake and the overhead lines. No change is anticipated for the angling club. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Vauxhall Christian Trust (Section C)	Low	There would be a permanent acquisition of rights of access in relation to an existing access track of the campsite. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and a very low adverse impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, the closest pylon would be located approximately 250 m from the business. A medium magnitude of impact is anticipated, driven by the visual impact. Therefore, a permanent, long-term, minor adverse and not significant residual effect is anticipated during operation (and maintenance).
Raydon Wings (Section C)	Low	No land take or access disruption is anticipated during operation (and maintenance) as this section of the Project would be underground cables. Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) (Revision C) details the assessment that the proposed overhead line in the vicinity of the aerodrome is sufficiently distanced to enable measured Obstacle Limitation Surface (OLS) clearance parameters to be met, with the exception of a minor penetration of the IHS. The current circuits can continued to be used. Aircraft would not be affected by turbulence effect from the proposed overhead lines or Electromagnetic Fields (EMF) from the underground cables or the overhead lines. However, there may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, and very low impacts are anticipated to arise for users of the airfield. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance). Note: An aviation assessment is provided in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) (Revision C).
Stratford Hills Equestrian Centre (Section C)	Low	There would be a permanent acquisition of rights of access located adjacent to an existing access track at the equestrian centre. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore very low impacts are anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Langham Hall Estate (Section C)	Low	There would be a permanent acquisition of rights of access in relation to an existing access track within the Langham Hall Estate. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (minor adverse) for receptors within 500 m of the Order Limits during Year 1 and a potential not significant adverse visual effect (minor adverse) during Year 15, the Project would be an underground cable at this section and not likely to be visible to the users of the business. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
God's House Farm (Section C)	Low	No land take or disruption is anticipated during operation (and maintenance) due to this section of the Project being located underground. There would be no change to baseline conditions. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Little Bromley 10 km Run (Section C)	Low	No land take or access disruption is anticipated during operation (and maintenance) as no road access would be affected. There would be no change to baseline conditions. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Corbeau Seats Rally (Section C)	Low	No land take or access disruption is anticipated during operation (and maintenance) as no road access would be affected. There would be no change to baseline conditions. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Tour de Tendring (Section C)	Low	No land take or access disruption is anticipated during operation (and maintenance) as no road access would be affected. There would be no change to baseline conditions.

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Paxman's Angling Club – Home Farm (Section C)	Low	There would be a permanent acquisition of rights of access in relation to an existing access track at the farm. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Fishing lake north-west of Ardleigh (Section C)	Low	The proposed overhead line would be located directly above the angling lake. The lake would require permanent closure due to the fact that a 30 m angling exclusion zone for safety reasons would not be available during operation, with a high magnitude of impact. The residual operation (and maintenance) effect would be permanent, long-term, moderate adverse and significant. Note: Separate discussion is ongoing regarding potential compensation and this matter falls outside the scope of the EIA.
Ardleigh Caravan and Camping Park (Section C)	Medium	No land take from the business or access disruption is anticipated during operation (and maintenance). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, the closest pylon would be located approximately 140 m from the business. There is also existing vegetation which could screen or filter views. A medium adverse magnitude of impact is anticipated, driven by the potential visual impact. Therefore, a permanent, long-term, moderate adverse and significant residual effect is anticipated during operation (and maintenance).
Hot air balloon site at Ardleigh Showground (Section C)	Low	It is understood that the Ardleigh Showground is currently under an approved mineral planning application. According to the latest satellite image, construction works at the Ardleigh Showground are likely to be underway. Hence, the launch site is not likely to be in use during the operation (and maintenance) of the Project.

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance). Note: An aviation assessment is provided in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) (Revision C).
Boxted Airfield Museum (Section C)	Low	No land take from the museum building is anticipated. However, there would be a permanent acquisition of rights of access in relation to an existing access track. No physical works are proposed and routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance). Therefore, a very low adverse impact is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Wharf Brewery (Section D)	Low	No land take from the brewery building is anticipated. However, there would be a permanent acquisition of rights of access in relation to an existing access track. No physical works are proposed and routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance). Therefore, a very low adverse impact is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Houchins Wedding Venue (Section E)	Low	There would be a permanent acquisition of rights of access in relation to an existing access track used by the business. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low adverse impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, the closest pylon is located approximately 320 m from the business. There is existing vegetation and property which could screen or filter views. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Houchins Fishing (Section E)	Low	There would be a permanent acquisition of rights of access in relation to an existing access track use by the angling club. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and a very low adverse impact is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Essex Carp Syndicates – The Rise (note as temporarily closed on Google Maps) (Section E)	Low	No land take from the angling lake or access disruption is anticipated during operation (and maintenance), and no change to baseline conditions is anticipated. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
All Motor Training Limited (Section E)	Medium	No land take or access disruption is anticipated during operation (and maintenance) and no change to baseline conditions is anticipated. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Porters Farm (Section E)	Medium	No land take from the business or access disruption is anticipated during operation (and maintenance). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, there are existing woodland which could screen or filter views. In addition, the removal of existing small scale pylons located adjacent to the business has the potential to create an unobstructed view to the east of the business during operation (and maintenance), with a low adverse impact as a whole. Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
White Notley Football Club (Section E)	Medium	There would be a permanent acquisition of rights of access at the southern section of one of the two main football pitches. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and a very low adverse impact as a

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Ford RideLondon- Essex 100 (Section F)	Medium	No land take or access disruption is anticipated during operation (and maintenance) and no change to baseline conditions is anticipated. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Essex International Jamboree (Section F)	High	There would be two pylons located within the field with overhead lines located directly above the field at the event location. It is likely to affect the operation of the event (which operates every four years) due to safety reasons, with a high magnitude of impact. Therefore, a permanent, long-term, major adverse and significant residual effect is anticipated during operation (and maintenance). (Note: Separate discussion is ongoing regarding potential compensation and this is not an EIA matter.)
The Hare (Section F)	Low	No land take from the business or access disruption is anticipated during operation (and maintenance). Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, the closest pylon would be located approximately 210 m from the business. There is existing vegetation which could screen or filter views, with a low adverse magnitude of impact. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Ariana Gardens (Section F)	Low	No land take from the business or access disruption is anticipated during operation (and maintenance). Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential not significant adverse visual effect (negligible) for receptors within 500 m of the Order Limits along the A12. There is existing vegetation which could screen or filter views. A very low adverse magnitude of impact is anticipated, driven by the potential visual impact.

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Furness Farm House (Section F)	Low	There would be a permanent acquisition of rights of access of an access track. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance). Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits. A medium adverse magnitude of impact is anticipated, driven by the potential visual impact. Therefore, a permanent, long-term, minor adverse and not significant residual effect is anticipated during operation (and maintenance).
Remus Memorial Horse Sanctuary (Section G)	Low	No land take or access disruption is anticipated during operation (and maintenance), and there would be no change to baseline conditions. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Oakleigh Farm Horse Livery Stables (Section G)	Low	There would be a permanent acquisition of rights of access in relation to an existing access track of the stable. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Dunton Hills Family Golf Centre (Section G)	Low	There would be a permanent acquisition of rights of access in relation to the eastern section of the business. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Angling Lake West of Basildon (Section G)	Low	The proposed overhead line would be located directly above the angling lake. The lake would require permanent closure due to the fact that a 30 m angling exclusion zone for safety reasons would not be available during operation, with a high magnitude of impact. The residual operation (and maintenance) effect would be permanent, long-term, moderate adverse and significant. Note: Separate discussion is ongoing regarding potential compensation and this matter falls outside the scope of the EIA.
Eden Garden (Section G)	Low	Although Appendix 13.3: Visual Baseline and Assessment (document reference 6.13.A3) (Revision B) reported a potential significant adverse visual effect (major adverse) for receptors within 500 m of the Order Limits, the closest pylon would be located approximately 120 m from the business. In addition, the removal of existing pylons located in the area has the potential to create an unobstructed view during operation (and maintenance). No land take from the business or access disruption is anticipated during operation (and maintenance). A low adverse magnitude of impact is anticipated, driven by the potential visual impact. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Orsett Golf Course (Section H)	Medium	There would be one pylon located within the golf course. However, full access to the golf course would be reinstated for users during operation (and maintenance). There would be a permanent acquisition of rights of access in relation to an existing access track located at the eastern section of the golf course. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low adverse impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
Clearserve (Section H)	Low	There would be a permanent acquisition of right of access from the quarry as a permanent access route to Tilbury North Substation.

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		A definitive permanent access route to Tilbury North Substation is not known at the time of writing. However, the Project is proposing only to utilise the existing access road and the proposed infrastructure for the Project would be located beyond the boundary of the quarry. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore low impacts are anticipated to arise from the permanent acquisition of rights of access. The residual operational effect would be permanent, long-term, negligible and not significant.
Thurrock Rugby Football Club (Section H)	Medium	No land take or access disruption is anticipated during operation (and maintenance) and no effect is anticipated. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).

- 15.7.36 Potential residual effects have also been considered for built and other assets located up to 3 km of the Local Study Area. The findings from this assessment are set out separately in Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1) [\(Revision B\)](#).
- 15.7.37 Findings set out in Appendix 15.1: Built and Other Assets within the 3 km Study Area (document reference 6.15.A1) [\(Revision B\)](#) show that, for all other assets located within 3 km of the Local Study Area, adverse effects on a number of receptors are anticipated during operation (and maintenance). However, adverse effects are anticipated to be **not significant**, with the exception of **significant adverse** effects on Chase Farm Airstrip where the proposed overhead lines is not likely to comply with the multi-factor parameters as detailed in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) [\(Revision C\)](#). Therefore, a permanent closure of the facility is anticipated. Technical aviation impacts arising from the Project, including the Chase Farm Airstrip, is provided in Appendix 15.2: Review of Aviation Impact (document reference: 6.15.A2) [\(Revision C\)](#).

Recreational Land

- 15.7.38 The residual operation (and maintenance) effects on recreational land located within the Local Study Area are detailed in Table 15.29.

Table 15.29 Residual operation (and maintenance) effect on recreational land

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
Baynards Green (Section A)	Low	No land take or access disruption is anticipated during operation (and maintenance) and no change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
The Marsh (Section B)	Low	No land take or access disruption is anticipated during operation (and maintenance) and no change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Mellis Common (Section B)	Low	No land take or access disruption is anticipated during operation (and maintenance) and no change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Furze Way (Section B)	Low	There would be a permanent acquisition of rights of access from part of the Furze Way CRoW. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and a very low adverse as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
River Gipping (Section B)	Low	No land take or access disruption is anticipated during operation (and maintenance) and no change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Barking Tye and Barking Recreation Ground (Section B)	Low	There would be a permanent acquisition of rights of access from part of the CRoW and recreation ground. However, no physical works are proposed and routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance). Therefore, a very low magnitude of impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access and the residual effect

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
		during operation (and maintenance) would be negligible and not significant .
Dedham Vale National Landscape (Section C)	High	No land take from the Dedham Vale National Landscape is anticipated during operation (and maintenance). Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore very low impacts are anticipated to arise from the routine inspections and maintenance activities. Therefore, the residual effect during operation (and maintenance) would be negligible and not significant.
River Stour (Section C)	Low	No land take or disruption is anticipated during operation (and maintenance) due to this section of the Project being located underground. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Fishing lake north-west of Ardleigh (Section C)	Low	As stated in Table 15.23, the lake would require permanent closure, resulting in a high magnitude of impact. Therefore, the residual effect would be permanent, long-term, moderate adverse and significant. (Note: Separate discussion is ongoing regarding potential compensation and this matter falls outside the scope of the EIA.)
Ardleigh Reservoir (Section C)	Low	No land take or access disruption is anticipated during operation (and maintenance) and no change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Fordham Hall Estate (Section D)	Low	There would be a permanent acquisition of rights of access from some access path. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and a very low adverse impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).
Maple Park (section H)	Low	There would be a permanent acquisition of rights of access from some access path located at the western

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
		extent of the park. However, no physical works are proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and a very low adverse impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).

Recreational Routes

15.7.39 The residual operation (and maintenance) effects on recreational routes located within the Local Study Area are detailed in Table 15.30.

Table 15.30 Residual operation (and maintenance) effect on recreational routes

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
Little Bromley 15 and Little Bromley 7 (Section C)	Low	As the permanent reduction of the PRoW route would occur during the construction phase of the Project, it is not considered that any further impacts or effects would occur during operation (and maintenance).
Little Bromley 14 and Little Bromley 13 (Section C)	Low	As the permanent diversion of the PRoW would occur during the construction phase of the Project, is it not considered that any further impacts or effects would occur during operation (and maintenance).
Other PRoW within the Order Limits (Section A to Section H)	Low to Medium	Access to PRoW would be reinstated during operation. No change to access disruption or permanent diversion is anticipated during operation (and maintenance). Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Angles Way (Section A)	Medium	There would be a permanent acquisition of rights of access of approximately 20 m out of the 150 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, and a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access.

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
		Therefore, the residual effect during operation (and maintenance) would be negligible and not significant .
National Cycle Network Route 30 (NCN 30) (Section B)	High	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Gislingham Circular Walk 2 (Section B)	Low	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Gislingham Circular Walk 1 (Section B)	Low	There would be a permanent acquisition of rights of access from approximately 85 m out of the 6.8 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, and a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access. Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
Wimble Walk (Section B)	Low	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Middy Railway Footpath (Section B)	Low	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Mid Suffolk Footpath (Section B)	Low	There would be a permanent acquisition of rights of access from approximately 5 m out of the 32 km recreational route. However, no physical works are

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
		proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access. Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
Earl Stonham Circular Walks Gold Route (Section B)	Low	There would be a permanent acquisition of rights of access from approximately 5 m out of the 8.3 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access. Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
Gipping Valley River Path (Section B)	Low	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
National Cycle Network Route 51 (NCN 51) (Section B)	High	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
National Cycle Network Route 1 (NCN 1) (Section C and Section F)	High	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
St Edmund Way (Section C)	Medium	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Stour Valley Path (Section C)	Medium	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Langham Circular Walk (Section C)	Low	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Essex Way (Section C, Section D, Section E and Section F)	Medium	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
National Cycle Network Route 13 (NCN 13) (Section D)	High	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated to occur. Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
John Ray Walk (Section E)	Low	There would be a permanent acquisition of rights of access from approximately 5 m out of the 16 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. However, there may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access.

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
		Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
White Notley Circular Walk (Section E)	Low	There would be a permanent acquisition of rights of access from approximately 670 m out of the 7.8 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. However, there may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access. Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
National Cycle Network Route 16 (NCN 16) (Section E)	High	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated during operation (and maintenance). Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
National Cycle Network Route 50 (NCN 50) (Ulting to Takeley section) (Section F)	High	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated during operation (and maintenance). Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Pleshey and Great Waltham loop from Little Waltham (Section F)	Low	There would be a permanent acquisition of rights of access from approximately 245 m out of the 21.5 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access.

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
		Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
Pleshey Castle – Great Waltham loop from Little Waltham (Section F)	Low	There would be a permanent acquisition of rights of access from approximately 5 m out of the 14.5 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access. Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
Saffron Trail (Section F)	Medium	There would be a permanent acquisition of rights of access from approximately 250 m out of the 112 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access. Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
Centenary Circle (Section F)	Low	There would be a permanent acquisition of rights of access from approximately 5 m out of the 32 km recreational route. However, no physical works are proposed and the acquisition of rights of access is not anticipated to impact on general usage of the recreational route. There may be occasions when routine inspections and maintenance activities are required during operation (and maintenance); these are not expected to occur frequently, a very low adverse impact as a worst case scenario is anticipated to arise for users of the route from the permanent acquisition of rights of access.

Receptor/ Project Section	Sensitivity	Residual Operation (and Maintenance) Effect
		Therefore, the residual effect would be permanent, long-term, negligible and not significant during operation (and maintenance).
St Peter's Way (Section F)	Medium	No access disruption or permanent diversion is anticipated during operation (and maintenance). No change is anticipated during operation (and maintenance). Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).

Planning and Development

- 15.7.40 The Project has been designed to avoid planning applications and local plan allocations, where practicable, to reduce the potential effects on land planned for future development. The residual operation (and maintenance) effects for planning and development located within the Local Study Area are reported in Table 15.31 based on the assessment outlined in Appendix A: Committed Developments Overlapping with Order Limits of the Planning Statement (document reference 5.6) ([Revision B](#)).

Table 15.31 Potential operation (and maintenance) effect on planning and development

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Planning Applications		
Planning applications within South Norfolk (Section A)	Ranging from low to high	Eight planning applications have been identified within the Order Limits. These are as follows: • 2021/2573 (potential overlap at the Norwich Main Substation and the Norwich Main Substation Extension) • 2024/1336 (potential overlap at the Norwich Main Substation Extension) • 2022/1991 (potential overlap at the Norwich Main Substation) • 2024/3750 (potential oversail the proposed permanent access road between RG1 and RG5) • 2021/2495 (potential oversail the proposed solar farm between RG11 and RG12) • 2023/0617 (or 2023/3858) (potential overlap at the Norwich Main Substation) • 2023/1055 (potential oversail the proposed solar farm between RG18 and RG19)

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		2021/1399 (Planning application considered to be lapsed). The Project has either been designed to avoid significant cumulative impact, with ongoing discussion with developers to manage interactions with a Statement of Common Ground (SoCG) or in preparation of a SoCG. Potential severance or 'sterilisation' of land is anticipated to be mitigated. A very low magnitude of impact is anticipated at worst during operation (and maintenance). Therefore, a permanent, long-term, negligible to minor adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Mid Suffolk (Section B)	Ranging from low to medium	There are 16 planning applications have been identified within the Order Limits, seven of which have no physical overlap of built development or uses with the Project. The nine planning applications with potential physical overlap are as follows: - DC/22/02667 (potential overlap between RG91 and RG94 at the western boundary of the planning application) - DC/24/04421 (potentially oversail the planning application near RG162) - DC/21/01320 (potential overlap near RG195 to share permanent access route) - DC/23/04729 (potential overlap near Bramford Substation with the underground cables of the planning application) - EN010056 (potential overlap near Bramford Substation to share permanent access route) - EN020002 (DC/21/01605) (potential overlap at Bramford Substation) - DC/24/05090 (potential overlap at Bramford Substation) - DC/22/06309 (potential oversail of the water pipeline near JC25 and underground cable section 8500) - Ecoenergy pre-application (potential interaction with RG107, and RG110 to RG118). The Project has either considered the planning application in the design, with provision of mitigation measures, or through a SoCG or preparing a SoCG. Potential severance or 'sterilisation' of land is anticipated to be mitigated. A very low magnitude of impact is anticipated at worst during operation (and maintenance).

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Babergh (Section C)	Low	Two planning applications (i.e. DC/23/05073 and DC/24/03965) have been identified within the Order Limits with no physical overlap of built development or uses. Therefore, no effect is anticipated during operation (and maintenance) and the residual effect would be negligible and not significant.
Planning applications within Colchester (Section C and Section D)	Ranging from low to medium	Two planning applications (i.e. 223183 and 240279) have been identified within the Order Limits. Discussions with the developers have been undertaken with SoCG prepared or in preparation of a SoCG. Potential severance or 'sterilisation' of land is anticipated to be mitigated. A very low magnitude of impact is anticipated at worst during operation (and maintenance). Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Tendring (Section C)	Ranging from low to high	Seven planning applications have been identified within the Order Limits, one of which has no physical overlap of built development or uses with the Project. The six planning applications with potential physical overlap are as follows: • EN010115 (potential overlap of permanent access road of the Project with the proposed underground cables for the planning application) • EN010119 (potential overlap at the proposed EACN Substation of the Project to connect to the substation) • 21/02070/FUL (potential overlap at the proposed EACN Substation of the Project to connect to the substation) • 20/00594/FUL (potential overlap near TB20, the Project has been taken into account of the planning application) • ESS/07/20/TEN (potential overlap near TB20, the Project has been taken into account of the planning application) • 23/01033/DETAIL (potential oversail the business park near TB20). The Project has either considered the planning application in the design, with ongoing discussion with developers to manage interactions, developed Heads of Terms, or in preparation of a SoCG. Potential severance or 'sterilisation' of land is anticipated to be mitigated. A

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		very low magnitude of impact is anticipated at worst during operation (and maintenance). Therefore, a permanent, long-term, negligible to minor adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Braintree (Section E)	Ranging from low to medium	Seven planning applications have been identified within the Order Limits, three of which have no physical overlap of built development or uses. The four planning applications with potential physical overlap are as follows: • 21/03579/OUT (potential oversail the green infrastructure near TB82) • 21/03735/FUL (potential oversail the solar farm near TB94) • 22/00860/FUL (a potential lapse planning application – potential oversail near TB101) • 19/02226/FUL (potential overlap of permanent access road near TB99). The Project may oversail the planning applications or with potential overlap of permanent access. These are not anticipated to sever or ‘sterilise’ future planning applications. A very low magnitude of impact is anticipated at worst during operation (and maintenance). Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Chelmsford (Section F)	Low	Four planning applications have been identified within the Order Limits, with all applications identified to have no physical overlap of built development or uses. Potential severance or ‘sterilisation’ of land is anticipated to be mitigated. A very low magnitude of impact is anticipated at worst during operation (and maintenance). Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Brentwood (Section G)	Ranging from low to medium	Four planning applications have been identified within the Order Limits, two of which have no physical overlap of built development or uses. The two planning applications with potential physical overlap are as follows: • 21/00834/FUL (potential overlap of permanent access) • 21/01525/OUT (potential oversail the housing development between TB228 and TB231).

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
		The Project has either considered the planning applications in the design, or with ongoing discussion with developers to manage interactions, or in preparation of a SoCG. Potential severance or 'sterilisation' of land is anticipated to be mitigated. A very low magnitude of impact is anticipated at worst during operation (and maintenance). Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Basildon (Section G)	Ranging from low to medium	Two planning applications have been identified within the Order Limits, with all applications identified to have no physical overlap of built development or uses. Potential severance or 'sterilisation' of land is anticipated to be mitigated. A very low magnitude of impact is anticipated at worst during operation (and maintenance). Therefore, a permanent, long-term, negligible adverse and not significant residual effect is anticipated during operation (and maintenance).
Planning applications within Thurrock (Section H)	Ranging from low to high	Ten planning applications have been identified within the Order Limits, four of which have no physical overlap of built development or uses. The four planning applications with potential physical overlap are as follows: • 24/01069/FUL (potential overlap of permanent access road near TB232) • 13/00543/FUL and 18/00269/NMA (potentially oversail the solar farm near TB233) • 20/01297/CV (potential overlap of access road near Tilbury North Substation) • Lower Thames Crossing (potential oversail the road crossing at the ZB and YY sections) • 23/00897/SCO (potential overlap near TB259, TB260 and TB261) • 25/00333/SCO (potential overlap between YYJ121 and YYJ130). The Project either has ongoing discussion with the developers to manage the interactions, or a SoCG or interface agreement letter prepared, or in preparation of a SoCG. Potential severance or 'sterilisation' of land is anticipated to be mitigated. A very low magnitude of impact is anticipated at worst during operation (and maintenance).

Receptor/ Project Section	Sensitivity	Residual Operational (and Maintenance) Effects
Therefore, a permanent, long-term, negligible to minor adverse and not significant residual effect is anticipated during operation (and maintenance).		
Local Plan Allocations		
North Billericay, Queen's Park (Section G)	Low	One pylon and the associated overhead line would be located at the north-western corner of the local plan allocation. Given that the Order Limits do not interact with the specific land parcels promoted for housing development, the Project is not expected to have a potential impact in relation to severance or 'sterilisation' of land for future development during operation (and maintenance). Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Dunton Hills Garden Village (Section G)	Low	The Project has been designed to follow an existing gas pipeline through and within a corridor formed by the BPD in the vicinity of the Dunton Hills Garden Village proposal to reduce potential effects. Therefore, the Project is not expected to have a potential impact in relation to severance or 'sterilisation' of land for future development during operation (and maintenance). Therefore, the residual effect would be permanent, long-term, neutral and not significant during operation (and maintenance).
Land West of West Mayne (Section G)	Low	Five pylons, the associated overhead lines and permanent access would be located at the western edge of the allocation. The permanent access has no physical works proposed. Routine inspections and maintenance activities are not expected to occur frequently during operation (and maintenance), and therefore a very low adverse impact as a worst case scenario is anticipated to arise from the permanent acquisition of rights of access. Given the majority of the allocation does not overlap with the Project, the Project is not expected to have a potential impact in relation to severance or 'sterilisation' of land for future development during operation (and maintenance). Overall, a low magnitude of impact is anticipated and does not affect the overall potential for residential development. Therefore, a permanent, long-term, negligible and not significant residual effect is anticipated during operation (and maintenance).

15.8 Monitoring

- 15.8.1 The potential significant effects identified for built and other assets are subject to separate ongoing discussions with the landowner regarding potential compensation. This matter falls outside the scope of the EIA.
- 15.8.2 There are interrelationships related to the potential significant effects on Socio-economics, Recreation and Tourism and other environmental topics. As such, reference should be made to the following chapters for monitoring measures:
- Chapter 13: Landscape and Visual (document reference 6.13) [\(Revision B\)](#)
 - Chapter 14: Noise and Vibration (document reference 6.14) [\(Revision B\)](#)
 - Chapter 16: Traffic and Transport (document reference 6.16) [\(Revision B\)](#).

15.9 Sensitivity Testing

- 15.9.1 Sensitivity testing has been undertaken as described in Chapter 5: EIA Approach and Method (document reference 6.5) [\(Revision B\)](#) to determine if delays or an extension to the construction programme, changes to the design within the Limits of Deviation (LoD) or if any of the design scenarios presented in Table 4.4 in Chapter 4: Project Description (document reference 6.4) [\(Revision B\)](#) would affect the assessment.

Flexibility in Construction Programme

- 15.9.2 This chapter assumes the base construction schedule described in Chapter 4: Project Description (document reference 6.4) [\(Revision B\)](#) for the purposes of the assessment. The sensitivity testing considers alternative Project phasing, such as a later construction start date.
- 15.9.3 Should the construction programme be delayed or extended, there may be prolonged access disruption for the identified community facilities, businesses, recreation and tourism assets, users of recreational land and routes. However, provided that mitigation measures set out in the Outline CoCP (document reference 7.2) [\(Revision G\)](#), Outline CTMP (document reference 7.3) [\(Revision F\)](#), and Outline PRoW Management Plan (document reference 7.6) [\(Revision D\)](#) are implemented, there would be no new or different likely significant effects anticipated to those identified in the baseline scenario assessed in Section 15.7.

Flexibility in Design

- 15.9.4 The assessment undertaken in this chapter has been based on the pylon locations and underground cable alignment as shown on Figure 4.1: Proposed Project Design (document reference 6.4.F1).

Flexibility Within the Limits of Deviation

- 15.9.5 Sensitivity testing considering alternative pylon and underground cable route within the proposed LoD, has shown that there would be no new or different likely significant effects because of the pylons and / or underground cable being placed in a different location. Mitigation measures set out in the Outline CoCP (document reference 7.2) [\(Revision G\)](#), Outline CTMP (document reference 7.3) [\(Revision F\)](#), and Outline PRoW Management Plan (document reference 7.6) [\(Revision D\)](#) would

remain effective in minimising potential impacts on Socio-economic, Recreation and Tourism assets.

Flexibility Within the Order Limits

- 15.9.6 There are 19 locations where design scenarios have been identified within Chapter 4: Project Description (document reference 6.4) [\(Revision B\)](#). The effects of the design scenarios on Socio-economics, Recreation and Tourism receptors in comparison with the Project have been assessed. Following the implementation of mitigation measures set out in the Outline CoCP (document reference 7.2) [\(Revision G\)](#), Outline CTMP (document reference 7.3) [\(Revision F\)](#) and Outline PRow Management Plan (document reference 7.6) [\(Revision D\)](#), the majority of the scenarios are not anticipated to alter the significance of effect reported in the chapter. Those that would result in different effects from those reported in this chapter are noted below.

Tilbury North Access at the proposed new Tilbury North Substation (Section H)

- 15.9.7 The design scenario allows for temporary access to Tilbury North Substation via Brentwood Road and permanent access running east to west between Brook Farm and Orsett Golf Club.
- 15.9.8 No additional receptors have been identified for the Brentwood Road option. If this option were to be brought forward, permanent access via Clearserve would no longer be required. Therefore, no changes are anticipated to the baseline scenario for Clearserve. The residual operational effect is assessed as permanent, long-term, neutral, and not significant.

Abbreviations

Abbreviation	Full Reference
AONB	Area of Outstanding Natural Beauty
B&B	Bed and Breakfast
BPD	Building Protection Design
BRES	Business Register and Employment Survey
BT	British Telecom
CoCP	Code of Construction Practice
CRoW	Countryside and Rights of Way Act 2000
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DESNZ	Department for Energy Security and Net Zero
DMRB	Design Manual for Roads and Bridges
EMF	Electromagnetic Fields
EN-1	Overarching National Policy Statement for energy
EN-5	National Policy Statement for Electricity Networks Infrastructure
EIA	Environmental Impact Assessment
EIA Regulations	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
ES	Environmental Statement
FTE	Full Time Equivalent
GREEN	Green Energy Enablement
IEMA	Institute of Environmental Management and Assessment
IHS	Inner Horizontal Surface
IMD	Index of Multiple Deprivation
LEMP	Landscape and Ecological Management Plan
LoD	Limits of Deviation
LSOA	Lower layer Super Output Area
NCN	National Cycle Network
NPPF	National Planning Policy Framework

Abbreviation	Full Reference
NPS	National Policy Statements
NVQ	National Vocational Qualification
ONS	Office for National Statistics
OS	Ordnance Survey
PRoW	Public Right of Way
SOC	Standard Occupational Classification
SoCG	Statement of Common Ground
UKPN	UK Power Networks

Glossary

Term	Definition
Access Land	This is land where the public has a right to walk for recreational purposes, even if the land is privately owned.
Additional mitigation	Comprises measures over and above embedded and standard mitigation measures to reduce environmental effects. This would include, but not be limited to, mitigation required for protected species.
Alignment	The proposed overhead line and underground cable route.
Cable	An insulated conductor designed for underground installation.
Code of Construction Practice	A code of construction practice sets out the standards and procedures to which a developer (and its contractors) must adhere in order to manage the potential effects of construction works.
Construction Traffic Management Plan	Plan detailing the procedures, requirements and standards necessary for managing the traffic effects during construction of the Project so that safe, adequate and convenient facilities for local movements by all transport modes are maintained throughout the construction process.
Countryside and Rights of Way (CROW) open access land / registered common land	The Countryside and Rights of Way Act 2000 (CROW Act) gives a public right of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as 'open access land'.
Development Consent Order	A statutory instrument which grants consents and other rights to build a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008.
Embedded design measures	Mitigation measures are those that are intrinsic to and built into the design of the Project.
Environmental Impact Assessment (EIA)	An assessment of the likely effects of a development project on the environment, which is reported in an Environmental Statement that is publicised and consulted on and taken into account in the decision on whether a project should proceed.
Environmental Statement (ES)	The main output from the EIA process, an ES is the report required to accompany an application for development consent (under the Infrastructure Planning (EIA) Regulations 2017) to inform public and stakeholder consultation and the decision on whether a project should be allowed to proceed. The EIA Regulations set out specific requirements for the contents of an ES for Nationally Significant Infrastructure Projects.
Full Time Equivalent (FTE)	Unit of measurement used to calculate the total full time hours worked by staff.

Term	Definition
Haul road	A route used by construction traffic within the Order Limits to access a working area from a site access point.
Kilovolt	1,000 volts
Limits of Deviation	It represents both the vertical and horizontal maximum deviation for permanent infrastructure, such as the overhead lines, pylons and underground cables. The LoD would allow for adjustment to the final positioning of project features to avoid localised features or unknown or unforeseeable issues that may arise.
Local Nature Reserves	They are areas of land with wildlife or geological features that are of special interest locally.
Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area.
Local Study Area	This comprises the Order Limits. The Order Limits represent the area in which temporary and permanent works have the potential to affect Socio-economics, Recreation and Tourism receptors directly.
Mitigation	The action of reducing the severity and magnitude of change (impact) to the environment. Measures to avoid, reduce, remedy or compensate for significant adverse effects.
National Landscapes	A National Landscape, formerly known as an Area of Outstanding Natural Beauty (AONB), is a protected area in England, Wales, and Northern Ireland, designated for its exceptional landscape quality and natural beauty.
National Nature Reserves	They are designated areas of land and water, protected for their nationally or internationally important habitats, species, and geological features.
Nationally Significant Infrastructure Project	Typically a large scale development of national importance that requires development consent from the Secretary of State, under the Planning Act 2008.
Order Limits	The maximum extent of land within which the authorised development may take place.
Overhead line	Conductor (wire) carrying electric current, strung from pylon to pylon.
Ordnance Survey	The OS is the national mapping agency for Great Britain and produces large scale maps.
Project Section	Geographical 'sections' have been identified that break the Project down into smaller units for ease of description within the documentation. These Project Sections are broken down into eight sections based largely on Local Planning Authority boundaries.
Public Right of Way (PRoW)	A footpath, bridleway or byway accessible to all members of the public.
Pylon	Structures that support the overhead line (conductors).

Term	Definition
Registered Common Land	Common land is owned, for example, by a local council, privately or by the National Trust, where people have certain rights to roam on it.
Scoping	Scoping is the process of determining the content and extent of matters that should be covered in the Environmental Impact Assessment.
Scoping Report	Report determining the content and extent of matters that should be covered in the Environmental Impact Assessment.
Socio-economics	The study of the interrelation between economics and social behaviour.
Standard mitigation measures	Comprise management activities and techniques, which would be implemented throughout construction of the Project to limit effects through adherence to good site practices.
Underground cable	An insulated conductor carrying electric current designed for underground installation. Underground cables link together two Cable Sealing End compounds.
Wider Study Area	This comprises the spatial extent of the Local Planning Authority areas through which the Order Limits pass together with Norwich City Council and Ipswich Borough Council (adjacent to the Project) and West Suffolk Council (where the Project office is located).

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