



# MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

## Local Tourism Assessment



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## Glossary

Term	Meaning
400 kV grid connection cable	Cables that will connect the proposed onshore substations to the existing National Grid Penwortham substation.
400 kV grid connection cable corridor	The corridor within which the 400 kV grid connection cables will be located.
Environmental Impact Assessment	The process of identifying and assessing the significant effects likely to arise from a project. This requires consideration of the likely changes to the environment, where these arise as a consequence of a project, through comparison with the existing and projected future baseline conditions.
Environmental Statement	The document presenting the results of the Environmental Impact Assessment process.
Epicentre	In the context of marine renewable energy, the location from which impacts are expected to emanate e.g. construction port, onshore substation etc.
Landfall	The area in which the offshore export cables make landfall (come on shore) and the transitional area between the offshore cabling and the onshore cabling. This term applies to the entire landfall area at Lytham St. Annes between Mean Low Water Springs and the transition joint bay inclusive of all construction works, including the offshore and onshore cable routes, intertidal working area and landfall compound(s).
Local Authority	A body empowered by law to exercise various statutory functions for a particular area of the United Kingdom. This includes County Councils, District Councils and County Borough Councils.
Mitigation measures	This term is used interchangeably with Commitments. The purpose of such measures is to avoid, prevent, reduce or, if possible, offset significant adverse environmental effects.
Morgan and Morecambe Offshore Wind Farms: Transmission Assets	<p>The offshore export cables, landfall, and onshore infrastructure for the Morgan Offshore Wind Project and the Morecambe Offshore Windfarm. This includes the offshore export cables, landfall site, onshore export cables, onshore substations, 400 kV grid connection cables and associated grid connection infrastructure such as circuit breaker compounds.</p> <p>Also referred to in this report as the Transmission Assets, for ease of reading.</p>
Onshore export cables	The cables which would bring electricity from the landfall to the onshore substations.
Onshore export cable corridor	The corridor within which the onshore export cables will be located.
Onshore Infrastructure Area	The area within the Transmission Assets Order Limits landward of MHWS. Comprising the offshore export cable corridor from MHWS to the transition joint bay, onshore export cable corridor, onshore substations and 400 kV grid connection cable corridor, and associated temporary and permanent infrastructure including temporary and permanent compound areas and accesses. Those parts of the Transmission Assets Order Limits proposed only for ecological mitigation and/or biodiversity benefit are excluded from this area.
Onshore substations	The onshore substations will include a substation for the Morgan Offshore Wind Project: Transmission Assets and a substation for the



Term	Meaning
	Morecambe Offshore Windfarm: Transmission Assets. These will each comprise a compound containing the electrical components for transforming the power supplied from the generation assets to 400 kV and to adjust the power quality and power factor, as required to meet the UK Grid Code for supply to the National Grid.
Renewable energy	Energy from a source that is not depleted when used, such as wind or solar power.
Substation	Part of an electrical transmission and distribution system. Substations transform voltage from high to low, or the reverse by means of electrical transformers.
Transmission Assets	See Morgan and Morecambe Offshore Wind Farms: Transmission Assets (above).
Visitor economy	Economic activity generated by spending on accommodation, food and drink, attractions, transport, retail, and many other activities associated with leisure

## Acronyms

Acronym	Meaning
BRES	Business Register and Employment Survey
COCP	Code of Construction Practice
CoT	Project Commitment
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
ECOW	Ecological Clerk of Works
EIA	Environmental Impact Assessment
EMP	Ecological Management Plan
ES	Environmental Statement
GB	Great Britain
GVA	Gross Value Added
HDD	Horizontal Direct Drilling
MCZ	Marine Conservation Zone
OEMP	Outline Ecological Management Plan
ONS	Office for National Statistics
PRoW	Public rights of way
RSPB	Royal Society for the Protection of Birds
SAC	Special Areas of Conservation
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order
UK	United Kingdom

## Units

Unit	Description
%	Percentage
km	Kilometres
kV	Kilovolt
£	Sterling pound

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## Non-technical summary

This document presents an assessment of the potential impact of the Morgan and Morecambe Offshore Wind Farms: Transmission Assets on tourism in the surrounding local area during the construction phase and operation phase. For ease of reference the Morgan and Morecambe Offshore Wind Farms Transmission Assets are referred to in this document as the ‘Transmission Assets’.

This document has been prepared in response to examination submissions requesting that the Applicants’ assessment of potential tourism effects consider a refined ‘local’ study area. Consultation has taken place with representatives from the local authorities within the study area to inform the preparation of this assessment, and to ensure it contains information which will assist in their consideration of the Transmission Assets application.

The order limits of the Transmission Assets’ onshore infrastructure are located predominantly within the local authority areas of Fylde, Blackpool, South Ribble, and Preston.

This assessment considers a local study area which consists of “the Fylde” and South Ribble (see **Figure 1.1**). The Fylde is a widely recognised and well understood area representing the peninsula in Western Lancashire, which consists of the following local authority areas: Fylde, Blackpool, Preston, and Wyre. South Ribble is included within the local study area due to the presence of the Transmission Assets’ order limits within its boundary.

Furthermore, a 1 km buffer zone has been selected as an appropriate area for identification of specific tourism assets which are in close proximity to the Transmission Assets order limits. This allows for consideration of potential direct impacts, in addition to potential indirect impacts on the local study area’s tourism industry in general.

Whilst a local study area has been identified, differences in the importance of tourism to each individual local authority have been considered throughout. To accommodate instances where the assessment of effects at the local study area level diverges from what might be observed at the individual local authority level, the assessment highlights such instances to ensure that any localised tourism sensitivities are captured.

There were 38.5 million visitors to the local study area in 2023 (Marketing Lancashire, latest available data), which represents around 58% of visitors to Lancashire in that year. The economic impact of these visits was reported as £3.4 billion. Around 11.5% of employment in the study area is represented by people working in the tourism industry, which is higher than the GB average (10.9%). Employment in tourism related activities represents around 19.0% of all employment in Blackpool, and 13.3% of all employment in Fylde, which highlights the economic importance of tourism to these local authorities in particular.

To allow for specific local tourism assets to be reflected within the assessment, a review of the local policy context and baseline environment has identified multiple asset categories which underpin tourism:

- Natural capital
- Culture and entertainment

- Heritage
- Recreation
- Accommodation
- Hospitality

This assessment therefore considers potential impacts on each of these categories.

Potential impacts associated with onshore works during the construction phase have been scoped in for assessment, except for potential impacts associated with the presence of non-local construction workers staying in overnight accommodation – these are considered to be not significant in EIA terms, and have therefore been scoped out. Potential impacts associated with offshore works are scoped out, given that no above sea-level structures or elements of sea surface-piercing infrastructure form part of the Transmission Assets application. Potential impacts associated with onshore infrastructure during the operation and maintenance phase have also been scoped out (see **Table 4.2** for more detail).

~~The approach to determining the significance of effects is a two-stage process that involves defining the magnitude of the impacts and the sensitivity of the receptors. This approach is consistent with the principles applied elsewhere within the Transmission Assets application, including ES Volume 4, Chapter 2: Socio-economics (document reference F4.2) and ES Volume 1, Chapter 5: Environmental assessment methodology (document reference F1.5).~~

For the purposes of this assessment the following have been identified as having the potential to interact with tourism. Assessment of the potential effects of these on each asset category (listed above) has been informed by the assessments set out in the ES chapters:

- **Traffic and transport** (Volume 3, Chapter 7: Traffic and transport of the ES, document reference F3.7)
- **Land use and recreation** (Volume 3, Chapter 6: Land use and recreation of the ES, document reference F3.6)
- **Visual impacts** (Volume 3, Chapter 10: Landscape and visual resources of the ES, document reference F3.10)
- **Historic environment** (Volume 3, Chapter 5: Historic environment of the ES, document reference F3.5)
- **Ecology** (Volume 3, Chapter 3: Onshore ecology and nature conservation of the ES, document reference F3.3)
- **Noise and vibration** (Volume 3, Chapter 8: Noise and vibration of the ES, document reference F3.8)

The key mitigation measures relevant to tourism are:

- Outline Construction Traffic Management Plan (oCTMP) (document reference J5/F06): Table 1.3 sets out traffic incident management measures to be adopted during identified events. This includes managing traffic demand during major events that impact on the highway. To deliver this measure, the Construction Traffic Management Plan Co-ordinator (CTMPCo) will liaise with local stakeholders to understand when major events occur. To ensure there are limited HGV trips planned along affected links during major events, the CTMPCo would

undertake advanced planning to schedule activities in advance. This measure is secured via DCO Schedules 2A & 2B, Requirement 9 (document reference C1/F09). Post consent, construction traffic management plans for the phases of the works (which must accord with the oCTMP) are to be discharged by the relevant highway authority (either Lancashire County Council or Blackpool Borough Council depending on the location of the works) at each stage of project development, as required by Requirement 9 in Schedules 2A and 2B of the draft DCO (document reference C1/F09). This process will allow for appropriate measures to be included in each construction traffic management plan (as relevant) to ensure visitor access and experience associated with specific events or locations can be protected throughout the relevant construction phase.

- Outline Communications Plan (document reference J1.1/F05): Section 1.5 makes specific allowance for tourism-related businesses to be included within the liaison committee process. This will allow for tourism businesses which have concerns regarding the potential impacts of specific construction plans to engage with the Applicants and ensure appropriate mitigations are put in place at the appropriate stages. Section 1.5 also makes allowance for communications with Councils and the liaison committee on matters related to tourism – and perception in particular – to be a matter for ongoing dialogue post-consent.

Taking account of these mitigation measures, ~~T~~the assessment of potential effects on each tourism asset category concludes:

Impact	Assessment findings
Natural capital	<p>Natural capital assets within the local study area are predominantly located in Fylde, South Ribble, and Wyre, which is expected given their rural profiles – particularly in comparison to the urban centres of Blackpool and Preston. There is a strong bias towards the habitats and species associated with the coastal environment.</p> <p>There is potential for temporary and limited impacts on natural assets within Fylde such as Blackpool and Lytham and St Annes Sand Dunes, Ribble Estuary, and Ribble Coast and Wetlands, where specific locations within these natural assets are in close proximity to cable installation works.</p> <p>Ribble Estuary and Ribble Coast and Wetlands are highly dispersed, covering large geographic areas. The areas of these assets which are covered by the 1 km buffer zone identified for this assessment are very limited. The construction activities for the cable routes would be confined to a linear corridor, such that landscape and visual effects are limited to discrete tracts of the landscape and certain views. On this basis, it is considered unlikely that the scale or significance of construction-related effects on the landscape and visual environment would materially undermine the wider tourism offer of these natural assets, or the experience of visitors to the Fylde.</p> <p>It is therefore highly unlikely the impacts identified would result in material or substantial changes in tourism conditions across these assets.</p>

Impact	Assessment findings
Culture and entertainment	<p>The local study area has a number of cultural and entertainment assets. These are a combination of fixed-location venues and fixed-date major events, with the highest concentration of major assets within Blackpool.</p> <p>Without mitigation there <del>may be</del> is potential for impacts on major seasonal fixed-date events <a href="#">in Blackpool and Fylde</a> such as Blackpool Illuminations, Blackpool Marathon, Blackpool Air Show, the World Fireworks Championships, <del>Christmas By The Sea, LightPool Festival, and Showzam!</del> <a href="#">Lytham Festival</a>, and <a href="#">St Anne's Kite Festival</a>, <del>and as well as</del> fixed location attractions such as Blackpool Pleasure Beach (Amusement park), Blackpool Tower, North/Central/South Piers, Sandcastle Waterpark, Golden Mile, Grand Theatre, Winter Gardens (entertainment complex), <del>and</del> Opera House Theatre, <a href="#">St Anne's Pier and Promenade</a>, and <a href="#">Lowther Pavilion</a>.</p> <p>However, measures are proposed within the <del>outline Construction Traffic Management Plan (oCTMP)</del> (document reference J5/F065) to manage vehicle movements during major fixed-date events, such as the Blackpool Illuminations <a href="#">and Lytham Festival</a>. The oCTMP outlines a commitment to liaise with local stakeholders to understand when major events occur and ensure that there are limited HGV trips during planned events, e.g. via stockpiling of materials or programming of works.</p> <p>Table 7.21 within Volume 3, Chapter 7: Traffic and transport (document reference F3.7) outlines there could be a peak increase in traffic of up to 1% for the road links that provide a key access point to the Blackpool Promenade and other routes relevant to tourism (the A5230 Squires Gate, A584 Promenade and A584 Clifton Drive North). As per relevant guidance, day-to-day variation of traffic on a road is frequently at least + or – 10%, with changes in traffic flows of less than 10% resulting in no discernible environmental impact.</p> <p><a href="#">The Applicants have engaged with Blackpool Borough Council highways and included measures within the oCTMP (document reference J5/F056) and updated the draft DCO during examination (document reference C1/F09) to limit the powers granted and ensure that the necessary rights to allow limited construction access via Starr Gate and Squires Gate would not affect the current use by the public and others (including the RNLI).</a></p> <p><del>The Applicants continue to engage with Blackpool Borough Council highways, and have included measures within the oCTMP (document reference J5/F065) to ensure that access via Starr Gate and Squires Gate would not be affected by the Transmission Assets.</del></p> <p>As such, any interruption to accessing culture and entertainment assets within Blackpool – in particular those fixed-date events or fixed-location attractions located at or near Blackpool's New South Promenade and northwards to Red Bank Road – is expected to be negligible.</p> <p>This will also ensure that adverse impacts on visitor perception and place reputation are avoided.</p>
Heritage	<p>There are heritage assets within the local study area which are visitor attractions. Overall, heritage makes a smaller contribution to the tourism offer of the local study area than the other asset categories assessed.</p> <p>There is little to no direct interaction between impacted aspects of the historic environment and tourism. As such, tourism activities associated with heritage assets are not at risk of being subject to impacts from the Transmission Assets.</p>

Impact	Assessment findings
Recreation	<p>There are a number of recreation assets within the local study area, including fixed location assets such as sports venues (including golf courses), and dispersed assets such as coastal and rural walking routes, and National Cycle Network (NCN) routes, many of which span local authority areas.</p> <p>There is potential for temporary and limited impacts during the construction phase on the Lancashire Coastal Way, and NCN Route 62, where they are in close proximity to trenchless cable installation works. There is also potential for limited impacts on St Anne's Old Links Golf Club.</p> <p>Where activities are dispersed e.g. walking and cycling, users will typically encounter many environments, built and natural, with wide ranging levels of physical development present along routes. The available evidence on the interaction between visual amenity and user experience indicates the relationship is weak. As such, non-significant changes to visual amenity are unlikely to impact on user experience. Similarly, temporary minor route diversions, accompanied by signing and other management measures, are not uncommon on local Public Rights of Way, where works can occur for a variety of reasons.</p> <p>As discussed, CoT44 sets out that the installation of offshore export cables under the St Annes Old Links Golf Course will be undertaken by trenchless installation technique, mitigating potential impacts on that asset. The Applicant is engaged with St Anne's Old Links Golf Club to ensure no impact at surface level.</p>
Accommodation	<p>The accommodation sector is economically important to the local study area's tourism industry. It represents around 6,000 jobs (2.0% of total employment).</p> <p>The number of accommodation assets within the 1 km buffer zone is limited by the predominantly rural profile of the areas that fall within the zone. As such, the potential impact on accommodation is anticipated to be limited to individual visitors and businesses. Impacts on individual businesses are most likely to manifest in increased bookings elsewhere in the local study area as a result of displacement.</p> <p>The local study area has a large stock of accommodation businesses. As long as alternative accommodation venues have spare capacity (and the majority of accommodation providers operate with ongoing room vacancies throughout the year), additional bookings can be accommodated within the local study area.</p> <p><a href="#">Section 1.5 of the Outline Communications Plan (document reference J1.1/F05) makes specific allowance for tourism-related businesses to be included within the liaison committee process. This will allow for individual accommodation businesses which have concerns regarding the potential impacts of specific construction plans to engage with the Applicants and ensure appropriate mitigations are put in place at the appropriate stages.</a></p>



Impact	Assessment findings
Hospitality	<p>The hospitality sector is very economically important to the local study area's tourism industry. It represents around 17,000 jobs, which accounts for 5.8% of total employment, and 50% of tourism industry employment.</p> <p>The number of hospitality assets within the 1 km buffer zone is limited by the predominantly rural profile of the areas that fall within the zone. As such, the potential impact on hospitality is anticipated to be limited to individual visitors and businesses. Impacts on individual businesses are most likely to manifest in displaced custom elsewhere in the local study area.</p> <p>The local study area has a large stock of hospitality businesses. Alternative hospitality venues within the local study area are highly likely to have sufficient capacity to accommodate additional custom.</p> <p><a href="#">Section 1.5 of the Outline Communications Plan (document reference J1.1/F05) makes specific allowance for tourism-related businesses to be included within the liaison committee process. This will allow for individual hospitality businesses which have concerns regarding the potential impacts of specific construction plans to engage with the Applicants and ensure appropriate mitigations are put in place at the appropriate stages.</a></p>

[The most up to date evidence on the potential tourism effects of offshore wind development has been considered within this assessment, and supports the conclusions set out above.](#)

[Biggar Economics \(2020\) provides empirical evidence on the relationship between offshore wind farm construction and local tourism in England.](#)

[The study analysed indicators of the visitor economy in 11 cases \(including 3 in North West England\) to identify any relationship between offshore wind farms and changes in visitor behaviour or spending during construction periods.](#)

[This included consideration of whether the construction of associated infrastructure, such as onshore cabling and substations, had an impact on the performance of the visitor economy where this activity took place.](#)

[The purpose of the research was to identify evidence of the construction of offshore wind farms having an impact on the local visitor economy. No evidence was found to support this. Instead, it was found that areas, including those with landscape sensitivities, were not impacted by the construction activities of offshore wind farms, including installation of cabling and onshore substations.](#)

[Glasson et al \(2021\) provides comprehensive research on the impacts of offshore wind farms on local visitor economy and recreation activities in adjacent coastal communities.](#)

[The research presents a literature review setting out key findings from recent academic articles and professional and industry reports on the impacts of offshore wind projects on local tourism and recreation. The research also provides a number of UK case studies of specific projects in coastal locations that provide primary data, by direct survey, of impacts.](#)

[The research concludes that:](#)

- [Whilst impacts vary from stakeholder to stakeholder, findings from the literature indicate the overall impact of offshore wind projects on the visitor economy are 'benign', and in some cases positive.](#)



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- [This is supported by findings from research on onshore wind farms, which indicates little or no evidence to demonstrate that any windfarm development has resulted in any adverse impact on tourism.](#)
  - [Results from agency and local business and residents' survey responses indicate there is little evidence of negative impacts of offshore wind projects on local visitor economy and recreation activities. Results demonstrate there are considerably more comments on positive impacts, all set in the wider context of the importance of offshore wind developments in the transition towards renewable energy.](#)

Overall, it is assessed there are no significant effects on tourism in the Local Study Area arising from the Transmission Assets during construction.

This finding is consistent with ES Volume 4, Chapter 2: Socio-economics (document reference F4.2), which concluded that potential residual effects on tourism at the regional level are likely to be negligible.

It is also assessed there are no significant effects on tourism in any individual local authority arising from the Transmission Assets during construction.

It is expected that cumulative effects on tourism will not differ from those assessed for the Transmission Assets alone.

It is expected that the identified non-significant effects for each asset category would not interact in a manner which generates significant adverse effects on tourism within the local study area. This is also the case at individual local authority level.

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# 1 Introduction

## 1.1 Overview

1.1.1.1 This document presents an assessment of the potential impact of the Morgan and Morecambe Offshore Wind Farms: Transmission Assets on tourism in the surrounding local area during the construction phase. For ease of reference the Morgan and Morecambe Offshore Wind Farms Transmission Assets are referred to in this document as the 'Transmission Assets'.

1.1.1.2 This document has been prepared in response to examination submissions requesting the Applicants' assessment of potential tourism effects considers a refined 'local' study area. The Applicants have responded to these submissions in the following:

- Annex 5.10 to the Applicants response to Hearing Action Points: ISH1 52 (REP1-046).
- Applicants' Response to Examining Authority's Written Questions (ExQ1)15.1.3 (REP3-056).
- Applicants' Response to Blackpool Borough Council Local Impact Report (REP2-040).
- Applicants' Response to Fylde Council Local Impact Report (REP2-038).
- Applicants' Response to Fylde Council Relevant Representation (PDA-030).

### 1.1.2 National Policy Statement

1.1.2.1 Paragraphs 5.13.2 to 5.13.6 of National Policy Statement EN-1 (NPS EN-1) set out the requirements for assessment of socio-economic impacts (which includes tourism impacts).

1.1.2.2 Table 2.1 of ES Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2) sets out how and where relevant paragraphs within NPS EN-1 have been complied with by the Applicants.

1.1.2.3 Table 2.15 of the Applicants' Response to Examining Authority's Written Questions (REP3-056) sets out in detailed terms how the ES assessment is compliant with each of the relevant paragraphs in NPS EN-1.

1.1.2.4 Of particular note is paragraph 5.13.2, which states:

*'Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES.'*

1.1.2.5 In line with this requirement, the Applicants consider it appropriate to undertake either a local **or** regional socio-economics assessment (including tourism). Since the anticipated tourism effects are diffuse and not solely concentrated within a single local authority, as well as forming part of wider projects including the generation assets of Morecambe

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and Morgan offshore wind farms, a regional assessment was considered appropriate and undertaken within section 2.11 and 2.12 of ES Volume 4, Chapter 2: Socio-economics (document reference F4.2).

- 1.1.2.6 This approach is supported by the Examining Authority's Report of Findings and Conclusions with respect to the Mona Offshore Wind Farm, published on 4 July 2025.
- 1.1.2.7 The assessment of potential socio-economic effects associated with the Mona Offshore Wind Farm included both offshore and onshore effects. The consideration of potential onshore effects associated with that project's transmission assets makes it a relevant example to cite.
- 1.1.2.8 Although situated in Wales, the onshore grid connection point for the Mona Offshore Wind Farm is located just 80 miles from the onshore grid connection point for the Transmission Assets, reinforcing the relevance of that project's recommendation.
- 1.1.2.9 The Mona Offshore Wind Farm application followed an identical approach to assessing onshore socio-economics (and tourism) effects, and the ExA concluded in paragraph 6.4.53 of their findings they were:  
*"...satisfied that the Applicant's assessment has fully addressed the potential socio-economic effects associated with the construction, operation and decommissioning of the Proposed Development in accordance with Section 5.13 of NPS EN-1."*
- 1.1.2.10 The Applicants therefore maintain their confidence in the compliance of ES Volume 4, Chapter 2: Socio-economics (document reference F4.2) with section 5.13 of NPS EN-1.
- 1.1.2.11 Nevertheless, Interested Parties have clearly communicated their desire to consider an assessment of potential tourism effects which is based on a 'local' study area, and as a result the Applicants have prepared this document.

### **1.1.3 Document structure**

- 1.1.3.1 This document should be read alongside Volume 4, Chapter 2: Socio-economics of the ES (document reference F4.2) of the Environmental Statement (ES), where potential tourism effects are considered at a regional level.
- 1.1.3.2 This document includes the following information:
- Identification of the scope of the assessment.
  - Review of local planning policy relevant to tourism.
  - Review of the existing baseline environment relevant to tourism.
  - The methodology to be applied within the assessment.
  - Assessment of effects on tourism during the construction and operation phases.
  - Identification of any cumulative effects on tourism during the construction and operation phases.

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- 1.1.3.3 As per paragraph 2.1.1.6 in ES Volume 4, Chapter 2: Socio-economics of the ES (F4.2), where physical infrastructure and civil works are located offshore, any resulting impacts are categorised as offshore, and where physical infrastructure and civil works are located onshore, any resulting impacts are categorised as onshore. Offshore works are not considered further in this report. Any intertidal beach works are considered as onshore and therefore form part of this assessment.
- 1.1.3.4 This assessment is informed by and should be read alongside the following ES chapters and their annexes:
- Volume 3, Chapter 7: Traffic and transport of the ES (document reference F3.7)
  - Volume 3, Chapter 6: Land use and recreation of the ES (document reference F3.6)
  - Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10)
  - Volume 3, Chapter 5: Historic environment of the ES (document reference F3.5)
  - Volume 3, Chapter 3: Onshore ecology and nature conservation of the ES (document reference F3.3)
  - Volume 3, Chapter 8: Noise and vibration of the ES (document reference F3.8)

## 1.2 Scope of the assessment

- 1.2.1.1 The term ‘tourism’ is often used interchangeably with the term ‘visitor economy’ to define the receiving environment of relevance to this assessment.
- 1.2.1.2 The term ‘visitor economy’ refers to the economic activity generated by spending on accommodation, food and drink, attractions, transport, retail, and many other activities associated with leisure. This spending can result from people travelling for leisure, business, visiting friends and family, education, health and medical treatment, or transit. It can also result from local residents who are not ‘tourists’ participating in the same activities.
- 1.2.1.3 ‘Tourism’ is frequently used as a byword for the ‘visitor economy’ due to its familiarity, despite the latter encompassing a broader range of participation. In general, ‘tourism’ serves as an acceptable term to represent the economic activity associated with all forms of visitor-related activity.
- 1.2.1.4 As such, this assessment will utilise the term ‘tourism’ to represent the ‘visitor economy’, as this is the term most readers will be familiar with.
- 1.2.1.5 As identified in ES Volume 4, Chapter 2: Socio-economics (document reference F4.2), there are potential impacts associated with major energy infrastructure projects which have the potential to affect tourism. Volume 4, Chapter 2: Socio-economics (document reference F4.2) includes an assessment of potential tourism effects at the regional level.

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1.2.1.6 This assessment considers potential tourism effects at the local level.

## **1.2.2 Study area**

1.2.2.1 There is no recognised best practice guidance which prescribes the study area that should be used for the assessment of tourism impacts.

1.2.2.2 The order limits of the Transmission Assets' onshore infrastructure are located predominantly within Fylde Borough (herein referred to as "Fylde"), a small area is located within Blackpool Borough (herein referred to as "Blackpool"), and areas within South Ribble Borough (herein referred to as "South Ribble"), and Preston City (herein referred to as "Preston").

1.2.2.3 The Fylde is a widely recognised and well understood area representing the peninsula in Western Lancashire. The area is bounded by Morecambe Bay to the north, the Ribble estuary to the south, the Irish Sea to the west, and the foot of the Bowland hills to the east (which is approximately marked by the M6 motorway).

1.2.2.4 Fylde, Blackpool, and Preston are part of The Fylde (in addition to Wyre Borough, herein referred to as "Wyre").

1.2.2.5 There is also transport connectivity for visitor activities between Blackpool Borough and Wyre Borough via tram and road connections.

1.2.2.6 On this basis, The Fylde is considered an understandable 'local' study area on which to prepare an assessment.

1.2.2.7 South Ribble is not traditionally considered part of The Fylde. However, given the order limits of the onshore infrastructure are located partially within its boundary, the Applicants consider it appropriate for this area to be included within the definition of a 'local' study area. In addition, much of South Ribble forms part of the Preston 'built up area'. As such, a coherent socio-economic association between South Ribble and Preston can be assumed, and by association between South Ribble and The Fylde.

1.2.2.8 The identified local study area is shown in **Figure 1.1**.

1.2.2.9 Furthermore, a 1 km buffer zone has been selected as an appropriate area for identification of specific tourism assets which are in close proximity to the Transmission Assets order limits. This allows for consideration of potential direct impacts, in addition to potential indirect impacts on the local study area's tourism industry. This area is also shown in **Figure 1.1**.

1.2.2.10 Differences in the importance of tourism to each local authority in their own right are considered throughout. To accommodate instances where the assessment of effects at the study area level diverges from what might be observed at the individual local authority level, the assessment highlights such instances to ensure that any localised tourism sensitivities are captured.

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## 1.2.3 Consultation

1.2.3.1 The first opportunity to discuss the proposed assessment was during a Statement of Common Ground meeting (virtual) with Blackpool Borough Council on 14 July 2025. The local tourism study area was discussed, with informal agreement reached<sup>4</sup> that assessment at 'The Fylde' level would be most appropriate, with the inclusion of South Ribble due to the presence of the order limits within that area. It was concluded there was insufficient time to consult with all other local authorities in the area before Deadline 4.

1.2.3.2 The second opportunity was an informal discussion in person with a Blackpool Borough Council officer during Issue Specific Hearing 2 on 30 July 2025. The council expressed a wish to ensure the seafront area up to Red Bank Road was included within the study area – the identified local tourism study area covers this area in its entirety.

~~1.2.3.2~~ 1.2.3.3 On 5 August 2025 Blackpool Borough Council **subsequently** provided a written note on their expectations for the assessment ~~and this is included in Appendix B.~~ The Applicants' response to these comments is provided at Table A.B.1. ~~Further commentary is provided in section 5.4.~~

1.2.3.4 On 20 August 2025 the Applicants consulted formally with each local authority in the study area on the proposed approach to the assessment, with 8 September provided as a deadline for comments. Comments were received from Blackpool Borough Council, Fylde Council and South Ribble Borough Council. The Applicants have considered these comments when finalising the assessment where possible. The Applicants' response to these comments is provided at Table A.B.2 and Table A.C.1, respectively.

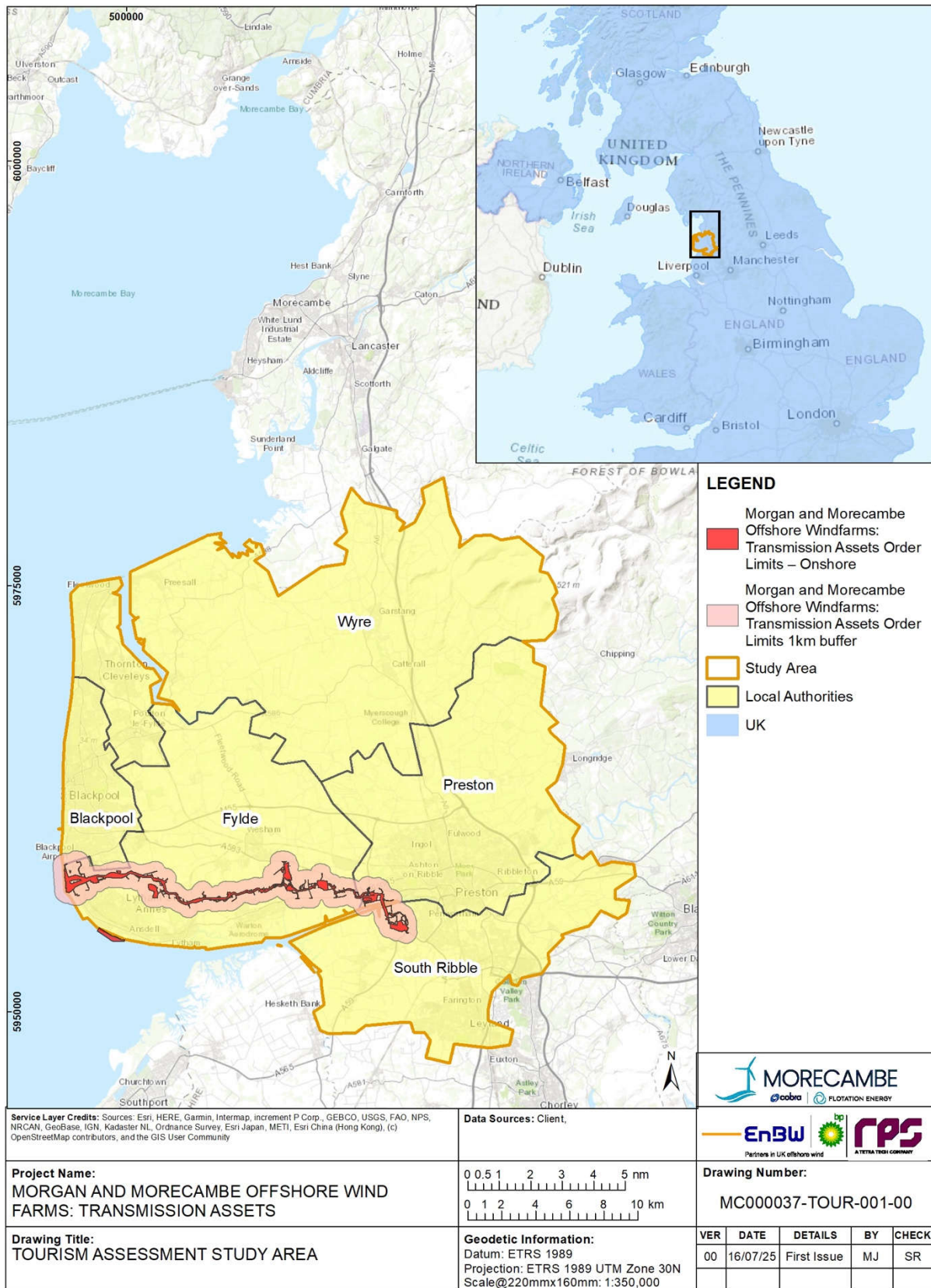
1.2.3.5 On 3 October 2025, Fylde Borough Council provided written comments following their review of the Local Tourism Assessment submitted at Deadline 5 (REP5-142). The Applicants' response to these comments is provided at Table A.C.2. This was also provided to Fylde Council by email on 15 October 2025.

1.2.3.6 On 7 October 2025, Blackpool Borough Council provided a verbal statement at Issue Specific Hearing 4 in response to Agenda Item 6(b), and on 9 October 2025 these comments were provided in writing. The issues raised in these comments were discussed in a call with representatives from Blackpool Borough Council on 13 October 2025. The Applicants' response to these comments is provided at Table A.B.3.

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<sup>4</sup>Blackpool Borough Council representatives wished to reserve formal approval of the approach until after having had the opportunity to review the submission in full.





**Figure 1.1: ‘Local’ tourism study area**

## 2 Local policy context

2.1.1.1 The relevant local planning policies applicable to tourism within the extent of the local study area are summarised in **Table 2.1**. These policies are considered further in the Planning Statement (document reference J28) and local policy tracker (document reference J28.3)

**Table 2.1 Summary of local policies relevant to this chapter**

Policy	Key Provisions
Adopted Fylde Local Plan to 2032 (incorporating Partial Review) (Fylde Council, 2021)	<b>Strategic Policy EC6: Leisure, Culture and Tourism Development</b> The policy aims to promote St Annes as a classic seaside resort, and support overall tourism activities, cultural tourism and sustainable tourism. The policy also supports the promotion and enhancement of rural tourism.
	<b>Non-strategic Policy EC7: Tourism Accommodation</b> The policy states that high quality tourism accommodation will be encouraged within the holiday areas in St Annes.
	<b>Strategic Policy GD4: Development in the Countryside</b> The policy states that small-scale tourist accommodation, holiday caravan sites and very exceptionally, large scale tourism development can be appropriate for rural development and help diversify the rural economy.
	<b>Strategic Policy T4: Enhance Sustainable Transport Choice</b> The policy highlights the importance of improving connections between strategic locations, and reducing congestion in the key service centres of Lytham, St Annes and Kirkham to promote competitiveness and enhance the tourism economy.
Economic Development Strategy and Action Plan 2012 to 2030 (Fylde Council, 2013)	<b>Strategic Theme 3: The Visitor Economy</b> The theme emphasises the role of the visitor economy in providing employment, and its overall contribution to economic prosperity. It notes the aim to promote new segments of the visitor economy, including eco-tourism, and marketing the natural beauty of the area: particularly, the Ribble Coast and the Wetlands Regional Park.
	<b>Strategic Theme 9: Rural Economic Development</b> The theme highlights the need to actively support tourism and the visitor economy in appropriate rural locations.
Blackpool Local Plan Part 1: Core Strategy (2012–2027) (Blackpool Council, 2016)	<b>Policy CS21: Leisure and Business Tourism</b> The policy focuses on the physical and economic regeneration of Blackpool's resort core and town centre. It seeks to strengthen the appeal of the tourism locations to attract new audiences year-round. It supports high quality tourism attractions and public realm improvement proposals, proposals for new visitor accommodation, venues and event spaces, and



Policy	Key Provisions
	<p>improvements of existing tourism attractions and holiday accommodation.</p> <p>It states the Council's support for new tourism investment outside of the resort core and town centre.</p> <p><b>Policy CS8: Heritage</b></p> <p>The policy notes that developments respecting Blackpool's built, social and cultural heritage will be supported, widening Blackpool's appeal to residents and visitors.</p>
South Ribble Tourism Strategy 2023-2025 (South Ribble Borough Council, 2023)	The strategy states the ambition for South Ribble to develop its visitor offer and to attract more tourism, supporting the local economy. It seeks to raise the profile of South Ribble as a visitor destination by improving visitor information delivery and promotional methods and to promote events and sustainable tourism in the area.
South Ribble Economic Strategy (South Ribble Borough Council, 2023)	The South Ribble Economic Strategy does not directly reference tourism or the visitor economy. It identifies 'Space and Place' as one of its four priority themes. The theme is defined as "providing the right physical conditions for our businesses and future workforce, including land, property, business accommodation and wider digital and environmental infrastructure" (p. 5). Within this aim, it states that change of use within the town and village centres should be supported to increase visitor numbers.
Wyre Local Plan 2011-2031 (incorporating partial update of 2022) (Wyre Council, adopted 2023)	<p><b>Policy EP9 Holiday Accommodation</b></p> <p>The policy sets out the importance of holiday accommodation in supporting tourism within the local economy and that the council will support holiday accommodation development.</p> <p><b>Policy SP1 Development Strategy</b></p> <p>The policy encourages the diversification of the rural economy, including by supporting tourism development in rural locations.</p>
Wyre Borough Economic Development and Visitor Economy Strategy (Wyre Council, 2024)	<p><b>Strategic Initiative 2: Rural Economic Development</b></p> <p>The strategic initiative highlights the ambition to diversify the rural economy through re-use of buildings for commercial non-agricultural purposes and for tourism and leisure activities.</p> <p><b>Strategic Initiative 4: Visitor Economy</b></p> <p>The strategic initiative aims for Wyre to become an accessible, outdoor visitor destination. The initiative aims to grow the tourism sector and support a quality visitor offer with place-based marketing.</p>
Central Lancashire Adopted Core Strategy – Local Development Framework (Preston City Council, South Ribble Borough Council and Chorley Council, 2012).	<p>The Local Development Framework sets out core strategic objectives to achieve its vision for Central Lancashire. Core Strategic Objective SO 12 states the objective "to create, enhance and expand tourist attractions and visitor facilities in the City, town centres and appropriate rural locations" (p. 82.).</p> <p><b>Policy 11: Retail and Town Centre Uses and Business Based Tourism</b></p> <p>The policy states that city and town centre developments should support tourism and visitor provision, focusing on</p>

Policy	Key Provisions
	business-based tourism. Particularly, the policy states that provisions should be made to improve business based tourism in Leyland Town Centre.
	<b>Policy 12: Culture and Entertainment Facilities</b> The policy emphasises the role of culture in town and city revitalisation and regeneration. It states that tourism and leisure facilities based on culture and heritage will be encouraged. This includes restaurants, cinemas, theatres and museums. These facilities will be particularly encouraged in Preston City Centre. Leyland will be promoted as a key service centre for culture and entertainment.
	<b>Policy 13: Rural Economy</b> The policy notes that supporting rural based tourist attractions, visitor facilities, recreational uses, business and storage activities can improve economic and social outcomes for Central Lancashire and encourage growth in rural businesses.
	<b>Policy 20: Countryside Management and Access</b> The policy emphasises the importance of wildlife habitats and the conservation of natural landscapes within Central Lancashire. This includes the Ribble Coast and Wetlands Regional Park. It states that the natural assets in Central Lancashire can also play a key role in the development of tourism and recreation in the region.
South Ribble Borough Council Local Plan 2010-2026 (South Ribble Borough Council, adopted 2015)	Within the Delivering Economic Prosperity Theme, the Plan states that one of the core strategies is to “create new and improving existing tourist attractions and visitor facilities in Leyland Town Centre and appropriate rural locations” (p. 56).
Draft Central Lancashire Local Plan 2023-2041 (Regulation 19 Publication Version, Central Lancashire, 2025)	<b>Policy EC14: Priorities for Tourism and the Visitor Economy</b> The policy states that South Ribble and Preston councils will promote the growth of the tourism and visitor economy, expand tourism accommodation and facilities. In particular, the policy sets out Preston City Centre and Leyland Town Centre as locations for major development proposals, including tourism attractions, accommodation and conference facilities.
Lancashire County Council Economic Strategy 2023-2025 (Lancashire County Council, 2022)	The strategy focuses on the Council's priority of Supporting Economic Growth, including supporting the tourism and visitor economy.
Central Lancashire Economic Regeneration Strategy 2026 (Preston City Council, South Ribble Borough Council and Chorley Council, 2010).	The strategy highlights Central Lancashire's ambition to build its tourism image to enable investment and growth in the tourism sector. In South Ribble, the strategy identifies regeneration in Leyland Town Centre and Worden Park as projects to grow the visitor economy.
	<b>Priority Action A4: Developing the Visitor Economy</b> The priority action identifies the need to develop and enhance tourism assets and visitor promotion. Key assets include Ribble Coast and Wetlands Regional Park, Worden Park (Leyland), Avenham and Miller Parks (Preston), Winckley Square (Preston) and Preston Flag Market.

Policy	Key Provisions
Lancashire Building better demand: A Plan to extend the reach and benefit of Lancashire's visitor economy (Lancashire County Council, The Lancashire Enterprise Partnership and Marketing Lancashire, 2022)	<p>The strategy sets out a vision for Lancashire to grow the visitor economy by providing exceptional experiences and transforming people's perceptions of the county.</p> <p>It states the ambition for Blackpool to remain an iconic, high-profile destination with major attractions, events and venues, and a substantial accommodation stock.</p>
Lancashire 2050 (Lancashire County Council, 2022)	<p>The strategic framework highlights economic prosperity as a key priority. Within this priority, one of the theme priorities is maximising the economic benefit of Lancashire's tourism offer.</p>
Lancashire Strategic Economic Plan 2015-2025 (Lancashire Enterprise Partnership, 2014)	<p>The Lancashire Strategic Economic Plan was produced by the Lancashire LEP, which has since been disbanded. Economic development duties for the area have been taken on by Lancashire County Council.</p> <p>The plan states the aim of growing Blackpool's year round visitor economy and improvements to gateways and routes into Blackpool town centre would improve the visitor experience.</p>

2.1.1.2 The policy provisions set out above have directly informed the impacts to be assessed as set out in **section 4.2**.

## 3 Baseline environment

3.1.1.1 **Table 3.1** sets out the data sources which have informed this desk-based profile of the local study area's tourism baseline environment.

**Table 3.1 Tourism assessment baseline data sources**

Title	Summary	Source	Year
Steam Tourism Impact Report	Provides a breakdown of tourism statistics for Lancashire	Marketing Lancashire	2023
Workers in the tourism sector – Annex A: Standard Industrial Classification definitions for the tourism industries	SIC07 breakdown of tourism industry	Office for National Statistics (ONS)	2016
Business Register and Employment Survey (BRES)	Provides a breakdown of employment by industry.	ONS	2025
Visit Lancashire – various pages	Provides information on tourist attractions in Lancashire	Visit Lancashire	2025
Visit Blackpool – various webpages	Provides information on tourist attractions in Blackpool.	Visit Blackpool	2025
Discover Fylde – various webpages	Provides information on tourist attractions in Fylde	Discover Fylde	2025
Visit Preston – various webpages	Provides information on tourist attractions in Preston	Visit Preston	2025
Discover South Ribble – various webpages	Provides information on tourist attractions in South Ribble	Discover South Ribble	2025
Discover Wyre – various webpages	Provides information on tourist attractions in Wyre	Discover Wyre	2025

3.1.1.2 This section presents a baseline profile of local tourism conditions for the local study area and each of the local authorities within it.

3.1.1.3 This includes profiles of natural capital, heritage, culture and entertainment, recreation, accommodation, and hospitality in the local study area, as these assets contribute economically to the tourism sector (e.g., visitor spending, supporting employment).

3.1.1.4 The STEAM Tourism Impacts Report (Marketing Lancashire, 2023) reports that in 2023, there were 38.5 million visitors to the local study area<sup>2</sup>, equivalent to 57.7% of total visitor numbers in Lancashire. The economic impact<sup>3</sup> associated with the visitor numbers was around £3.4 billion (equivalent to around 62.1% of Lancashire's total economic impact from tourism).

<sup>2</sup> The source material sets out visitor numbers for each of the 14 local authorities in Lancashire. The figure stated here is the aggregate number for the local authorities within the local study area.

<sup>3</sup> The economic impact comprises the expenditure of visitors on goods and services and the indirect and induced effects of local businesses and residents spending tourism revenues locally.

3.1.1.5 **Table 3.2** sets out visitor numbers and their associated economic impact within the local study area and relevant local authorities.

**Table 3.2 Visitor numbers and associated economic impact for the local study area and local authorities**

Local study area	Visitor numbers (2023) (million)	Economic impact (2023)
Local study area	38.5	£3.4 billion
Blackpool	21.6	£2 billion
Fylde	3.2	£350 million
Preston	6.1	£400 million
South Ribble	3.0	£200 million
Wyre	4.4	£430 million

Source: Marketing Lancashire (2023). STEAM Tourism Impacts Report

Note: some figures may not sum due to rounding.

## 3.2 Employment

3.2.1.1 The tourism industry is an important employment sector across the local study area. The tourism industry is defined in this assessment using Standard Industrial Classification 2007 (SIC07) groups, using best fit SIC07 groups at the 5-digit level set out by the ONS<sup>4</sup> (ONS, 2016). These are listed in **Appendix A**.

3.2.1.2 In 2023, 34,000 people in the local study area were employed in the tourism industry, making up 11.5% of all employment in the local study area (ONS, 2025). This is similar to the Great Britain (GB) average (10.9%).

3.2.1.3 Between 2018 and 2023, tourism employment in the local study area increased by 3,000 at an annual average growth rate of 1.9%. The annual average growth rate of the tourism industry in the local study area is higher than the growth rate in GB (+1.4%) (ONS, 2025).

3.2.1.4 Of the local authorities in the local study area, Blackpool had the largest population in employment in the tourism industry (12,000 people) in 2023. This accounted for 35.3% of employment in the tourism industry in the local study area in 2023 (ONS, 2025)<sup>5</sup>.

3.2.1.5 **Table 3.3** presents a summary of statistics for employment in the tourism industry for the local study area, local authorities, and GB.

<sup>4</sup> And also used by Welsh Government.

<sup>5</sup> This share differs from Blackpool's share of visitor numbers and economic impact reported in **Table 3.2**. The likeliest explanation is the differing methodologies between sources, with STEAM reporting indirect and induced impacts.

**Table 3.3 Tourism Industry employment statistics for the local study area, Local authorities, and GB**

Local study area	Tourism employment (2023)	Tourism employment as a percentage of total employment (2023)	Tourism employment change (count and annual average growth rate) (2018 - 2023)
<b>Local study area</b>	<b>34,000</b>	<b>11.5%</b>	<b>+3,000 (+1.9%)</b>
Blackpool	12,000	19.0%	No change
Fylde	6,000	13.3%	+1,000 (+3.7%)
Preston	7,000	7.1%	No change
South Ribble	4,500	8.8%	+1,000 (+5.2%)
Wyre	4,500	12.5%	+500 (+2.4%)
<b>GB</b>	<b>3,519,000</b>	<b>10.9%</b>	<b>+232,000 (+1.4%)</b>

Source: ONS (2025). BRES

### 3.3 Natural capital

- 3.3.1.1 Natural capital describes the profile of natural resources and environmental features that attract visitors. Volume 3, Chapter 3: Onshore ecology of the ES (document reference F3.3) and nature conservation provides further detail on natural capital features.
- 3.3.1.2 The local study area has a number of key natural assets (Visit Lancashire (2025); Visit Blackpool (2025); Discover Fylde (2025); Visit Preston (2025); Discover South Ribble (2025); and Discover Wyre (2025)) which include but are not limited to:
- Coastal dunes and beaches (North Shore to South Shore – Blackpool, and Blackpool and Lytham St Annes Sand Dunes, Fylde) which are important for flood protection and coastal defence, tourism and biodiversity. The Lytham St Anne’s Dunes are designated as a Site of Special Scientific Interest (SSSI) and Local Nature Reserve (LNR) reflecting their ecological importance; as well as rare coastal plants and sand dune habitats, the SSSI supports a recently re-introduced population of sand lizard (*Lacerta agilis*), which has an extremely limited distribution in the country. The Lytham Foreshore Dunes and Saltmarsh are designated at the county-level as a Biological Heritage Site (BHS).
  - Marton Mere LNR is a wetland that is identified as an SSSI. The reserve is important for biodiversity and is home to rare birds and is used for recreation and nature education.
  - The Ribble and Alt Estuaries Special Protection Area (SPA) and SSSI are internationally important for overwintering birds and has saltmarshes and mudflats which are important for carbon

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sequestration. The River Ribble, Lower Tidal Section is designated at the county-level as a BHS.

- The Ribble Coast and Wetlands is being developed as a destination attraction based on the natural capital which is present along the coast from Southport and Ainsdale to Lytham St Annes.
- Brockholes Nature Reserve (Preston) is Lancashire Wildlife Trust's flagship nature reserve which covers 250 acres. It is made up of wetland, woodland, and grassland and is important for biodiversity as well as for leisure and education.
- Morecambe Bay SPA and Special Area of Conservation (SAC) and Wyre Estuary SSSI and Marine Conservation Zone (MCZ) (Wyre) are considered one of the UK's most important biodiversity hotspots. It is characterised by extensive mudflats and saltmarshes, supporting diverse ecosystems and wildlife.
- Forest of Bowland Area of Outstanding Natural Beauty (AONB) (Wyre) covers 312 square miles of rural Lancashire and is one of 46 National Landscapes. The area supports wildlife and offers walking and cycle routes to visitors.

3.3.1.3 In addition to the above there are several other BHSs within the local study area. Those of most relevance to the project i.e. sites within the Onshore Order Limits, are Booth's Plantation BHS, Freshfield Farm Pond North BHS, Freshfield Farm Pond South BHS, Howick Hall Ponds BHS, Lea Marsh BHS, Lytham Moss BHS, Mason's Wood BHS, Mill Brook Valley BHS, St Anne's Old Links Golf Course BHS and Westby Clay Pits BHS. BHSs are not typically publicly accessible as they occur within private land (unless connected to the PRoW network)<sup>6</sup>. As such, BHSs are not identified as tourism assets, as they are not considered to attract visitors.

3.3.1.4 Natural capital assets across the local study area are illustrated within **Figure 3.1**.

## 3.4 Culture and entertainment

3.4.1.1 Cultural activities and entertainment are a key aspect of the tourism industry and include theatres, museums, exhibitions, conferences, and major events.

3.4.1.2 Whilst potentially not captured through SIC07 categorisations, it is likely major events bring further temporary employment to the local study area.

3.4.1.3 In 2023, 4,700 people were employed in culture and entertainment related activities in the local study area. This equates to 1.6% of total employment (ONS, 2025).

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<sup>6</sup> The exception to this is the St Anne's Old Links golf course site, which is included as a recreation asset, below.



3.4.1.4 **Table 3.4** provides a summary of employment in cultural and entertainment activities for the local study area, local authorities, and Great Britain.

3.4.1.5 Within the local study area, the share of employment in culture and entertainment activities is higher than the GB average (1.2%). Blackpool (4.3%) has much higher share than the GB average, with the other local authorities within the local study area having a similar or lower share.

**Table 3.4 Culture and entertainment employment statistics for the local study area, Local authorities, and GB**

Local study area	Culture and entertainment employment (2023)	Culture and entertainment employment as a percentage of total employment (2023)	Culture and entertainment employment change (count) (2018 - 2023)
<b>Local study area</b>	<b>4,700</b>	<b>1.6%</b>	<b>+410</b>
Blackpool	2,700	4.3%	+35
Fylde	520	1.2%	+240
Preston	670	0.7%	-160
South Ribble	190	0.4%	-160
Wyre	420	1.2%	+60
<b>GB</b>	<b>380,000</b>	<b>1.2%</b>	<b>+3,000</b>

Source: ONS (2025). BRES

3.4.1.6 The local study area has a number of cultural and entertainment assets (Visit Lancashire (2025); Visit Blackpool (2025); Discover Fylde (2025); Visit Preston (2025); Discover South Ribble (2025); and Discover Wyre (2025)) which include:

- Blackpool Pleasure Beach (Amusement park) (Blackpool)
- Blackpool Tower (Blackpool)
- North, Central, and South Piers (Blackpool)
- Sandcastle Waterpark (Blackpool)
- Golden Mile (Blackpool)
- Grand Theatre (Blackpool)
- Winter Gardens (entertainment complex) (Blackpool)
- Opera House Theatre (Blackpool)
- [St Anne's Pier and Promenade](#) (Fylde)
- [Lowther Pavilion \(Fylde\)](#)
- Lytham Windmill and Lifeboat Museum (Fylde)



- Ribble Steam Railway Museum (Preston)
- The Harris Museum and Art Venue (Preston)
- Preston Guild Hall (Preston)
- Marine Hall Theatre (Wyre)
- Fleetwood Museum (Wyre)

#### 3.4.1.7

The local study area hosts a number of major events throughout the year (Visit Lancashire (2025); Visit Blackpool (2025); Discover Fylde (2025); Visit Preston (2025); Discover South Ribble (2025); and Discover Wyre (2025)) which include but are not limited to:

- Blackpool Illuminations and Switch-On (Blackpool) – annual event attracting more than 3 million visitors each year to six miles of traditional festoons, tableaux and interactive illuminated features along Blackpool Promenade. This event extends from Red Bank Road (north) to Starr Gate (south).
- Blackpool Air Show (Blackpool, [Fylde](#)) – annual show dating back to 1909 showcasing military and civilian aircraft.
- Ride the Lights (Blackpool) – cyclist-only, closed road event allowing cyclists to experience the Blackpool Illuminations ahead of the Switch-On event.
- World Fireworks Championships (Blackpool) – annual event which is estimated to attract more than 50,000 spectators.
- Christmas By The Sea (Blackpool) – festive village located at the Blackpool Tower Festival Headland with outdoor skating rink, simulated snowfalls, log cabins, light installations, light projection shows, and festive-themed fairground rides.
- LightPool Festival (Blackpool) – light-based art installations, live performances, 3D projection shows and family-friendly activities (linked to Blackpool Illuminations).
- Showzam! (Blackpool) – magician street acts and family entertainment at various locations.
- Blackpool Marathon (Blackpool)
- St Anne's Kite Festival (Fylde) – weekend event each summer, including kite flying, fairground attractions, entertainment, and refreshment stalls.
- Lytham Festival (Fylde) – annual live music event [hosted at Lytham Green](#) which attracts around 100,000 people each summer.
- Preston Guild (Preston) – event every 20 years to celebrate local traders, craftsmen and merchants.
- Lancashire Festival (Preston) – annual event consisting of live music, circus and performances.

- Egg Rolling (Preston) – annual easter tradition in Avenham and Miller Parks dating back over 150 years.
- Leyland Festival (South Ribble) – annual event consisting of live music, parades, and local businesses.
- Music in the Park (South Ribble) – annual event consisting of live music.
- South Ribble Live (South Ribble) – live performances taking place across a number of venues organised by South Ribble Borough Council in partnership with The Creative Network.
- Fleetwood Food and Drink Festival (Wyre) – annual event with street food stalls and live entertainment.
- Fleetwood Festival of Transport (Wyre) – annual event consisting of parades showcasing transport through the ages, performers, and markets.

3.4.1.8 Culture and entertainment assets across the local study area are illustrated within **Figure 3.1**.

## 3.5 Heritage

3.5.1.1 Historic and heritage assets (such as castles, churches, and manor/country houses) play a key role in the tourism industry by attracting visitors. Volume 3, Chapter 5: Historic Environment of the ES (document reference F3.5), and Volume 3 Annex 5.1: Historic environment desk-based assessment of the ES (document reference F3.5.1) provides further detail on historic sites.

3.5.1.2 The local study area has a number of key historical and heritage-rich assets ((Visit Lancashire (2025); Visit Blackpool (2025); Discover Fylde (2025); Visit Preston (2025); Discover South Ribble (2025); and Discover Wyre (2025)) which include but are not limited to:

- Little Marton Mill (Blackpool)
- Preston Minster (St John's Church) (Preston)
- Lytham Hall (Fylde) – Grade I listed country house with parkland
- Lowther Gardens (Fylde)
- Lytham Heritage Centre (Fylde)
- Preston Docks (Preston)
- Worden Hall (South Ribble) – Grade II building
- Samlesbury Hall (South Ribble) – medieval manor house
- Garstang Historic Market Town (Wyre)

3.5.1.3 Many of these heritage-rich sites are also used for cultural-based tourism.

3.5.1.4 Heritage assets across the local study area are illustrated within **Figure 3.1**.

### 3.6 Recreation

3.6.1.1 In 2023, 2,000 people were employed in recreation related activities in the local study area. This equates to 0.7% of total employment (ONS, 2025), which is the same as the GB average (0.7%). Blackpool's share (1.4%) is notably higher than the GB average. The other local authorities within the local study area having a similar or lower share than the GB average.

3.6.1.2 **Table 3.5** provides a summary of employment in recreation for the local study area, Local authorities, and GB.

**Table 3.5 Recreation employment statistics for the local study area, Local authorities, and GB**

Local study area	Recreation employment (2023)	Recreation employment as a percentage of total employment (2023)	Recreation employment change (count) (2018 - 2023)
Local study area	2,000	0.7%	+200
Blackpool	870	1.4%	-150
Fylde	270	0.6%	+95
Preston	240	0.2%	+75
South Ribble	420	0.8%	+60
Wyre	140	0.4%	-45
GB	228,500	0.7%	+21,500

Source: ONS (2025). BRES

3.6.1.3 There are a number of recreation facilities, amusement activities and Public Rights of Way (for walking and cycling activities) in the local study area (Visit Lancashire (2025); Visit Blackpool (2025); Discover Fylde (2025); Visit Preston (2025); Discover South Ribble (2025); and Discover Wyre (2025)) which include but are not limited to:

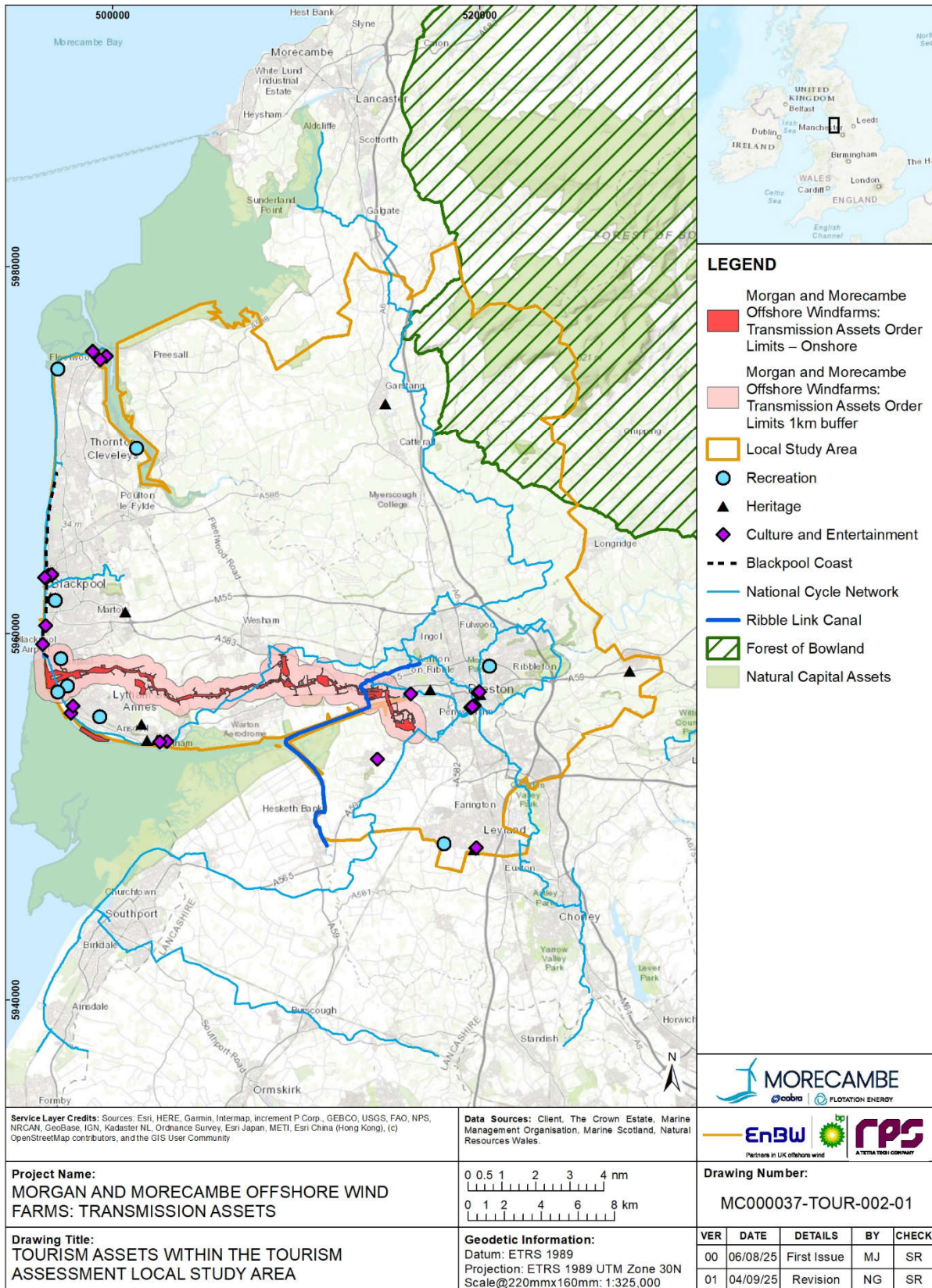
- Bloomfield Road Stadium (Blackpool)
- Recreational Flying Facilities in Blackpool Airport (Blackpool)
- [St Annes North Beach \(Fylde\)](#)
- [Lytham Green \(Fylde\)](#)
- [Fairhaven Lake and Gardens \(Fylde\)](#)
- Royal Lytham & St Annes Golf Club (Fylde) – one of a select group of courses to have hosted the Men's British Open, having hosted the major championship 11 times since 1926. When last hosting in 2012, an estimated 180,000 visitors were recorded during the week of The Open. Selection as British Open host venue is ad-hoc, and is known multiple years in advance to allow for planning.

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- St Anne's Old Links Golf Club (Fylde)
  - Preston North End – Deepdale Stadium (Preston)
  - Ribble Link (Preston)
  - Leyland Warriors RLFC & Local Rugby Union Clubs (South Ribble)
  - Fleetwood Golf Club (Wyre)
  - Wyre Estuary & Coastal Trails, walking (Wyre)
  - Lancashire Coastal Way: 137 mile footpath following the coastline between Cumbria and the Ribble Estuary (Wyre, Blackpool, Fylde).
  - The Wyre Way, walking: comprises three routes from Fleetwood to Knott End via Shard Bridge (16 miles), Shard Bridge to Garstang (11 miles) and Garstang to Abbeystead Reservoir (18 miles).
  - National Cycle Network (NCN) Route 62: begins in Fleetwood (Wyre) and passes through Blackpool, Fylde, Preston, and South Ribble.
  - NCN Route 6: sections from London to the Lake District in Cumbria.
  - NCN Route 55: connects Preston to Ironbridge.
  - NCN Route 622: the 'Preston Guild Wheel'.

3.6.1.4 The local study area has a wide range of Public Rights of Way. Many other lesser known walking and cycle paths can be found along the coast and across a number of natural capital asset locations.

3.6.1.5 Recreation assets across the local study area are illustrated within **Figure 3.1**.





**Figure 3.1: Tourism assets within the local study area**

## 3.7 Accommodation

3.7.1.1 In 2023, 6,000 people were employed in recreation related activities in the local study area. This equates to 2.0% of total employment (ONS, 2025).

3.7.1.2 **Table 3.6** provides a summary of employment in accommodation for visitors for the local study area, local authorities, and GB.

**Table 3.6 Accommodation for visitors employment statistics for the local study area, Local authorities, and GB**

Local study area	Accommodation employment (2023)	Accommodation employment as a percentage of total employment (2023)	Accommodation employment change (count) (2018 - 2023)
Local study area	6,000	2.0%	-1,000
Blackpool	3,000	4.8%	No change
Fylde	1,750	3.9%	No change
Preston	450	0.5%	-50
South Ribble	300	0.6%	-50
Wyre	800	2.2%	No change
GB	494,000	1.5%	+28,000

Source: ONS (2025). BRES

## 3.8 Hospitality

3.8.1.1 Day and overnight visitors to the local study area will spend money on food and drink. This supports employment and businesses in the hospitality sector.

3.8.1.2 In 2023, 17,000 people were employed in hospitality in the local study area. This equates to 2.0% of total employment (ONS, 2025).

3.8.1.3 **Table 3.7** provides a summary of employment in hospitality for visitors for the local study area, local authorities, and GB.

**Table 3.7 Hospitality employment statistics for the local study area, Local authorities, and GB**

Local study area	Hospitality employment (2023)	Hospitality employment as a percentage of total employment (2023)	Hospitality employment change (count and annual average growth rate) (2018 - 2023)
Local study area	17,000	5.8%	+2,000 (+2.5%)
Blackpool	5,000	7.9%	+500 (+2.1%)
Fylde	2,500	5.6%	+250 (+2.1%)

Local study area	Hospitality employment (2023)	Hospitality employment as a percentage of total employment (2023)	Hospitality employment change (count and annual average growth rate) (2018 - 2023)
Preston	4,500	4.5%	+1,000 (+5.2%)
South Ribble	2,250	4.4%	No change
Wyre	3,000	8.3%	+500 (+3.7%)
<b>GB</b>	<b>2,057,000</b>	<b>6.4%</b>	<b>+205,000 (+2.1%)</b>

Source: ONS (2025). BRES

## 3.9 Summary

### 3.9.1 Local study area

- 3.9.1.1 There were 38.5 million visitors to the local study area in 2023 (Marketing Lancashire, latest available data), which represents around 58% of visitors to Lancashire in that year. The economic impact of these visits was reported as £3.4 billion.
- 3.9.1.2 Around 11.5% of employment in the study area is represented by people working in the tourism industry. This is higher than the GB average (10.9%).
- 3.9.1.3 Natural capital assets within the local study area are predominantly located in Fylde, South Ribble, and Wyre, which is expected given their rural profiles particularly in comparison to the urban centres of Blackpool and Preston, with a strong bias towards the habitats and species associated with the coastal environment.
- 3.9.1.4 The local study area has a number of cultural and entertainment assets. These are a combination of venues and major events.
- 3.9.1.5 There are heritage assets within the local study area which are visitor attractions. Overall, heritage makes a smaller contribution to the tourism offer of the local study area than the other asset categories assessed.
- 3.9.1.6 There are a number of recreation assets within the local study area, including fixed location assets such as sports venues (including golf courses), and dispersed assets such as coastal and rural walking routes, and National Cycling Network routes, many of which span local authority areas.
- 3.9.1.7 The accommodation sector is economically important to the local study area's tourism industry. It represents around 6,000 jobs (2.0% of total employment).
- 3.9.1.8 The hospitality sector is also economically important to the local study area's tourism industry. It represents around 17,000 jobs, which accounts for 5.8% of total employment, and 50% of tourism industry employment.

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## **3.9.2 Blackpool**

- 3.9.2.1 Tourism is a key contributor to the Blackpool economy, and in turn Blackpool represents a substantial proportion of the local study area's visitor numbers (21.6 million in 2023; 56% of local study area), economic impact (£2 billion in 2023; 58% of local study area), and employment (12,000 in 2023; 35% of local study area).
- 3.9.2.2 Culture and entertainment is a particularly important part of the Blackpool tourism offer, with related activities estimated to support around 2,700 jobs.
- 3.9.2.3 Key events in Blackpool's calendar include the Blackpool Illuminations and Switch-On, Blackpool Air Show, Ride the Lights, LightPool Festival, the World Fireworks Championships, Christmas By The Sea, Showzam!, and the Blackpool Marathon. Other key culture and entertainment assets include Blackpool Pleasure Beach (Amusement park), Blackpool Tower, the Grand Theatre, the Winter Gardens (entertainment complex), and the Opera House Theatre.
- 3.9.2.4 The high visitor density of Blackpool's culture and entertainment offer is supported by high levels of employment in accommodation (3,000 jobs; 50% of local study area) and hospitality (5,000 jobs, 29% of local study area).
- 3.9.2.5 The importance of tourism to Blackpool's economy is highlighted by comparative employment shares. Employment in tourism related activities represents around 19.0% of all employment in Blackpool i.e. around one in five jobs, compared to the GB average of 10.9%. Employment related to culture and entertainment activities represents around 4.3% of all jobs in Blackpool, compared to the GB average of 1.2%. Employment related to recreation activities represents around 1.4% of all jobs in Blackpool, which initially seems low, but this compares to the GB average of 0.7%. Employment related to accommodation represents around 4.8% of all jobs in Blackpool, compared to the GB average of 1.5%. Employment related to hospitality represents around 7.9% of all jobs in Blackpool, compared to the GB average of 6.4%.
- 3.9.2.6 In all the tourism categories cited above, the relative importance of each activity to Blackpool's economy is evident.

## **3.9.3 Fylde**

- 3.9.3.1 Tourism is a key contributor to the Fylde economy, with 3.2 million visitors recorded in 2023, representing £350 million in economic impact, and supporting around 6,000 jobs.
- 3.9.3.2 The natural environment is a key aspect of Fylde's tourism offer. Important natural capital assets in Fylde include: The Lytham St Anne's Dunes; Marton Mere LNR; The Ribble and Alt Estuaries SPA and SSSI; and The Ribble Coast and Wetlands.
- 3.9.3.3 Culture and entertainment is another important part of the Fylde tourism offer, supporting around 500 jobs (1.2% of all jobs in Fylde, comparable



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to the GB average). Key events in Fylde's calendar include St Anne's Kite Festival, Lytham Festival, and St Anne's Carnival. Other key culture and entertainment assets include St Anne's Pier and Lytham Windmill and Lifeboat Museum.

- 3.9.3.4 Recreation is also an important contributor to Fylde's tourism offer. The internationally-renowned Royal Lytham & St Annes Golf Club is a key asset. This, along with a number of other well-known golf courses in Fylde, make the area an attractive place for golfers to visit. The Lancashire Coastal Way and NCN Route 62 are also important recreation assets.
- 3.9.3.5 The importance of Fylde's tourism offer is supported by high levels of employment in accommodation (1,750 jobs) and hospitality (2,500 jobs).
- 3.9.3.6 The importance of tourism to Fylde's economy is highlighted by comparative employment shares. Employment in tourism related activities represents around 13.3% of all employment in Fylde, compared to the GB average of 10.9%. Employment related to accommodation represents around 3.9% of all jobs in Fylde, compared to the GB average of 1.5%.

### **3.9.4 Preston**

- 3.9.4.1 In relative terms, tourism plays a smaller role in Preston's economy than elsewhere within the local study area, and compared to the GB average.
- 3.9.4.2 Even so, there were 6.1 million visitors to Preston in 2023, representing £400 million in economic impact, and supporting around 7,000 jobs.
- 3.9.4.3 Culture and entertainment is an important part of the Preston tourism offer. Key events in Preston's calendar include the Preston Guild (next scheduled in 2032), the Lancashire Festival, and Easter Egg Rolling. Other key culture and entertainment assets include Ribble Steam Railway Museum, the Harris Museum and Art Venue, and Preston Guild Hall.
- 3.9.4.4 The majority of Preston's tourism related employment falls within the hospitality sector, which account for 4,500 jobs. This represents around 64% of tourism related employment in Preston, and around 26% of hospitality employment in the local study area. Given the relatively reduced importance of tourism within Preston's economy, it is likely the local hospitality sector serves the resident urban population and Preston's workplace population to a greater extent than supporting tourism activities.

### **3.9.5 South Ribble**

- 3.9.5.1 In relative terms, tourism plays a smaller role in South Ribble's economy than elsewhere within the local study area, and compared to the GB average.

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- 3.9.5.2 Even so, there were 3.0 million visitors to South Ribble in 2023, representing £200 million in economic impact, and supporting around 4,500 jobs.
- 3.9.5.3 The majority of South Ribble's tourism related employment falls within the hospitality sector, which accounts for 4,500 jobs. This represents 50% of tourism related employment in South Ribble. Given the relatively reduced importance of tourism within South Ribble's economy, it is likely the local hospitality sector serves the resident population and South Ribble's workplace population to a greater extent than supporting tourism activities.

### **3.9.6 Wyre**

- 3.9.6.1 Tourism is a key contributor to the Wyre economy, with 4.4 million visitors recorded in 2023, representing £430 million in economic impact, and supporting around 4,500 jobs.
- 3.9.6.2 The natural environment is a key aspect of Wyre's tourism offer. Important natural capital assets in Wyre include: Morecambe Bay SPA and SAC, Wyre Estuary SSSI and MCZ, and Forest of Bowland AONB.
- 3.9.6.3 Culture and entertainment is another important part of the Wyre tourism offer, supporting around 420 jobs (1.2% of all jobs in Wyre, comparable to the GB average). Key events in Wyre's calendar include Fleetwood Food and Drink Festival, and Fleetwood Festival of Transport. Other key culture and entertainment assets include Marine Hall Theatre and Fleetwood Museum.
- 3.9.6.4 Recreation is also an important contributor to Wyre's tourism offer. The Wyre Estuary & Coastal Trails, Lancashire Coastal Way, the Wyre Way, and NCN Route 6 are also important recreation assets.
- 3.9.6.5 The importance of Wyre's tourism offer is supported by high levels of employment in accommodation (800 jobs) and hospitality (3,000 jobs).
- 3.9.6.6 The importance of tourism to Wyre's economy is highlighted by comparative employment shares. Employment in tourism related activities represents around 12.5% of all employment in Wyre, compared to the GB average of 10.9%. Employment related to accommodation represents around 2.2% of all jobs in Wyre, compared to the GB average of 1.5%. Employment related to hospitality represents around 8.8% of all jobs in Wyre, compared to the GB average of 6.4%.

## 4 Assessment methodology

4.1.1.1 There is no statutory guidance or legislation that prescribes the process of tourism EIA, nor any informal best practice guidance.

### 4.2 Impacts to be assessed

4.2.1.1 Submissions by Interested Parties have expressed a desire for the assessment of tourism effects to consider more specific local tourism assets compared to that described in the Environmental Statement.

4.2.1.2 To allow for this to be reflected within the assessment, a review of the local policy context (**section 2**) and baseline environment (**section 3**) has identified multiple asset categories which underpin local tourism:

- Natural capital
- Culture and entertainment
- Heritage
- Recreation
- Accommodation
- Hospitality

4.2.1.3 This assessment therefore considers potential impacts on each of these categories.

4.2.1.4 The construction and operation phases of major energy infrastructure projects can have both adverse and beneficial impacts on these assets.

4.2.1.5 **Table 4.1** sets out the potential effects that have been scoped in for consideration as part of this assessment.

**Table 4.1 Potential effects scoped into the assessment**

Phase	Offshore/ onshore	Potential effect on tourism resulting from changes to...
Construction	Onshore	Natural capital
		Culture and entertainment
		Heritage
		Recreation
		Accommodation
		Hospitality

4.2.1.6 Effects which are not considered likely to be significant have been scoped out of the assessment.

4.2.1.7 Some impacts scoped out of the assessment were also scoped out of ES Volume 4, Chapter 2: Socio-economics (document reference F4.2).

4.2.1.8 **Table 4.2** sets out the potential effects that have been scoped out of consideration within this assessment.

**Table 4.2 Potential effects scoped out of the assessment**

Phase	Offshore/ onshore	Justification
Construction	Offshore	No above sea-level structures or elements of sea surface-piercing infrastructure form part of the application for development consent for the Transmission Assets. Therefore, these effects are scoped out
Operation	Offshore	This is consistent with the approach set out within ES Volume 4, Chapter 2: Socio-economics (document reference F4.2).
Construction	Onshore	<p>The presence of non-local construction workers staying in overnight accommodation during the construction phase can generate a range of beneficial tourism effects.</p> <p>Under such circumstances, accommodation businesses such as hotels, guesthouses, and short-term rental providers are likely to benefit from increased occupancy rates, particularly during off-peak tourism periods, supporting employment and economic sustainability.</p> <p>This demand can also stimulate ancillary spending in the hospitality sector, including pubs, cafés, restaurants, and convenience retail.</p> <p>In some cases, this may also support investment in accommodation quality or capacity.</p> <p>These effects, while temporary, can provide a meaningful economic contribution and support the resilience of the local tourism sector during the construction period.</p> <p>Overall, at a local authority and local study area level, the number of 'visits' that non-local construction workers would represent is very small compared to the number of annual visitors. As such, any effects associated with the presence of non-local construction workers staying in overnight accommodation are considered to be not significant in EIA terms (as per ES Volume 4, Chapter 2: Socio-economics (document reference F4.2)), and are therefore not assessed further.</p>
Operation	Onshore	<p>The primary onshore impact pathway considered to be of relevance to tourism during the operation phase is visual impact.</p> <p>Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10) concludes there will be no significant long-term operational effects on landscape character as a result of the Transmission Assets. The only long-term significant effects on visual amenity reported in the LVIA would be sequential effects on equestrians and walkers using the linked PRoWs immediately adjacent and near to the Morgan and Morecambe onshore substation sites, namely PRoWs BW0505016, FP050503 and FP050504. It is noted these three PRoWs are not designated or promoted locally as recreational routes, and in this regard, it is considered that they are a local amenity rather than recognised, or promoted, recreation routes that are likely to be used by tourists, or to attract them to the area.</p> <p>The spatial scale at which direct impacts are likely to be felt is therefore highly localised. Within the context of the study area, this is considered unlikely to result in material impacts on tourism within the study area.</p> <p>During the operation phase, there is expected to be no change to conditions in Fylde's primary tourism locations of St Annes and Lytham.</p> <p>Therefore, at the local study area level, any tourism effects associated with the onshore substations during the operation phase are considered to be negligible and are not assessed.</p>

## 4.3 Approach to assessing significance of effects

4.3.1.1 The criteria for determining the significance of effects is a two-stage process that involves defining the magnitude of the impacts and the sensitivity of the receptors. This section describes the criteria applied in this assessment to assign values to the magnitude of potential impacts and the sensitivity of the receptors. This approach is fully consistent with the principles applied within ES Volume 4, Chapter 2: Socio-economics (document reference F4.2), subject to minor enhancements to sensitivity criteria to improve suitability for local tourism receptors.

### 4.3.2 Sensitivity of receptor

- 4.3.2.1 The sensitivity of receptors can be assessed based on a number of criteria. For this assessment, the criteria are vulnerability, adaptability, recoverability, and importance, as follows:
- **Vulnerability:** the degree to which a tourism category can accommodate a change based on the strength of impact pathway.
  - **Adaptability:** the ability of a tourism category to adapt to a change in conditions and either avoid adverse tourism impacts or maximise beneficial ones.
  - **Recoverability:** the ability of a tourism category to return to a state close to that which existed before the impact occurred.
  - **Importance:** the importance of the tourism category based on:
    - Local policy objectives.
    - Economic contribution of the impacted tourism category.
    - Singularity (i.e. how unique is the impacted tourism category).

**Table 4.3 Receptor sensitivity criteria**

Magnitude	Parameters
Very high	<ul style="list-style-type: none"><li>• <b>Vulnerability:</b> the tourism category is identified as being highly vulnerable to changes in conditions.</li><li>• <b>Adaptability:</b> the tourism category would be unable to adapt to nearly all changes in conditions, resulting in adverse effects.</li><li>• <b>Recoverability:</b> the tourism category would not recover at all following impact.</li><li>• <b>Importance:</b> the impacted tourism category is identified within local policy across the entirety of the local study area; makes a substantial economic contribution to tourism; and/or makes the local study area a unique destination within international tourism.</li></ul>
High	<ul style="list-style-type: none"><li>• <b>Vulnerability:</b> the tourism category is identified as being vulnerable to changes in conditions</li><li>• <b>Adaptability:</b> the tourism category would be unable to adapt to many changes in conditions, resulting in adverse effects.</li><li>• <b>Recoverability:</b> the tourism category would slightly recover following impact.</li></ul>

Magnitude	Parameters
	<ul style="list-style-type: none"> <li>• <b>Importance:</b> the impacted tourism category: is identified within local policy within part of the local study area (e.g. single local authority); makes an important economic contribution to tourism; and/or makes the local study area a unique destination within national tourism.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• <b>Vulnerability:</b> the tourism category is identified as being somewhat responsive to changes in conditions.</li> <li>• <b>Adaptability:</b> the tourism category would be unable to adapt to some changes in conditions, whilst being able to adapt to many. Some adverse effects would remain.</li> <li>• <b>Recoverability:</b> the tourism category would recover to a condition similar to that which existed before the impact occurred, whilst still being slightly impacted.</li> <li>• <b>Importance:</b> the impacted tourism category: is identified within local planning evidence within some of the local study area (e.g. more than one local authority, but not all); makes a material economic contribution to tourism; and/or makes the local study area a unique destination within regional tourism.</li> </ul>
Low	<ul style="list-style-type: none"> <li>• <b>Vulnerability:</b> the tourism category is identified as being resilient to changes in conditions.</li> <li>• <b>Adaptability:</b> the tourism category would be able to adapt to nearly all changes in conditions, resulting in very limited adverse effects.</li> <li>• <b>Recoverability:</b> the tourism category would mostly recover to a condition comparable to that which existed before the impact occurred.</li> <li>• <b>Importance:</b> the impacted tourism category: is not identified within any local planning policy or evidence; makes a small economic contribution to tourism; and/or is not a unique proposition within the local study area's tourism economy.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• <b>Vulnerability:</b> the tourism category is identified as highly resilient to changes in conditions.</li> <li>• <b>Adaptability:</b> the tourism category would be able to fully adapt to all changes in conditions, resulting in no adverse effects.</li> <li>• <b>Recoverability:</b> the tourism category would fully recover to a condition comparable to that which existed before the impact occurred.</li> <li>• <b>Importance:</b> the impacted tourism category: is not identified within any local planning policy or evidence; makes a very small economic contribution to tourism; and/or is not a unique proposition within the local tourism economy.</li> </ul>

### 4.3.3 Magnitude of impact

4.3.3.1 The magnitude of impacts can be assessed based on a number of criteria. For this assessment, the criteria are scale, spatial extent, duration, and frequency, as follows:

- **Scale:** expected degree of change relative to baseline conditions.
- **Spatial extent:** geographical area over which the impact may occur.
- **Duration:** the time over which an impact occurs.



- **Frequency:** the number of times an impact occurs.

**Table 4.4 Impact magnitude criteria**

Magnitude	Parameters
High	<ul style="list-style-type: none"> <li>• <b>Scale:</b> impact on tourism category is substantial, and would lead to substantial economic changes in tourism.</li> <li>• <b>Spatial extent:</b> impact would manifest within tourism category across the entire local study area.</li> <li>• <b>Duration:</b> impact would be of long term duration (more than five years).</li> <li>• <b>Frequency:</b> impact would be continuous.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>• <b>Scale:</b> impact on tourism category would be widespread in terms of the number of visitors and businesses affected and would lead to material economic changes in tourism.</li> <li>• <b>Spatial extent:</b> impact would manifest in a limited part of the local study area (e.g. widespread across multiple local authorities).</li> <li>• <b>Duration:</b> impact would be of medium term duration (between one and five years).</li> <li>• <b>Frequency:</b> impact would occur frequently on an intermittent basis.</li> </ul>
Low	<ul style="list-style-type: none"> <li>• <b>Scale:</b> impact on tourism category would be limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism.</li> <li>• <b>Spatial extent:</b> impact would manifest in a localised part of the local study area (e.g. single local authority).</li> <li>• <b>Duration:</b> impact would be of short term duration (less than one year).</li> <li>• <b>Frequency:</b> impact would be intermittent.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>• <b>Scale:</b> impact on tourism category would be limited to individual visitors and businesses.</li> <li>• <b>Spatial extent:</b> impact would manifest in a hyper-localised part of the local study area (e.g. town or village).</li> <li>• <b>Duration:</b> impact would be of very short term duration (less than one month)</li> <li>• <b>Frequency:</b> impact would occur infrequently on an intermittent basis.</li> </ul>
No change	The impact would result in no economic changes in tourism.

4.3.3.2 As per Volume 1, Chapter 3: Project description (document reference F1.3), the assessment considers the following relevant construction scenarios:

- Concurrent Construction Scenario: construction of the Morgan Offshore Wind Project: Transmission Assets and the Morecambe Offshore Windfarm: Transmission Assets at the same time.
- Sequential Construction Scenario: where the Morgan Offshore Wind Project: Transmission Assets are constructed first and the Morecambe Offshore Windfarm: Transmission Assets are constructed second, or vice versa. This may include:
  - Immediate sequential construction of the Transmission Assets with no gap between the completion of construction of the

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transmission assets for the first project and commencement of construction for the second project; or

- Sequential construction with a gap of up to a maximum of four years between completion of construction of the transmission assets for the first project and commencement of construction for the second project.

- 4.3.3.3 Under a concurrent scenario, the entire construction period is anticipated to be 36 months (i.e. medium-term, between one and five years).
- 4.3.3.4 Under an immediate sequential construction scenario, the entire construction period is anticipated to be 66 months (i.e. medium/long-term, around five years).
- 4.3.3.5 A non-immediate sequential scenario, with a gap between completion of construction of the first project and commencement of construction for the second project, would include the removal of temporary compounds and similar infrastructure, and in effect create two projects of 36 and 30 months. For the purposes of this assessment, this would be considered a medium-term duration in both instances i.e. between one and five years.
- 4.3.3.6 Under all scenarios, potential construction phase impacts would be temporary.
- 4.3.3.7 As per Annex 9.3: Applicants response to Hearing Action Points: ISH2 38 (REP4-111), construction of the cable corridor will be completed in sections and that the sections of cable will be separated by joint bays. Table 3.28 of Volume 1, Chapter 3: Project description (document reference F1.3) identifies a maximum distance between joint bays of 2km and a minimum distance of 500m – on this basis the Applicants consider there could be around 30 cable sections per project along the full length of the corridor.
- 4.3.3.8 Noting that the maximum duration of construction is 36 months for Morgan and 30 months for Morecambe, construction would be programmed for components in different locations to be delivered in stages throughout the construction phase i.e. construction activity will not be taking place uniformly across the entirety of the order limits at all times.
- 4.3.3.9 Importantly, the aim would be to complete construction across all cable sections at a similar time so that reinstatement can be carried out in one operation insofar as practicable. This aim, and that of having construction take place on land for the minimum time necessary, would ultimately drive the construction programme.
- 4.3.3.10 Cables are tested in sections, so if a section of cabling is complete ahead of a wider reinstatement operation, the land associated with that cable section could be reinstated (and the associated haul road/fencing removed).

- 4.3.3.11 Whilst it is not possible to secure at this stage a specific detailed design and construction programme to provide certainty on timings and phasing, the Applicants' proposed revisions to Article 29 of the draft DCO (C1/F096) secure an obligation to take temporary possession of land during construction only for as long as reasonably necessary, to align with the approach set out above.
- 4.3.3.12 To accommodate the position that construction activity will not be taking place uniformly across the entirety of the order limits at all times of the construction phase, the duration of construction activities as relevant to tourism assets is assessed as medium, throughout.

#### 4.3.4 Significance of effects

- 4.3.4.1 The overall significance of an effect is evaluated by considering the magnitude of the impact and the sensitivity of receptor. The matrix set out in **Table 4.5** has been adopted as a guide.
- 4.3.4.2 For the purpose of this assessment, any effects with a significance level of minor or less are not considered to be significant in terms of the EIA Regulations. This is in alignment with the approach adopted in ES Volume 4, Chapter 2: Socio-economics (document reference F4.2).

**Table 4.5 Matrix for the assessment of the significance of effect**

Sensitivity of receptor	Magnitude of impact			
<b>Negligible</b>	Negligible	Negligible or Minor	Negligible or Minor	Minor
<b>Low</b>	Negligible or Minor	Negligible or Minor	Minor	Minor or Moderate
<b>Medium</b>	Negligible or Minor	Minor	Moderate	Moderate or Major
<b>High</b>	Minor	Minor or Moderate	Moderate or Major	Major
<b>Very High</b>	Minor	Moderate or Major	Major	Major

Matrix based on DMRB LA104 (Highways England et al., 2020)

#### 4.3.5 Impact pathways

- 4.3.5.1 ES Volume 4, Chapter 2: Socio-economics (document reference F4.2) assessed potential onshore impacts on tourism on the basis of the following pathways:
- Visual impacts
  - Recreation
- 4.3.5.2 Consultation responses from Interested Parties have expressed a desire to consider a broader range of impact pathways.
- 4.3.5.3 To accommodate this, for the purposes of this assessment the following impact pathways have been identified as having the potential to interact with tourism:
- Traffic and transport

- Land use and recreation
- Visual impacts
- Historic environment
- Ecology
- Noise and vibration

4.3.5.4 The effects on these receiving environments have been assessed within the ES documents listed in **section 1**.

### 4.3.6 Key parameters for assessment

4.3.6.1 The key parameters relevant to each impact pathway have been derived from the relevant ES chapter which informs the assessment of each impact pathway.

4.3.6.2 The assessment considers the construction scenarios as described within Volume 1, Chapter 3: Project description of the ES (document reference F1.3).

### 4.3.7 Measures (commitments) adopted

4.3.7.1 For the purposes of the EIA process, the term 'measures adopted as part of the project' is used to include the following measures (adapted from Institute of Environmental Management and Assessment (IEMA), 2016). These measures are set out in the Commitments Register (Volume 1, Annex 5.3: Commitments register of the ES (document reference F1.5.3)).

- Embedded mitigation. This includes the following.
  - Primary (inherent) mitigation - measures included as part of the project design. IEMA describes these as 'modifications to the location or design of the development made during the pre-application phase that are an inherent part of the project and do not require additional action to be taken'. This includes modifications arising through the iterative design process. These measures will be secured through the consent itself through the description of the project and the parameters secured in the DCO and/or Marine Licences. For example, a reduction in footprint or height.
  - Tertiary (inexorable) mitigation. IEMA describes these as 'actions that would occur with or without input from the EIA feeding into the design process. These include actions that will be undertaken to meet other existing legislative requirements, or actions that are considered to be standard practices used to manage commonly occurring environmental effects'. It may be helpful to secure such measures through a Code of Construction Practice or similar.
- Secondary (foreseeable) mitigation. IEMA describes these as 'actions that will require further activity in order to achieve the

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anticipated outcome'. These include measures required to reduce the significance of environmental effects (such as lighting limits) and may be secured through an environmental management plan.

4.3.7.2 In addition, where relevant, measures have been identified that may result in enhancement of environmental conditions. Such measures are clearly identified within the Commitments Register (Volume 1, Annex 5.3: Commitments register (document reference F1.5.3/[F07](#))). The measures considered for the purposes of this assessment are summarised in **Table 4.6**.

4.3.7.3 Embedded measures that will form part of the final design (and/or are established legislative requirements/good practice) have been taken into account as part of the initial assessment presented in **section 5** (i.e., the initial determination of potential impact magnitude and significance of effects assumes implementation of these measures). This ensures that the measures that the Applicants are committed to are taken into account in the assessment of effects.

4.3.7.4 Where an assessment identifies likely significant adverse effects, further or secondary mitigation measures may be applied. These are measures that could further prevent, reduce and, where possible, offset these effects. They are defined by IEMA as actions that will require further activity in order to achieve the anticipated outcome and may be imposed as part of the planning consent, or through inclusion in the ES (referred to as secondary mitigation measures in IEMA, 2016). For further or secondary measures both pre-mitigation and residual effects are presented.

4.3.7.5 For the purposes of the- Local Tourism Assessment, the key mitigation measures are:

- Outline Construction Traffic Management Plan (oCTMP) (document reference J5/F05): Table 1.3 sets out traffic incident management measures to be adopted during events. This includes managing traffic demand during major events that impact on the highway. To implement this measure, the Construction Traffic Management Plan Co-ordinator (CTMPCo) would liaise with local stakeholders to understand when major events occur. To ensure there are limited HGV trips planned along affected links during planned major events, the CTMPCo would undertake advanced planning to schedule activities and stockpile of materials in advance. This measure is secured via DCO Schedules 2A & 2B, Requirement 9 (document reference C1/F09). Post consent, phased construction traffic management plans (which must accord with the oCTMP) are to be discharged by Lancashire County Council at each stage of project development, as required by Requirement 9 in Schedules 2A and 2B of the draft DCO (document reference C1/F09). This process will allow for appropriate measures to be included in a construction traffic management plan (as relevant) to ensure visitor access and experience associated with specific events or locations can be protected throughout the relevant construction phase.

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- Outline Communications Plan (document reference J1.1/F05):  
Section 1.5 makes specific allowance for tourism-related businesses to be included within the liaison committee process. This will allow for tourism businesses which have concerns regarding the potential impacts of specific construction plans to engage with the Applicants and ensure appropriate mitigations are put in place at the appropriate stages. Section 1.5 also makes allowance for communications with Councils and the liaison committee on matters related to tourism – and perception in particular – to be a matter for ongoing dialogue post-consent.



**Table 4.6 Measures (commitments) adopted as part of the Transmission Assets**

Commitment number	Measure adopted	How the measure will be secured
<b>Embedded mitigation</b>		
CoT02	<p>The following features will be crossed by trenchless techniques, as set out in the Onshore Crossing Schedule submitted as part of the application for development consent:</p> <ul style="list-style-type: none"> <li>• A, B and Classified unnumbered roads (known as C roads) (including the Preston Western Distributor Road, A582 South Ribble Western Distributor Upgrade and M55 Heyhouses Link Road; excluding Leech Lane);</li> <li>• All Environment Agency Main Rivers, including: Moss Sluice, east of Midgeland Road along Pegs Lane; Savick Brook, south of A583; Wrea Brook southeast of Cartmell Lane; Dow Brook east of Lower Lane between the A584 and the A583; Middle Pool north of Lund Way; and</li> <li>• All Network Rail crossings, including along the line which runs between Blackpool North and Preston, south of Cartmell Lane; and at the Network Rail crossing along the line which runs to Blackpool North, south east of Squires Gate, parallel to the A584.</li> </ul>	<p>DCO Schedules 2A &amp; 2B, Requirement 5(2) (Detailed design parameters onshore);</p> <p>DCO Schedules 2A &amp; 2B, Requirement 8 (Code of Construction Practice)</p>
CoT03	<p>A range of sensitive historical, cultural and ecological conservation areas (including statutory and non-statutory designations) have been directly avoided where practicable during the site selection process for Morgan and Morecambe Offshore Wind Farms: Transmission Assets footprint. The Works Plans identify the areas where different works are currently proposed. These include, but are not restricted to:</p> <ul style="list-style-type: none"> <li>• Listed Buildings</li> <li>• Scheduled Monuments</li> <li>• Registered Parks and Gardens</li> <li>• Onshore Conservation Areas</li> <li>• Onshore National Site Network</li> <li>• Offshore National Site Network</li> <li>• Sites of Special Scientific Interest (Onshore only)</li> <li>• Local Nature Reserves</li> <li>• Local Wildlife sites</li> </ul>	<p>Works Plans - Onshore and Intertidal (document reference B8)</p>

Commitment number	Measure adopted	How the measure will be secured
	<ul style="list-style-type: none"> <li>• Lancashire Wildlife Trust Reserves</li> <li>• Royal Society for the Protection of Birds (RSPB) Reserves</li> <li>• National Trust land;</li> <li>• Ancient Woodland sites and known Tree Preservation Orders (TPOs); and</li> <li>• non-designated built heritage assets.</li> </ul> <p>Where possible, unprotected areas of woodland, mature and protected trees (i.e. veteran trees) have and will also be avoided, including the veteran tree located to the north east of National Grid Penwortham substation.</p>	
CoT12	The onshore export cables and the 400 kV grid connection cables will be completely buried underground for the entire length. No overhead pylons will be installed as part of the Transmission Assets.	DCO Schedule 1, Part 1, Authorised Development
CoT14	Joint bays will be completely buried, with the land above reinstated. An inspection cover will be provided on the surface for link boxes for access during operation and maintenance phase.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT16	All vegetation requiring removal will be undertaken outside of the bird breeding season. If this is not reasonably practicable, the vegetation requiring removal will be subject to a nesting bird check by a suitably qualified ecological clerk of works. If nesting birds are present, the vegetation will not be removed until the young have fledged or the nest failed.	DCO Schedules 2A & 2B, Requirement 12 (Ecological Management Plan); and Requirement 8 (Code of Construction Practice)
CoT18	<p>Core working hours for the construction of the intertidal and onshore works will be as follows:</p> <ul style="list-style-type: none"> <li>• Monday to Friday: 07:00 - 19:00 hours;</li> <li>• Saturday 07:00 to 13:00; and</li> <li>• up to one hour before and after core working hours for mobilisation ("mobilisation period") i.e. 06:00 to 20:00.</li> </ul> <p>Activities carried out during the mobilisation period will not generate significant noise levels (such as piling, or other such noisy activities). In circumstances outside of core working practices, specific works may have to be undertaken outside the core working hours. This will include, but is not limited to, works being undertaken within and/or adjacent to Blackpool Airport and cable installation at landfall and at the River Ribble. Advance notice of such works will be given to the relevant planning authority.</p>	DCO Schedules 2A & 2B, Requirement 14 (Construction hours)

Commitment number	Measure adopted	How the measure will be secured
CoT27	All temporary compounds will be removed and sites will be reinstated when construction has been completed.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice); DCO Schedules 2A & 2B, Requirement 16 (Restoration of land used temporarily for construction)
CoT28	Construction site lighting will only operate when required and will be positioned and directed to avoid unnecessary illumination to residential properties, sensitive ecological receptors and footpath users, and minimise glare to users of adjoining public highways. Construction site lighting will be designed in accordance with latest relevant available guidance and legislation and the details of the location, height, design and luminance of lighting to be used will be detailed within the Outline Construction Artificial Light Emissions Management Plan, as part of the Outline CoCP. The design of construction site lighting will accord with the details provided in the Outline Code of Construction Practice (CoT35) and Outline Ecological Management Plan (CoT76).	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice) ; DCO Schedules 2A & 2B, Requirement 12 (Ecological management plan)
CoT32	An Outline Public Rights of Way (PRoW) Management Plan has been prepared as part of the Outline CoCP in order to minimise the disturbance to PRoWs, where practicable. Where practically possible the impact will be temporary and PRoWs will be reinstated as soon as reasonably practicable. An Outline Open Space Management Plan has been appended to the Outline PRoW Management Plan, which includes measures to minimise potential impacts to the users of Lytham St Annes beach and Blackpool Road Recreation Ground. Detailed PRoW Management Plans will include details of temporary and permanent diversions, closures, gated crossings and signage to be provided during construction and details to reinstate all PRoWs potentially affected during construction.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT35	An Outline Code of Construction Practice (CoCP) has been prepared and submitted with the application for development consent. Detailed CoCP(s) will be developed in accordance with the Outline CoCP. The Outline CoCP includes measures to maintain and address: <ul style="list-style-type: none"> <li>• flood protection and control measures;</li> <li>• water environment and drainage;</li> <li>• pollution prevention;</li> <li>• geology and ground conditions;</li> <li>• ecology and nature conservation (including protected species and invasive species);</li> </ul>	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)

Commitment number	Measure adopted	How the measure will be secured
	<ul style="list-style-type: none"> <li>• historic environment;</li> <li>• soil management;</li> <li>• traffic and transport;</li> <li>• noise management measures;</li> <li>• air quality and dust management;</li> <li>• landscape and visual;</li> <li>• recreation;</li> <li>• bentonite breakout; and.</li> <li>• construction methods</li> </ul>	
CoT38	<p>An Outline Construction Traffic Management Plan (CTMP) has been prepared and submitted with the application for development consent. CTMP(s) will be developed in accordance with the outline CTMP prior to construction.</p> <p>The detailed CTMP(s) will set out measures to include:</p> <ol style="list-style-type: none"> <li>1. managing the numbers and routing of HGVs during the construction phase;</li> <li>2. managing the movement of construction worker traffic during the construction phase;</li> <li>3. details of measures to manage the safe passage of HGV traffic via the local highway network;</li> <li>4. details of localised road improvements if and where these may be necessary to facilitate safe use of the existing road network; and</li> <li>5. appointment of a Construction Traffic Management Plan Co-ordinator and Transport Working Group.</li> </ol>	DCO Schedules 2A & 2B, Requirement 9 (Traffic and Transport)
CoT44	<p>The Project Description (Volume 1, Chapter 3 of the Environmental Statement) sets out that the installation of the offshore export cables under Lytham St Annes SSSI and the St Annes Old Links Golf Course will be undertaken by direct pipe trenchless installation technique. The exit pits associated with the direct pipe installation will be at least 100 m seaward of the western boundary of the <a href="#">Lytham St Annes Dunes</a> SSSI.</p>	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)

Commitment number	Measure adopted	How the measure will be secured
CoT73	An Outline Biosecurity Protocol has been prepared, as part of the Outline CoCP and submitted as part of the application for development consent. Detailed CoCP(s) will be developed in accordance with the outline CoCP.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT79	<p>An Outline Construction Noise and Vibration Management Plan has been prepared as part of the Outline CoCP submitted as part of the application for development consent. It includes measures to mitigate noise from construction activities associated with the Transmission Assets. Detailed Construction Noise and Vibration Management Plan(s) will be developed in accordance with Detailed CoCPs.</p> <p>The Outline Construction Noise and Vibration Management Plan gives specific consideration regarding the control of noise and vibration at receptors which have increased sensitivity or require receptor specific mitigation such as schools, equestrian facilities and care homes. The Applicants will engage with these receptors during the detailed design stage to further understand their use and identify any receptor specific noise and vibration limits and mitigation measures required to minimise construction noise and vibration impacts. Bespoke method statement(s) will be developed to ensure suitable noise limits can be met on specific sensitive noise receptors.</p>	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT87	Any works that affect Canal and River Trust waterways or land will comply with the Canal & River Trust 'Code of Practice for Works affecting the Canal & River Trust'.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT88	Best Practicable Means (as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990) will be implemented during the construction, operation, maintenance aspects of the Transmission Assets, where appropriate, to ensure that noise levels are minimised within all reasonably foreseeable circumstances. For the construction phase these will be detailed within the Outline CoCP, for the operational and maintenance phase these will be detailed within the Operational Noise Management Plan(s).	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice); DCO Schedules 2A & 2B, Requirement 18 (Control of noise during operational stage)
CoT90	The Project Description (Volume 1, Chapter 3 of the Environmental Statement) sets out that the installation of the 400kV Grid Connection Cable Corridor beneath the River Ribble will be undertaken by direct pipe or micro tunnel trenchless installation techniques.	DCO Schedules 2A & 2B, Requirement 5(2)(Detailed design parameters onshore); and Requirement 8 (Code of Construction Practice)
CoT91	An Outline Public Rights of Way (PRoW) Management Plan as part of the Outline CoCP, has been prepared and submitted with the application for development consent. Detailed Public Rights of Way (PRoW) Management Plan(s) will be developed in accordance with the Outline Public Rights of Way (PRoW) Management Plan and Outline CoCP. These will detail	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)

Commitment number	Measure adopted	How the measure will be secured
	measures to mitigate against temporary disruption or reduced access on the Lancashire Coastal Way Long Distance Path and the Ribble Way Long Distance Path, as well as all other PRoWs to be crossed.	
<b>Secondary mitigation</b>		
CoT15	Detailed Landscape Management Plan(s) will be developed in accordance with the Outline Landscape Management Plan. Detailed Landscape Management Plan(s) will include details of mitigation planting at the onshore substation sites, including the number, location, species and details of management and maintenance of planting. Where practicable, landscape mitigation planting will be established as early as reasonably practicable in the construction phase.	DCO Schedules 2A & 2B, Requirement 6 (Provision of landscaping)
CoT19	All trenchless crossings will be undertaken by non-impact methods such as HDD (or other trenchless techniques including micro tunnelling and direct pipe), excluding preparatory works, in order to minimise construction noise and vibration beyond the immediate location of works.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT34	Based on noise modelling results, where construction noise has the potential to cause significant adverse effects, mufflers and acoustic barriers will be used, where practicable, where HDD (or other trenchless techniques) is being undertaken.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT41	Where the onshore export cable corridor or 400 kV grid connection cable corridor crosses sites of particular sensitivity (e.g. embanked Environment Agency surface watercourses, Sites of Special Scientific Interest or groundwater inner Source Protection Zones) hydrogeological risk assessment(s) will be undertaken to inform a site-specific crossing method statement(s) where required. These will be agreed with the relevant stakeholders prior to construction.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT76	Detailed Ecological Management Plan(s) (EMP) will be developed in accordance with the Outline Ecological Management Plan (OEMP). The Outline Ecological Management Plan has been prepared and submitted as part of the application for development consent and includes but is not limited to pre-construction, construction and post-construction mitigation measures relating to habitats and protected or notable species, species mitigation licences and the role of the Ecological Clerk of Works (ECoW) where relevant. The Outline Ecological Management Plan also includes a Breeding Bird Protection Plan which will set out mitigation measures such as vegetation clearance in winter (e.g., hedgerows), pre-construction breeding bird survey, appropriate protection zones upon confirmation of nest building/breeding taking place of key protected or sensitive species. In addition to the Breeding Bird Protection Plan, the OEMP sets out species-specific mitigation plans for Important Ecological Features identified as part of the assessment. Detailed Ecological Management Plan(s) will include details of any long term	DCO Schedules 2A & 2B, Requirement 12 (Ecological management plan)



Commitment number	Measure adopted	How the measure will be secured
	mitigation and management measures relevant to onshore ecology and nature conservation and in relation to onshore and intertidal ornithology. This will include the management of ecological mitigation areas. The Detailed EMPs will be developed in consultation with the relevant statutory advisors and regulators.	
CoT102	Where sections of PRoWs are required to be closed during the construction of the onshore export cable corridor and 400 kV grid connection cable corridor, they will not be closed for any longer than three months at any one time, or for six months in total over the whole construction period. Where closures are required for longer periods due to unforeseen circumstances encountered during construction, Lancashire County Council will be informed in writing. This will be in accordance with the Outline PRoW Plan that has been prepared, as part of the Outline CoCP and submitted as part of the application for development consent.	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)
CoT128	An Outline Hydrogeological Risk Assessment will be prepared in relation to the crossing of Lytham St Annes SSSI <a href="#">and St Annes Old Links Golf Course</a> to mitigate potential impacts to the hydrologically dependant surface water features of the sand dune system <a href="#">and St Annes Old Links Golf Course abstraction borehole (ref: GWA 01)</a> . This will form part of the Outline Code of Construction Practice . At detailed design stage, Hydrogeological Risk Assessment (will be developed in accordance with the Outline Hydrogeological Risk Assessment. The hydrogeological risk assessment(s) will be informed by <a href="#">additional</a> ground investigation information, <del>where necessary and practicable</del> . <a href="#">The scope of the ground investigation and groundwater monitoring will be agreed with the Environment Agency and Natural England.</a> These assessment(s) will used to inform the detailed site-specific crossing design for the installation of the offshore export cables beneath Lytham St Annes SSSI <a href="#">and St Annes Old Links Golf Course</a> .	DCO Schedules 2A & 2B, Requirement 8 (Code of Construction Practice)

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## 5 Assessment of effects

- [5.1.1.1](#) [The most up to date evidence on the potential tourism effects of offshore wind development has been considered within this assessment.](#)
- [5.1.1.2](#) [Biggar Economics \(2020\) provides empirical evidence on the relationship between offshore wind farm construction and local tourism in England.](#)
- [5.1.1.3](#) [The study analysed indicators of the visitor economy in 11 cases \(including 3 in North West England\) to identify any relationship between offshore wind farms and changes in visitor behaviour or spending during construction periods.](#)
- [5.1.1.4](#) [This included consideration of whether the construction of associated infrastructure, such as onshore cabling and substations, had an impact on the performance of the visitor economy where this activity took place.](#)
- [5.1.1.5](#) [The purpose of the research was to identify evidence of the construction of offshore wind farms having an impact on the local visitor economy. No evidence was found to support this. Instead, it was found that areas, including those with landscape sensitivities, were not impacted by the construction activities of offshore wind farms, including installation of cabling and onshore substations.](#)
- [5.1.1.6](#) [Glasson et al \(2021\) provides comprehensive research on the impacts of offshore wind farms on local visitor economy and recreation activities in adjacent coastal communities.](#)
- [5.1.1.7](#) [The research presents a literature review setting out key findings from recent academic articles and professional and industry reports on the impacts of offshore wind projects on local tourism and recreation. The research also provides a number of UK case studies of specific projects in coastal locations that provide primary data, by direct survey, of impacts.](#)
- [5.1.1.8](#) [The research concludes that:](#)
- [• Whilst impacts vary from stakeholder to stakeholder, findings from the literature indicate the overall impact of offshore wind projects on the visitor economy are 'benign', and in some cases positive.](#)
  - [• This is supported by findings from research on \*onshore\* wind farms, which indicates little or no evidence to demonstrate that any windfarm development has resulted in any adverse impact on tourism.](#)
  - [• Results from agency and local business and residents' survey responses indicate there is little evidence of negative impacts of offshore wind projects on local visitor economy and recreation activities. Results demonstrate there are considerably more comments on positive impacts, all set in the wider context of the importance of offshore wind developments in the transition towards renewable energy.](#)

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~~5.1.1.1~~5.1.1.9 The potential effects of the onshore construction phase of the Transmission Assets on local tourism are assessed below.

~~5.1.1.2~~5.1.1.10 As per paragraph 1.1.3.3, this assessment's approach is focused on the 'source' of the impact. As such, if physical infrastructure and civil works are located onshore or in the intertidal area, any resulting impacts are categorised as onshore.

~~5.1.1.3~~5.1.1.11 The impact pathways which have the potential to interact with tourism activities have been identified in **section 4.3.5**. The residual effects which have been identified in the relevant ES topic as having the potential to be significant in EIA terms are set out in **section 5.2** below.

~~5.1.1.4~~5.1.1.12 This is followed by an assessment of potential tourism effects, having regard to sensitivity of receptor, magnitude of impact, and effect significance as described in **section 4.3**. The relevant tourism receptors are identified as:

- Natural capital
- Culture and entertainment
- Heritage
- Recreation
- Accommodation
- Hospitality

~~5.1.1.5~~5.1.1.13 The sensitivity, magnitude of impact, and significance of effect on each receptor within the local study area has been considered within the assessment.

~~5.1.1.6~~5.1.1.14 In addition, as per 1.2.2.10, the assessment also considers potential effects within each tourism receptor at the individual local authority to ensure that tourism matters at this level are captured within the assessment.

## 5.2 Impact pathways

5.2.1.1 This assessment is informed by a consideration of impact pathways between tourism assets and the following ES chapters (and their annexes):

- Volume 3, Chapter 7: Traffic and transport of the ES (document reference F3.7)
- Volume 3, Chapter 6: Land use and recreation of the ES (document reference F3.6)
- Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10)
- Volume 3, Chapter 5: Historic environment of the ES (document reference F3.5)
- Volume 3, Chapter 3: Onshore ecology and nature conservation of the ES (document reference F3.3)

- Volume 3, Chapter 8: Noise and vibration of the ES (document reference F3.8)

5.2.1.2 Residual effects which have been assessed as relevant to tourism are summarised below with regards to those which have been assessed as significant in EIA terms:

- **Traffic and transport:** There are no residual effects relevant to tourism assessed as significant in EIA terms.
- **Land use and recreation:** There are no residual effects relevant to tourism assessed as significant in EIA terms.
- **Visual impacts:** residual effects relevant to tourism are assessed as significant in EIA terms on the basis of impacts on landscape character and visual receptors by the landfall and onshore export cable corridor, substations, and 400 kV grid connection cable corridor:
  - Effects on landscape character as a result of elements of the Transmission Assets/landfall:
    - LCA 19a: Coastal Dunes – Fylde Coastal Dunes – temporary construction.
  - Effects on landscape character as a result of substations:
    - LCA 15d: Coastal Plain – Fylde – temporary construction and short term operation year 1 before landscape mitigation planting has established
  - Effects on visual amenity as a result of substations:
    - Viewpoint 1 bridleway BW0505016 south of Morgan onshore substation site – temporary construction and short term operation year 1 before landscape mitigation planting has established.
    - Viewpoint 3 bridleway BW0505016 west of Morgan onshore substation – temporary construction and short term operation year 1 before landscape mitigation planting has established.
    - Viewpoint 6 footpath FP050503 south of Morecambe onshore substation site – temporary construction and short term operation year 1 before landscape mitigation planting has established.
    - Sequential effects on people using PRow BW0505016, FP050503 and FP050504 – temporary construction, operation year 1 and long term year 15 when landscape mitigation planting has matured.
  - Effects on visual amenity as a result of temporary and reversible onshore cable/landfall activities:
    - People using beach – temporary construction.
    - People using PRow BW0502012, BW0502013, BW0502016, BW0503012, FP050302, FP05010011,

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FP050304, FP050305, FP050502, BW0509012, FP00905, FP070907 and FP0709010 – temporary construction.

- People using National Cycle Route 62 at Hillock Lane – temporary construction.

- **Historic environment:** There are no residual effects relevant to tourism assessed as significant in EIA terms.
- **Onshore ecology and nature conservation:** residual effects resulting from the partial loss of Mill Brook Valley BHS have been assessed as significant in EIA terms (moderate adverse) and mitigation is provided; this BHS is not, however, publicly accessible as it is located on private land (although a PROW runs adjacent to its western boundary). As such, it is not considered to be a tourism asset. No other residual effects relevant to tourism are assessed as significant in EIA terms.
- **Onshore and intertidal ornithology:** the assessment concluded that there would be no significant residual effects on any ornithology receptors.
- **Noise and vibration:** There are no residual effects relevant to tourism are assessed as significant in EIA terms.

5.2.1.3 These findings will be used to inform the assessment of effects on tourism assets.

## 5.3 Natural capital

5.3.1.1 The assessment considers potential effects on natural assets which are viewed as attracting visitors from outside the local area (i.e. beyond neighbourhood level). Those within the 1 km buffer zone which have the potential to be impacted by the Transmission Assets are listed as follows:

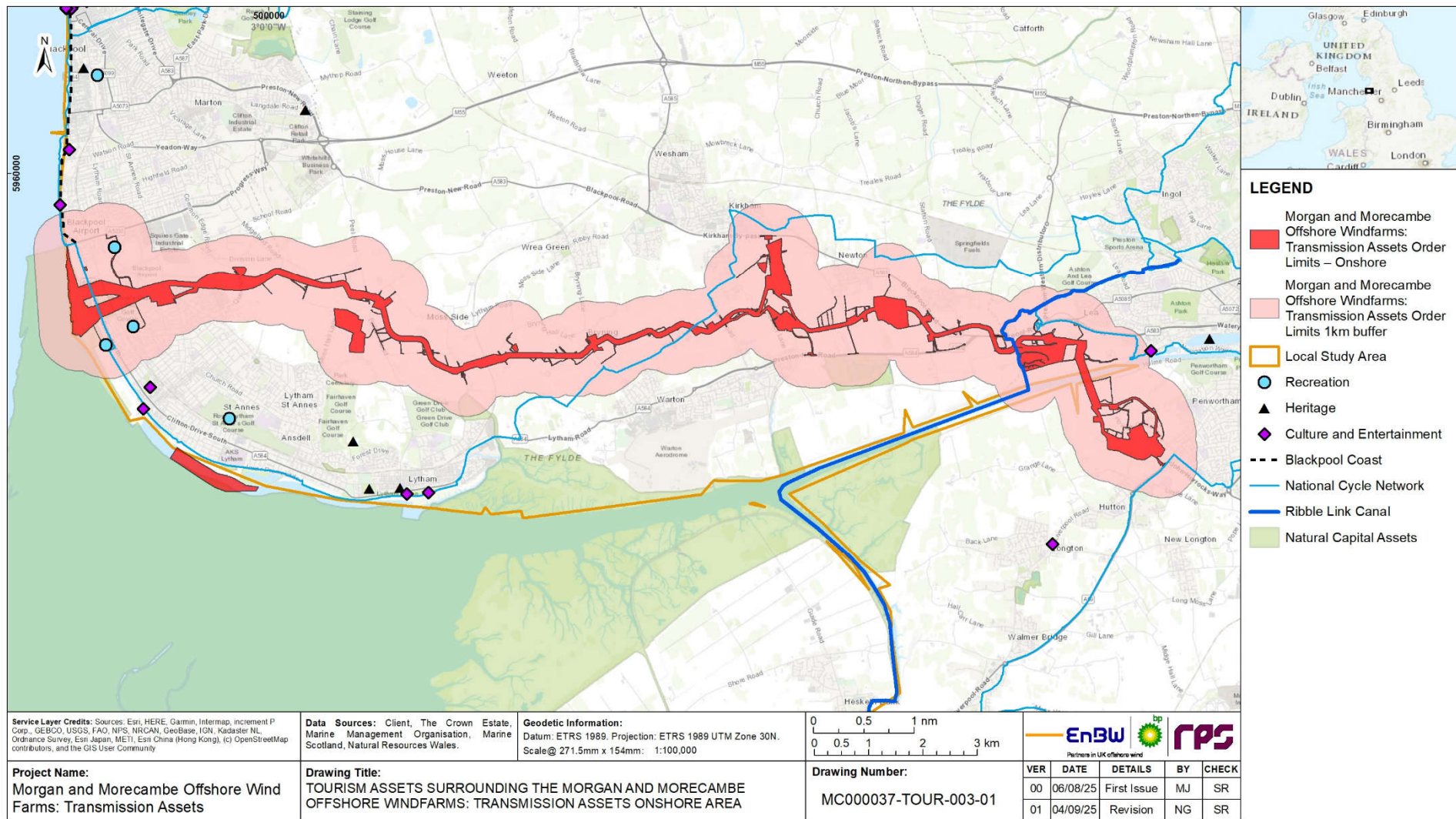
- Blackpool and Lytham St Annes Sand Dunes, including the associated SSSI, LNR and BHS designations.
- Ribble and Alt Estuary SPA/ SSSI
- Ribble Coast and Wetlands

5.3.1.2 These are illustrated in **Figure 5.1**.

5.3.1.3 No impacts are anticipated on the following natural capital assets within the local study area, as listed in **section 3.3**:

- Marton Mere LNR
- Brockholes Nature Reserve
- Morecambe Bay SPA and Special Area of Conservation (SAC)
- Wyre Estuary SSSI and Marine Conservation Zone (MCZ)
- Forest of Bowland Area of Outstanding Natural Beauty (AONB)





**Figure 5.1: Tourism assets across the local study area**



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## 5.3.2 Sensitivity of receptor

5.3.2.1 The sensitivity of natural capital assets in the local study area is assessed on the basis of vulnerability, adaptability, recoverability, and importance, as follows.

### Vulnerability

5.3.2.2 Tourism activity in many parts of the local study area is supported by the presence of natural assets. This is particularly true with respect to Fylde and Wyre. Most of the natural assets identified in **section 3.3** are outside the 1 km buffer zone and are not anticipated to be impacted. The majority of impacts on natural assets across the study area are anticipated to be concentrated within Fylde.

5.3.2.3 Natural capital assets exhibit varying levels of vulnerability. Physical changes to landform, vegetation, or water quality of such assets can impact visitor experience.

5.3.2.4 Vulnerability to impact is typically higher where access and visibility are sensitive to change, which is the case with regards to the natural assets identified at **paragraph 5.3.1.1**.

5.3.2.5 Overall, the vulnerability of the receptor is assessed as medium.

### Adaptability

5.3.2.6 The adaptability of natural capital assets can vary. Some managed landscapes (e.g. country parks or nature reserves) may incorporate essential infrastructure and complementary development; however the essential natural features often have low capacity to adapt to large amounts of change.

5.3.2.7 There is some management of the natural assets identified as having the potential to be impacted, for example:

- Blackpool and Lytham and St Annes Sand Dunes: fencing, pathways, dune repair, planting dune grass.
- Ribble Estuary: management by Natural England including flood defence improvements, and restoration and maintenance of saltmarshes, mudflats, and sandbanks.

5.3.2.8 As listed in **section 3.3**, there are many natural assets within the local study area. However, those identified as having the potential to be impacted make a large contribution to the local study area's natural capital. As such, it is unlikely that nature-based tourism would easily adapt to widespread impacts on visitor experience at these assets.

5.3.2.9 Overall, natural assets, and the tourism activities reliant upon them, are not considered as being able to easily adapt to changes in conditions. As such, the sensitivity of this parameter is assessed as high.

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## Recoverability

- 5.3.2.10 Recoverability of natural capital following change is variable and depends on the type and extent of impact, as well as the characteristics of the asset. Some natural assets may regenerate over time through natural processes or active restoration – this is likely to be the case with regards to the natural assets identified as having the potential to be impacted by the Transmission Assets.
- 5.3.2.11 From a tourism perspective, recovery also depends on the restoration of visual, experiential, or ecological qualities that contribute to the asset's appeal. Recovery timescales may be prolonged where impacts affect sensitive or slow-growing ecosystems.
- 5.3.2.12 In general, natural capital assets exhibit some recoverability in the context of tourism, particularly where assets are highly valued.
- 5.3.2.13 Whilst it is anticipated that natural assets would mostly recover to a condition comparable to that which existed before the impact occurred, there remains some uncertainty around timescales. Similarly, whilst wider nature-based tourism activities are also expected to recover to a similar extent, this is difficult to predict. The recoverability of the receptor is assessed as medium.

## Importance

- 5.3.2.14 Natural assets are often of high importance to tourism due to their role in defining destination character, supporting outdoor recreation, and contributing to place branding.
- 5.3.2.15 Importance may be elevated where assets are designated for conservation (e.g. SSSIs).
- 5.3.2.16 The Ribble and Alt Estuary is an SPA, SSSI, and National Nature Reserve. These designations warrant consideration of the natural assets identified as having the potential to be impacted as being of high importance.
- 5.3.2.17 Furthermore, the importance of natural assets is set out in a number of planning policy contexts within the local study area. The local study area's natural assets are a regionally significant tourism destination. The economic contribution of the local study area's natural assets is unclear.
- 5.3.2.18 Overall, the importance of the receptor is assessed as very high.

## Overall

- 5.3.2.19 The vulnerability of the receptor is assessed as medium, the adaptability of the receptor is assessed as having high sensitivity, the recoverability of the receptor is assessed as medium, and the importance of the receptor is assessed as very high.
- 5.3.2.20 Therefore, the sensitivity of the receptor is assessed as **high**.

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### 5.3.3 Magnitude of impact

- 5.3.3.1 The magnitude of impact on natural capital assets in the local study area is assessed on the basis of scale, spatial extent, duration, and frequency.
- 5.3.3.2 Embedded mitigation measures listed in **Table 4.6** which are relevant to removing or reducing impacts on natural capital include: CoT03, CoT12, CoT14, CoT16, CoT18, CoT27, CoT28, CoT32, CoT35, CoT44, CoT73, CoT79, CoT87, CoT88, CoT90, and CoT91.
- 5.3.3.3 Secondary mitigation measures listed **Table 4.6** which are relevant to removing or reducing impacts on natural capital include: CoT15, CoT19, CoT34, CoT41, CoT76, CoT102, CoT126, and CoT128.

#### Scale

- 5.3.3.4 No significant traffic and transport related residual effects relevant to natural capital related tourism have been assessed within Volume 3, Chapter 7: Traffic and transport (document reference F3.7). The assessment included key transport receptors in close proximity to, and providing access to tourism assets. As such, it is anticipated that any interruption to accessing natural assets will be negligible.
- 5.3.3.5 No significant recreation related residual effects relevant to tourism have been assessed within Volume 3, Chapter 6: Land use and recreation (document reference F3.6) on the basis of no or a minor adverse level of effect during the construction phase of the Transmission Assets. As such, it is anticipated that any changes to accessing natural assets used for recreation will be negligible. Further detail of temporary impacts on access to St Annes North Beach and the beach area between the cable pull-in working areas and the sand dunes are clarified within Annex 5.3 to the Applicants response to Hearing Action Points: ISH1 13, 14, 16, 17 (REP1-040). This notes that public access to and along the beach will remain largely unrestricted throughout the cable installation works, with access management in place temporarily for public safety. There will be no constraints on public access to the Lytham St Anne's Sand Dunes SSSI and LNR as there will be no (above-ground) construction activities within the designated areas.
- 5.3.3.6 Volume 3, Chapter 10 Landscape and Visual Resources (document reference F3.10) assesses the impacts of the construction phase on the prevailing landscape character for the local and wider area, and different types of human receptors, including those using PRoWs for recreational purposes.
- 5.3.3.7 The assessment identifies potential adverse effects during the construction phase (before landscape mitigation planting has established) may occur on: the landscape character and on those using the PRoW network (specifically bridleways BW0505016 and footpaths FP050503 and FP050504). These effects would only be felt within the immediate locality of the order limits. Effects would dissipate beyond the

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- Order Limits with distance, and over time, as mitigation planting matures and establishes.
- 5.3.3.8 The PROWs identified as being affected are not designated or promoted locally as recreational routes. In this regard it is considered they are a local amenity rather than recognised, or promoted, recreation routes that are likely to be used extensively by visitors, or to attract them to the area.
- 5.3.3.9 In addition, the construction activities for the cable routes would be confined to a linear corridor, such that landscape and visual effects are limited to discrete tracts of the landscape and certain views. On this basis, it is considered unlikely that the scale or significance of construction-related effects on the landscape and visual environment would materially undermine the wider tourism offer, or the experience of visitors to the Fylde.
- 5.3.3.10 This is supported by the review of available evidence set out in more detail in **section 5.6.3**, which indicates there is a weak relationship between tourism and isolated visual impacts associated with infrastructure development.
- 5.3.3.11 Overall, it is anticipated that the result of visual impacts on natural assets will be low i.e. limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism.
- 5.3.3.12 No significant historic environment related residual effects relevant to tourism have been assessed within Volume 3, Chapter 5: Historic environment (document reference F3.5). As such, it is anticipated that any changes to natural assets associated with heritage value will be negligible.
- 5.3.3.13 No significant ecology related residual effects relevant to tourism have been assessed within Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3).
- 5.3.3.14 CoT41 sets out that where the onshore export cable corridor or 400 kV grid connection cable corridor crosses sites of particular sensitivity (e.g. SSSI) hydrogeological risk assessment(s) will be undertaken to inform a site-specific crossing method statement(s) where required – these will be agreed with the relevant stakeholders prior to construction.
- 5.3.3.15 CoT128 sets out that a Hydrogeological Risk Assessment will be prepared in relation to the crossing of Lytham St Annes SSSI to mitigate potential impacts to the hydrologically dependant surface water features of the sand dune system.
- 5.3.3.16 Therefore, potential tourism impacts associated with changes in conditions at Blackpool and Lytham and St Annes Sand Dunes is considered to be low.
- 5.3.3.17 Overall, it is anticipated that any changes to natural assets associated with ecological value will be negligible.
- 5.3.3.18 No significant noise and vibration related residual effects relevant to tourism have been assessed within Volume 3, Chapter 8: Noise and

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vibration (document reference F3.8). As such, it is anticipated that any changes to natural assets resulting from noise and vibration will be negligible.

- 5.3.3.19 Overall, the impact on tourism (natural capital) is anticipated to be limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism. As such, the scale of the impact is assessed as low.

#### Spatial extent

- 5.3.3.20 The impact would manifest mostly in Fylde. Limited impacts are likely to be observed in Blackpool (dune-related), Preston, and South Ribble. Wyre will not be subject to any impacts on its natural assets. The spatial extent of the impact is therefore assessed as low.

#### Duration

- 5.3.3.21 As per **section 4.3.3**, the duration of impacts on natural assets is assessed as medium.

#### Frequency

- 5.3.3.22 The frequency of the impact is expected to occur frequently on an intermittent basis during the construction phase (i.e. medium).

#### Overall

- 5.3.3.23 The scale of impact is assessed as low, the spatial extent is assessed as low, the duration is assessed as medium, and the frequency is assessed as medium.

- 5.3.3.24 The low scale and spatial extent are the most substantive parameters considered within the assessment. On this basis, the magnitude of impact of impact on natural capital is assessed as **low adverse**.

### 5.3.4 Significance of effect

- 5.3.4.1 Overall, the sensitivity of the receptor is assessed as high, and the magnitude of the impact is assessed as low adverse. The effect will, therefore, be of **minor adverse** significance, which is not significant.

#### Local authority considerations

- 5.3.4.2 **Table 5.1** sets out a qualitative consideration of potential effects in each local authority within the local study area.

**Table 5.1 Potential effect on tourism resulting from changes to natural capital during construction phase**

Local authority	Potential effect on tourism
Blackpool	<p>Whilst there is potential for short term impacts on Blackpool and Lytham and St Annes Sand Dunes, natural capital forms a very limited part of Blackpool's tourism offer, which is focused on culture, entertainment and recreation.</p> <p>Therefore, effects on tourism in Blackpool resulting from changes to natural capital are considered to be <b>negligible</b>.</p>
Fylde	<p>The potential for temporary impacts on natural assets within Fylde such as Blackpool and Lytham and St Annes Sand Dunes, Ribble Estuary, and Ribble Coast and Wetlands are the primary driver of the assessment of minor adverse effects on tourism resulting from changes to natural capital.</p> <p>Ribble Estuary and Ribble Coast and Wetlands are highly dispersed, covering large geographic areas. The areas of these assets which are covered by the 1 km buffer zone identified for this assessment are very limited. The construction activities for the cable routes would be confined to a linear corridor, such that landscape and visual effects are limited to discrete tracts of the landscape and certain views. On this basis, it is considered unlikely that the scale or significance of construction-related effects on the landscape and visual environment would materially undermine the wider tourism offer, or the experience of visitors to the Fylde. It is therefore highly unlikely the impacts identified would result in material or substantial changes in tourism conditions across these assets.</p> <p>Therefore, effects on tourism in Fylde resulting from changes to natural capital are considered to be <b>minor adverse</b>.</p>
Preston	<p>There is very limited potential for impacts on natural capital in Preston.</p> <p>Therefore, effects on tourism in Preston resulting from changes to natural capital are considered to be <b>negligible</b>.</p>
Wyre	<p>There is very limited potential for impacts on natural capital in Wyre.</p> <p>Therefore, effects on tourism in Wyre resulting from changes to natural capital are considered to be <b>negligible</b>.</p>
South Ribble	<p>There is very limited potential for impacts on natural capital in South Ribble.</p> <p>Therefore, effects on tourism in South Ribble resulting from changes to natural capital are considered to be <b>negligible</b>.</p>

5.3.4.3 Overall, no single local authority is assessed as being subject to significant effects resulting from changes to natural capital. Therefore, no further mitigation is required.

## 5.4 Culture and entertainment

5.4.1.1 Culture and entertainment assets listed in **section 3.4** which are located within the 1 km buffer zone which have the potential to be impacted by the Transmission Assets are identified as follows:

- Blackpool Illuminations and Switch-On (partial): whilst the majority of features are outside the 1 km buffer, the Illuminations officially begin at Starr Gate, running northwards to Red Bank Road in



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Bisham. Indirect impacts on the illuminations associated with traffic and transport matters require assessment.

- Blackpool Marathon (partial): the southern portion of the route is located within the 1 km buffer zone.
- Ribble Steam Railway Museum (Preston)

5.4.1.2 These are illustrated on **Figure 5.1**.

5.4.1.3 There are ~~other~~ additional culture and entertainment assets which are not located immediately within the 1 km buffer zone, but require additional consideration on the basis of potential indirect impacts.

~~5.4.1.3~~ 5.4.1.4 ~~but~~ Some are located along Blackpool's New South Promenade northwards to Red Bank Road. ~~These require consideration on the basis of potential indirect impacts,~~ and others are located on the seafront in Lytham and St Anne's, and which include:

#### Blackpool

- Blackpool Pleasure Beach (Amusement park)
- Blackpool Tower
- North, Central, and South Piers (Blackpool)
- Sandcastle Waterpark
- Golden Mile
- Grand Theatre
- Winter Gardens (entertainment complex)
- Opera House Theatre
- Blackpool Air Show: the display takes place over a wide area across the sea front, with the focal point for crowd congregation located at Blackpool Tower Festival Headland between the North Pier and Central Pier i.e. ~~well~~ outside the 1 km buffer zone. However, potential indirect impacts associated with traffic and transport matters require assessment.
- World Fireworks Championships (Blackpool): as per Blackpool Air Show.
- Christmas By The Sea: as per Blackpool Air Show.
- LightPool Festival: the display takes place over a wide area across the town centre and sea front, outside the 1 km buffer zone. However, potential indirect impacts associated with traffic and transport matters require assessment.
- Showzam!: as per LightPool Festival.

#### Fylde

- St Anne's Pier and Promenade
- Lowther Pavilion

- St Anne's Kite Festival: this event takes place over a wide area on St Anne's beach and promenade, with a focal point around St Anne's Pier i.e. outside the 1 km buffer zone. However, potential indirect impacts associated with traffic and transport matters require assessment.
- Lytham Festival: this event is hosted at Lytham Green i.e. outside the 1 km buffer zone. However, potential indirect impacts associated with traffic and transport matters require assessment.
- Blackpool Air Show: the display takes place over a wide area across Blackpool and Fylde's sea front, therefore potential indirect impacts associated with traffic and transport matters require assessment.

## 5.4.2 Sensitivity of receptor

5.4.2.1 The sensitivity of culture and entertainment assets in the local study area is assessed on the basis of vulnerability, adaptability, recoverability, and importance, as follows.

### Vulnerability

5.4.2.2 Culture and entertainment assets exhibit variable vulnerability depending on their reliance on setting, accessibility, visitor perception, and the timing of construction works.

5.4.2.3 Assets that depend on uninterrupted access, and/or scheduled programming may be more vulnerable to disruption from construction traffic, noise, or changes in local character. The culture and entertainment assets identified as having the potential to be impacted are a combination of fixed-location attractions, or major fixed-date events attracting crowds of tens of thousands, hundreds of thousands, or millions.

5.4.2.4 Fixed-location attractions are likely to exhibit higher vulnerability where construction works take place in peak-season. Where construction works take place in the off-season, vulnerability is considered to be lower.

5.4.2.5 Fixed-date events are likely to exhibit higher vulnerability where construction works overlap with event dates. Where construction works do not overlap with fixed-date events, vulnerability is considered to be very low.

5.4.2.6 The local study area has a number of cultural and entertainment assets which are not expected to be impacted by the Transmission Assets. However, there remains the potential for indirect impacts on tourism activity associated with culture and entertainment assets where the overall visitor experience worsens, either temporarily or permanently. Traffic and transport impacts have been highlighted in Blackpool Borough Council's consultation response as a particular concern in this area.

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5.4.2.7 Whilst the baseline review does not indicate the local study area's culture and entertainment activities on the whole contribute as much as other asset categories to the tourism economy; they are important from a place branding perspective.

5.4.2.8 Overall, the vulnerability of the receptor is assessed as high.

### Adaptability

5.4.2.9 Culture and entertainment venues generally demonstrate some adaptability due to their operational flexibility and capacity for programming adjustments.

5.4.2.10 Some venues may be able to modify opening hours, relocate events, or adapt content to maintain visitor engagement under changing conditions. Digital or hybrid formats may also support continued access.

5.4.2.11 However, adaptability is constrained where the asset is a fixed-date event, and/or dependent on high visitor volumes which only a small number of venues or sites can accommodate.

5.4.2.12 The culture and entertainment assets identified as having the potential to be impacted are a combination of fixed-location attractions, or major seasonal fixed-date events attracting crowds of tens of thousands, hundreds of thousands, or millions. Fixed-location attractions are considered to have higher adaptability (i.e. lower sensitivity), whereas seasonal fixed-date events are considered to have lower adaptability (i.e. higher sensitivity).

5.4.2.13 For those culture and entertainment assets in the local study area not impacted, it is expected they would be able to adapt to nearly all changes in conditions (i.e. low sensitivity).

5.4.2.14 Overall, given some assets exhibit low sensitivity and others exhibit high sensitivity, the adaptability of the receptor is assessed as medium.

### Recoverability

5.4.2.15 Recoverability of culture and entertainment assets can vary depending on the nature and duration of the impact.

5.4.2.16 Physical infrastructure can often be restored or redeveloped, and programming can resume once conditions revert to their pre-impact state.

5.4.2.17 However, recovery may be slower where reputational impacts affect user confidence or where financial viability is compromised.

5.4.2.18 The ability to re-establish visitor numbers is influenced by marketing, stakeholder support, and the conditions of the local, regional, and national tourism economy.

5.4.2.19 In general, assets with strong institutional backing and/or long-standing reputations tend to recover more effectively than those with limited resources or niche appeal.

5.4.2.20 The seasonal fixed-date events identified as having the potential to be impacted benefit from long-standing reputations and are therefore likely

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to exhibit higher recoverability. However, there remains a risk that reputational damage would inhibit recovery rates.

5.4.2.21 It is anticipated that culture and entertainment assets in the wider local study area that are not expected to be impacted would fully recover to a condition comparable to that which existed before the impact occurred (i.e. negligible sensitivity).

5.4.2.22 Overall, the recoverability of the receptor is assessed as medium.

### Importance

5.4.2.23 Culture and entertainment assets are often of high importance within tourism economies, particularly where they contribute to destination branding, seasonal visitor flows, or cultural distinctiveness. This statement is true of many culture and entertainment assets within the local study area.

5.4.2.24 Generally, the local study area's culture and entertainment assets are identified with local policy across the entire local study area. They make a material contribution to the tourism economy, an observation which can be upgraded to a 'substantial contribution' when considering the intangible contribution to destination branding and cultural distinctiveness. There are culture and entertainment assets within the local study area which make it a unique destination within international tourism – most of which are concentrated within Blackpool. The above characterisations apply to the seasonal fixed-date events identified as having the potential to be impacted as well.

5.4.2.25 As such, the importance of the receptor is assessed as very high.

### Overall

5.4.2.26 The vulnerability of the receptor is assessed as high, the adaptability of the receptor is assessed as medium, the recoverability of the receptor is assessed as medium, and the importance of the receptor is assessed as very high.

5.4.2.27 Therefore, the sensitivity of the receptor is assessed as **high**.

## 5.4.3 Magnitude of impact

5.4.3.1 The magnitude of impact on culture and entertainment assets in the local study area is assessed on the basis of scale, spatial extent, duration, and frequency.

5.4.3.2 Embedded mitigation measures listed in **Table 4.6** which are relevant to removing or reducing impacts on culture and entertainment include: CoT03, CoT12, CoT14, CoT18, CoT27, CoT28, CoT35, CoT79, and CoT88.

5.4.3.3 Secondary mitigation measures listed **Table 4.6** which are relevant to removing or reducing impacts on culture and entertainment include: CoT19, and CoT34.

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## Scale

- 5.4.3.4 No significant traffic and transport related residual effects relevant to tourism have been assessed within Volume 3, Chapter 7: Traffic and transport (document reference F3.7). Table 7.21 outlines that there could be a peak increase in traffic of up to 1% for the road links that provide a key access point to the Blackpool Promenade and other routes relevant to tourism (the A5230 Squires Gate, A584 Promenade and A584 Clifton Drive North). The salient guidance for the assessment of traffic impacts from new developments is the Environmental Assessment of Traffic and Movement (IEMA, 2023). This guidance notes that the day-to-day variation of traffic on a road is frequently at least + or – 10% and goes on to set out that changes in traffic flows of less than 10% creates no discernible environmental impact.
- 5.4.3.5 Furthermore, measures are proposed within the ~~outline Construction Traffic Management Plan (oCTMP)~~ [\(document reference J5/F06\)](#) to manage vehicle movements during major events (such as the Blackpool Illuminations [and Lytham Festival](#)). The oCTMP sets out a commitment to liaise with local stakeholders to understand when major events occur and ensure there are limited HGV trips planned during such events, e.g. via ~~stockpiling of materials or~~ programming of works.
- 5.4.3.6 The Applicants have engaged with Blackpool Borough Council highways and included measures within the oCTMP [\(document reference J5/F06\)](#) ~~at Deadline 2~~ and updated the draft DCO ~~at Deadline 4 during examination~~ [\(document reference C1/F09\)](#) to [limit the powers granted and](#) ensure that [the necessary rights to allow limited construction](#) access via Starr Gate and Squires Gate would not ~~be affected~~ [affect the current use by the public and others \(including the RNLI\) by the Transmission Assets](#).
- 5.4.3.7 As such, it is anticipated that any interruption to accessing culture and entertainment assets within Blackpool – in particular those assets located at or near Blackpool's New South Promenade and northwards to Red Bank Road – will be negligible.
- 5.4.3.8 No significant recreation related residual effects relevant to tourism have been assessed within Volume 3, Chapter 6: Land use and recreation (document reference F3.6). As such, it is anticipated that any changes to culture and entertainment assets associated with recreation will be negligible.
- 5.4.3.9 No significant visual effects relevant to culture and entertainment have been assessed within Volume 3, Chapter 10: Landscape and visual resources (document reference F3.10). Any impacts are not expected to directly interact with any of the culture and entertainment assets listed in section 3.4.
- 5.4.3.10 No significant historic environment related residual effects relevant to tourism have been assessed within Volume 3, Chapter 5: Historic environment (document reference F3.5). It is not anticipated there will be any change to culture and entertainment assets associated with heritage value i.e. no change.

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- 5.4.3.11 No residual effects relevant to tourism are anticipated to interact with culture and entertainment assets in the local study area. as significant in EIA terms. It is not anticipated there will be any change to culture and entertainment assets associated with ecology value i.e. no change.
- 5.4.3.12 No significant noise and vibration related residual effects relevant to tourism have been assessed within Volume 3, Chapter 8: Noise and vibration (document reference F3.8).
- 5.4.3.13 That assessment concludes the impacts and effects of noise and vibration likely to result from the Projects on sensitive receptors. The assessment concluded that no significant adverse noise or vibration effects were likely to occur at sensitive receptors due to the construction or operation of the Projects, assuming mitigation is applied.
- 5.4.3.14 It is noted that the assessment primarily focussed on residential receptors, which are identified as having medium/high sensitivity to noise and vibration, as set out in Table 8.15 of F3.8. Although that assessment did not directly consider noise impacts at other receptors identified in this assessment, such receptors have lower sensitivity to noise and vibration than residential receptors. Therefore any resulting noise and vibration effects are unlikely to be greater than those reported in the ES.
- 5.4.3.15 As such, it is anticipated that any changes to culture and entertainment assets resulting from noise and vibration will be negligible.
- 5.4.3.16 Overall, the impact on culture and entertainment is anticipated to be limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism. As such, the scale of the impact is assessed as negligible.

#### Spatial extent

- 5.4.3.17 The majority of culture and entertainment assets identified at paragraph 5.4.1.1 as falling within the 1 km buffer zone, or those outside the 1 km buffer zone which may be indirectly impacted, are located within Blackpool. As such, the impact is considered to manifest mostly in Blackpool. It is not expected that impacts will manifest in any material way in Fylde, South Ribble, and Preston. Wyre will not be subject to any impacts on its culture and entertainment assets. The spatial extent of the impact is therefore assessed as low.

#### Duration

- 5.4.3.18 As per **section 4.3.3**, the duration of impacts on culture and entertainment during the construction phase is assessed as medium.

#### Frequency

- 5.4.3.19 The frequency of the impact is expected to occur infrequently on an intermittent basis (i.e. negligible).



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## Overall

- 5.4.3.20 The scale of impact is assessed as negligible, the spatial extent is assessed as low, the duration is assessed as medium, and the frequency is assessed as negligible.
- 5.4.3.21 The low scale and spatial extent are the most substantive parameters. On this basis, the magnitude of impact on culture and entertainment is assessed as **low adverse**.

## 5.4.4 Significance of effect

- 5.4.4.1 Overall, the sensitivity of the receptor is assessed as high, and the magnitude of the impact is assessed as low adverse. The effect will, therefore, be of **minor adverse** significance, which is not significant.

## Local authority considerations

- ~~5.4.4.2~~ **Table 5.2** sets out a qualitative consideration of potential effects in each local authority within the local study area.

**Table 5.2 Potential effect on tourism resulting from changes to culture and entertainment**

Local authority	Potential effect on tourism
Blackpool	<p>Without mitigation there is potential for impacts on major seasonal fixed-date events such as Blackpool Illuminations, Blackpool Marathon, Blackpool Air Show, the World Fireworks Championships, Christmas By The Sea, LightPool Festival, and Showzam!. However, measures are proposed within the <del>outline Construction Traffic Management Plan (oCTMP)</del> <a href="#">(document reference J5/F06)</a> to manage vehicle movements during major fixed-date events, such as the Blackpool Illuminations. The oCTMP outlines a commitment to liaise with local stakeholders to understand when major events occur and ensure that there are limited HGV trips during planned events, e.g. <del>via stockpiling of materials or</del> programming of works.</p> <p>Table 7.21 within Volume 3, Chapter 7: Traffic and transport (document reference F3.7) outlines there could be a peak increase in traffic of up to 1% for the road links that provide a key access point to the Blackpool Promenade and other routes relevant to tourism (the A5230 Squires Gate, A584 Promenade and A584 Clifton Drive North). As per IEMA guidance, day-to-day variation of traffic on a road is frequently at least + or – 10%, with changes in traffic flows of less than 10% resulting in no discernible environmental impact.</p> <p><a href="#">The Applicants have engaged with Blackpool Borough Council highways and included measures within the oCTMP (document reference J5/F06) and updated the draft DCO during examination (document reference C1/F09) to limit the powers granted and ensure that the necessary rights to allow limited construction access via Starr Gate and Squires Gate would not affect the current use by the public and others (including the RNLI).</a></p> <p><del>The Applicants continue to engage with Blackpool Borough Council highways, and have included measures within the oCTMP (document reference J5/F065)(REP2-016) to ensure that access via Starr Gate and Squires Gate would not be affected by the Transmission Assets.</del></p> <p>As such, any interruption to accessing culture and entertainment assets within Blackpool – in particular those assets located at or near Blackpool's New South Promenade and northwards to Red Bank Road – is expected to be negligible.</p> <p>This will also ensure that adverse impacts on visitor perception and place reputation are avoided.</p> <p>Overall, effects on tourism in Blackpool resulting from changes to culture and entertainment are considered to be <b>minor adverse</b>.</p> <p>However, whilst there is an assessment of minor adverse effects, it is important to note the scale of impact is assessed as negligible.</p>
Fylde	<p>Whilst there is potential for impacts on major seasonal fixed-date events such as Lytham Festival due to impacts on traffic, construction activities associated with the Transmission Assets would be subject to traffic control measures instituted by local authority highways, police, and event organisers to facilitate any such events. It is therefore not anticipated that the Transmission Assets would indirectly alter the operation of such events or alter the user experience.</p> <p>Therefore, effects on tourism in Fylde resulting from changes to culture and entertainment are considered to be <b>negligible</b>.</p>

Local authority	Potential effect on tourism
Preston	<p>Aside from potential impacts on Ribble Steam Railway Museum in Preston, there is very limited potential for impacts on culture and entertainment in Preston.</p> <p>Therefore, effects on tourism in Preston resulting from changes to culture and entertainment are considered to be <b>negligible</b>.</p>
Wyre	<p>There is very limited potential for impacts on culture and entertainment in Wyre.</p> <p>Therefore, effects on tourism in Wyre resulting from changes to culture and entertainment are considered to be <b>negligible</b>.</p>
South Ribble	<p>There is very limited potential for impacts on culture and entertainment in South Ribble.</p> <p>Therefore, effects on tourism in South Ribble resulting from changes to culture and entertainment are considered to be <b>negligible</b>.</p>

5.4.4.3 Overall, no single local authority is assessed as being subject to significant effects resulting from changes to culture and entertainment. Therefore, no further mitigation is required.

## 5.5 Heritage

5.5.1.1 None of the heritage assets listed in **section 3.5** are located within the 1 km buffer zone as illustrated at **Figure 5.1**. Therefore, no direct impacts are anticipated on tourism related heritage assets within the local study area. Potential indirect impacts are still considered as part of the assessment.

### 5.5.2 Sensitivity of receptor

5.5.2.1 The sensitivity of heritage assets in the local study area is assessed on the basis of vulnerability, adaptability, recoverability, and importance, as follows:

#### Vulnerability

5.5.2.2 Physical sensitivity to vibration, or changes in setting, can affect both the material integrity and user perception of the asset. Vulnerability is elevated where assets are open to the public, and reliant on visual amenity.

5.5.2.3 Assets with statutory protection may benefit from regulatory safeguards, but these do not eliminate exposure to indirect effects such as changes in visitor perception, or disruption to access.

5.5.2.4 Therefore, the vulnerability of the receptor is assessed as high.

#### Adaptability

5.5.2.5 Adaptability of heritage assets is generally challenging due to statutory constraints and conservation requirements.

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- 5.5.2.6 Opportunities for adaptation may exist through management strategies, enhancements, or temporary operational adjustments.
- 5.5.2.7 Overall, heritage assets are typically unable to adapt to many changes in conditions. As such, the adaptability of the receptor is assessed as having high sensitivity.

### Recoverability

- 5.5.2.8 From a tourism perspective, long term reputational impacts and changes in perception can limit recovery. Heritage assets with strong institutional support, or integration into heritage networks, may benefit from coordinated recovery efforts.
- 5.5.2.9 In cases of long term changes to setting, heritage assets are generally considered to have limited recoverability in the context of tourism, as footfall is likely to decline eventually.
- 5.5.2.10 It is expected that some recovery is likely, but a full recovery due to change of setting is unlikely. As such, the recoverability of the receptor is assessed as having high sensitivity.

### Importance

- 5.5.2.11 Heritage assets provide cultural, historical, and educational value. Importance is often reinforced by statutory designations (e.g. listed buildings, scheduled monuments, World Heritage Sites).
- 5.5.2.12 Contributions to tourism are especially valuable where assets attract high visitor volumes. The importance of heritage assets is further strengthened where assets contribute to destination identity.
- 5.5.2.13 Heritage assets are included in some local planning policies within the local study area, although not uniformly across all relevant local authorities. Most heritage assets are by nature unique and irreplaceable, although the extent to which there are comparable assets can vary. There are a number of regionally important heritage assets within the local study area, as listed in **section 3.5**.
- 5.5.2.14 As such, the importance of the receptor is assessed as medium.

### Overall

- 5.5.2.15 The vulnerability of the receptor is assessed as high, the adaptability of the receptor is assessed as having high sensitivity, the recoverability of the receptor is assessed as having high sensitivity, and the importance of the receptor is assessed as medium.
- 5.5.2.16 Therefore, the sensitivity of the receptor is assessed as **high**.

## 5.5.3 Magnitude of impact

- 5.5.3.1 Embedded mitigation measures listed in **Table 4.6** which are relevant to removing or reducing impacts on heritage include: CoT03, CoT12, CoT14, CoT18, CoT27, CoT28, CoT35, CoT79, and CoT88.

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- 5.5.3.2 Secondary mitigation measures listed **Table 4.6** which are relevant to removing or reducing impacts on heritage include: CoT15, CoT19, and CoT34.
- 5.5.3.3 There is little to no direct interaction between impacted aspects of the historic environment and tourism. As such, tourism activities associated with heritage assets are not at risk of being subject to impacts from the Transmission Assets.
- 5.5.3.4 As such, the magnitude of impact is assessed as negligible.

## 5.5.4 Significance of effect

- 5.5.4.1 Overall, the sensitivity of the receptor is assessed as high, and the magnitude of the impact is assessed as negligible. The effect will, therefore, be of **negligible** significance, which is not significant.
- 5.5.4.2 No single local authority is assessed as being subject to significant effects resulting from changes to heritage.

## 5.6 Recreation

- 5.6.1.1 Recreation assets of relevance to tourism, as listed in **section 3.6**, which are located within the 1 km buffer zone and have the potential to be impacted by the Transmission Assets are identified as follows:

- St Anne's Old Links Golf Club (Fylde)
- Lancashire Coastal Way (Wyre, Blackpool, Fylde)
- NCN Route 62 (Wyre, Blackpool, Fylde, Preston, and South Ribble).
- NCN Route 622 (Preston).

- 5.6.1.2 These are illustrated on **Figure 5.1**.

- 5.6.1.3 There are other recreation assets which are located within the buffer zone which are not included due to their lack of relevance to tourism (e.g. Blackpool Road Recreation Ground).

## 5.6.2 Sensitivity of receptor

- 5.6.2.1 The sensitivity of recreation assets in the local study area is assessed on the basis of vulnerability, adaptability, recoverability, and importance, as follows:

### Vulnerability

- 5.6.2.2 Recreational tourism assets exhibit variable vulnerability depending on their exposure to physical change, access constraints, and user expectations.
- 5.6.2.3 Vulnerability is typically higher where assets rely on tranquillity or landscape quality or are sensitive to changes in land use or traffic conditions.

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- 5.6.2.4 Conversely, vulnerability is lower where recreational use is dispersed, or alternative routes and facilities are available. Where activities are dispersed e.g. walking, cycling, users encounter many environments, built and natural, with wide ranging levels of physical development present along routes. As such, asset vulnerability to change in a contained location is small.
- 5.6.2.5 The recreation assets with potential to be impacted by the Transmission Assets have most similarity with the latter description. These assets are PRow, beaches, NCNs, where recreation activities are dispersed well beyond the impacted locations. The assets in question are therefore considered to be resilient to changes in conditions.
- 5.6.2.6 St Anne's Old Links Golf Club has a specific land use that is vulnerable to disruption. The Applicants have committed to ensuring no direct impact at surface level. CoT44 sets out that the installation of the offshore export cables under the St Annes Old Links Golf Course will be undertaken by trenchless installation technique, mitigating potential impacts. Given these measures, the vulnerability of St Anne's Old Links Golf Club is considered as low. low. low.
- 5.6.2.7 There are many recreation assets in the local study outside the 1 km buffer zone which are not expected to be impacted. These assets make a substantial contribution to the local study area's recreation offer. Given the substantial majority of the study area's recreation assets will experience no change in conditions, and the inherent resilience of affected assets, it is anticipated the local study area's recreation offer would, overall, be highly resilient to the changes identified i.e. negligible sensitivity.
- 5.6.2.8 Overall, the vulnerability of the receptor is assessed as low.

### Adaptability

- 5.6.2.9 Recreational assets such as walking and cycling routes generally exhibit high levels of adaptability, particularly where use is informal.
- 5.6.2.10 Adaptability is increased by the availability of alternative routes, and/or temporary signage and wayfinding. Integration into wider networks (e.g. national trails) can introduce the capacity of managing organisations to implement responsive measures without diminishing user experience.
- 5.6.2.11 However, adaptability is reduced where recreational value is tied to specific land uses, for example golf at St Anne's Old Links Golf Club. As discussed, the Applicant is committed to ensuring no disruption to on-site activities. CoT44 sets out that the installation of the offshore export cables under the St Annes Old Links Golf Course will be undertaken by trenchless installation technique, mitigating potential impacts.
- 5.6.2.12 Recreation assets elsewhere in the local study are expected to easily adapt to the identified impacts and are unlikely to require adaptive measures in the first instance.
- 5.6.2.13 Overall, the impacted recreation assets would be able to adapt to nearly all changes in conditions, and the wider recreation offer of the study



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area is likely to be highly adaptive. As such, the adaptability of the receptor is considered to have low sensitivity.

### Recoverability

- 5.6.2.14 Physical infrastructure such as paths, signage, and access points can typically be reinstated or repaired.
- 5.6.2.15 Recovery of experiential qualities – such as tranquillity and visual amenity – may take longer.
- 5.6.2.16 Informal or naturalised recreational areas may regenerate through natural processes, though this is influenced by the intensity of use and ecological resilience of the area.
- 5.6.2.17 In general, recreation assets would mostly recover to a condition comparable to that which existed before the impact occurred. As such, the recoverability of the receptor is assessed as having low sensitivity.

### Importance

- 5.6.2.18 Recreational assets are often considered important within tourism contexts, particularly where they support outdoor activity, contribute to health and wellbeing, or form part of a destination's identity and appeal.
- 5.6.2.19 Impacted walking routes are considered to be regionally important, and impacted cycling routes are considered to be nationally important given their status as NCN routes.
- 5.6.2.20 St Anne's Old Links Golf Club is considered an important asset within the Fylde Coast's golf offer, which is an internationally significant asset as a collective group of courses.
- 5.6.2.21 The tourism contribution of recreation assets may be indirect, but are important through associated spending.
- 5.6.2.22 By their association with natural capital, recreation assets are included in numerous local planning policies across the local study area.
- 5.6.2.23 Overall, the importance of the receptor is assessed as very high.

### Overall

- 5.6.2.24 The vulnerability of the receptor is assessed as low, the adaptability of the receptor is assessed as having low sensitivity, the recoverability of the receptor is assessed as having low sensitivity, and the importance of the receptor is assessed as very high.
- 5.6.2.25 Therefore, the sensitivity of the receptor is assessed as **low**.

## 5.6.3 Magnitude of impact

- 5.6.3.1 The magnitude of impact on recreation assets in the local study area is assessed on the basis of scale, spatial extent, duration, and frequency.
- 5.6.3.2 Embedded mitigation measures listed in **Table 4.6** which are relevant to removing or reducing impacts on recreation include: CoT03, CoT12,

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CoT14, CoT18, CoT27, CoT28, CoT32, CoT44, CoT35, CoT79, CoT88, CoT91.

- 5.6.3.3 Secondary mitigation measures listed **Table 4.6** which are relevant to removing or reducing impacts on recreation include: CoT15, CoT19, CoT34, and CoT102.

### Scale

- 5.6.3.4 No significant traffic and transport related residual effects relevant to tourism have been assessed within Volume 3, Chapter 7: Traffic and transport (document reference F3.7). As such, it is anticipated that any interruption to accessing recreation assets will be negligible.
- 5.6.3.5 No significant recreation related residual effects relevant to tourism have been assessed within Volume 3, Chapter 6: Land use and recreation (document reference F3.6).
- 5.6.3.6 CoT44 is of particular relevance as it sets out that the installation of the offshore export cables under the St Annes Old Links Golf Course will be undertaken by trenchless installation technique, mitigating potential impacts on that recreation asset.
- 5.6.3.7 As such, it is anticipated that any changes to accessing recreation assets will be negligible.
- 5.6.3.8 As per paragraphs 5.3.3.6–5.3.3.9, it is considered unlikely that the scale or significance of construction-related effects on the landscape and visual environment would materially undermine the wider tourism offer, or the experience of visitors to the Fylde.
- 5.6.3.9 There may be concerns construction activities could negatively impact perceptions of Blackpool's seafront, which is a highly valuable recreation asset.
- ~~5.6.3.10 However, [as per 5.1.1.1–5.1.1.8](#), the ~~available~~ [wider](#) evidence indicates the relationship between ~~infrastructure~~ [offshore wind infrastructure](#) development ([including onshore assets](#)) and tourism sector performance is weak.~~
- ~~5.6.3.11 Biggar Economics (2020) provides empirical evidence on the relationship between offshore wind farm construction and local tourism in England.~~
- ~~5.6.3.12 The study analysed indicators of the visitor economy in 11 cases (including 3 in North West England) to identify any relationship between offshore wind farms and changes in visitor behaviour or spending during construction periods.~~
- ~~5.6.3.13 This included consideration of whether the construction of associated infrastructure, such as onshore cabling and substations, had an impact on the performance of the visitor economy where this activity took place.~~
- ~~5.6.3.14 The purpose of the research was to identify evidence of the construction of offshore wind farms having an impact on the local visitor economy. No evidence was found to support this. Instead, it was found~~

~~that areas, including those with landscape sensitivities, were not impacted by the construction activities of offshore wind farms, including installation of cabling and onshore substations.~~

~~5.6.3.15 — Glasson et al (2021) provides comprehensive research on the impacts of offshore wind farms on local visitor economy and recreation activities in adjacent coastal communities.~~

~~5.6.3.16 — The research presents a literature review setting out key findings from recent academic articles and professional and industry reports on the impacts of offshore wind projects on local tourism and recreation. The research also provides a number of UK case studies of specific projects in coastal locations that provide primary data, by direct survey, of impacts.~~

~~5.6.3.17 — The research concludes that:~~

- ~~• Whilst impacts vary from stakeholder to stakeholder, findings from the literature indicate the overall impact of offshore wind projects on the visitor economy are 'benign', and in some cases positive.~~

- ~~• This is supported by findings from research on *onshore* wind farms, which indicates little or no evidence to demonstrate that any windfarm development has resulted in any adverse impact on tourism.~~

- ~~• [5.6.3.10](#) Results from agency and local business and residents' survey responses indicate there is little evidence of negative impacts of offshore wind projects on local visitor economy and recreation activities. Results demonstrate there are considerably more comments on positive impacts, all set in the wider context of the importance of offshore wind developments in the transition towards renewable energy.~~

~~5.6.3.18~~[5.6.3.11](#) Given the lack of evidence to support a link between isolated visual impacts associated with infrastructure development and tourism, it is highly unlikely that impacts would result in material or substantial changes in tourism conditions in Blackpool. As such, it is anticipated the result of visual impacts on recreation assets will be low i.e. limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism.

~~5.6.3.19~~[5.6.3.12](#) No significant historic environment related residual effects relevant to tourism have been assessed within Volume 3, Chapter 5: Historic environment (document reference F3.5). As such, it is anticipated that any changes to recreation assets used associated with heritage value will be negligible.

~~5.6.3.20~~[5.6.3.13](#) No significant ecology related residual effects of relevance to recreation have been assessed within Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). As such, it is anticipated that any changes to recreation assets associated with ecology value will be negligible.

~~5.6.3.21~~[5.6.3.14](#) No significant noise and vibration related residual effects relevant to tourism have been assessed within Volume 3, Chapter 8: Noise and vibration (document reference F3.8).

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~~5.6.3.22~~[5.6.3.15](#) The chapter reports the impacts and effects of noise and vibration likely to result from the Projects on sensitive receptors. The assessment concluded that no significant adverse noise or vibration effects were likely to occur at sensitive receptors due to the construction or operation of the Projects, assuming mitigation is applied.

~~5.6.3.23~~[5.6.3.16](#) As per paragraph 5.4.3.14, whilst that assessment primarily focussed on residential receptors, which are identified as having medium/high sensitivity to noise and vibration, recreation receptors have lower sensitivity to noise and vibration than residential receptors. Therefore any resulting noise and vibration effects are unlikely to be greater than those reported in the ES.

~~5.6.3.24~~[5.6.3.17](#) As such, it is anticipated that any changes to recreation assets resulting from noise and vibration will be negligible.

~~5.6.3.25~~[5.6.3.18](#) Overall, the impact on recreation is anticipated to be limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism. As such, the scale of the impact is assessed as negligible.

### Spatial extent

~~5.6.3.26~~[5.6.3.19](#) The impact would manifest mostly in Fylde. It is not expected that impacts will manifest in any material way in Blackpool, South Ribble, and Preston. Wyre will not be subject to any impacts on its recreation assets. The spatial extent of the impact is therefore assessed as low.

### Duration

~~5.6.3.27~~[5.6.3.20](#) As per **section 4.3.3**, the duration of impacts on recreation is assessed as medium

### Frequency

~~5.6.3.28~~[5.6.3.21](#) The frequency of the impact is expected to occur frequently on an intermittent basis (i.e. medium).

### Overall

~~5.6.3.29~~[5.6.3.22](#) The scale of impact is assessed as negligible, the spatial extent is assessed as low, the duration is assessed as medium, and the frequency is assessed as medium.

~~5.6.3.30~~[5.6.3.23](#) The low scale and spatial extent are the most substantive parameters. On this basis, the magnitude of impact of impact on recreation is assessed as **low adverse**.

## 5.6.4 Significance of effect

5.6.4.1 Overall, the sensitivity of the receptor is assessed as high, and the magnitude of the impact is assessed as low adverse. The effect will, therefore, be of **minor adverse** significance, which is not significant.

## Local authority considerations

5.6.4.2 **Table 5.3** sets out a qualitative consideration of potential effects in each local authority within the local study area.

**Table 5.3 Potential effect on tourism resulting from changes to recreation**

Local authority	Potential effect on tourism
Blackpool	<p>There is potential for temporary and limited visual impacts during the construction phase on sections of the Lancashire Coastal Way, and NCN Route 62, where they are in close proximity to trenchless cable installation works.</p> <p>However, as stated elsewhere, where activities are dispersed e.g. walking, cycling, users encounter many environments, built and natural, with wide ranging levels of physical development present along routes. Blackpool is already a highly urbanised setting, so changes to visual amenity as a result of construction activities are unlikely to be experienced widely given the limited availability of visibility towards the construction activities of the Transmission Assets.</p> <p>Overall, effects on tourism in Blackpool resulting from changes to recreation are considered to be <b>negligible</b>.</p>
Fylde	<p>There is potential for temporary and limited impacts during the construction phase on the Lancashire Coastal Way, and NCN Route 62, where they are in close proximity to trenchless cable installation works. There is also potential for limited impacts on St Anne's Old Links Golf Club. These potential impacts are the primary driver of the assessment of minor adverse effects on tourism resulting from changes to recreation.</p> <p>Where activities are dispersed e.g. walking, cycling, users encounter many environments, built and natural, with wide ranging levels of physical development present along routes. The available evidence on the interaction between visual amenity and user experience indicates the relationship is weak. As such, non-significant changes to visual amenity are unlikely to impact on user experience. Similarly, temporary minor route diversions, accompanied by signing and other management measures, are not uncommon on local PRoW, where works can occur for a variety of reasons.</p> <p>As discussed, CoT44 sets out that the installation of the offshore export cables under the St Annes Old Links Golf Course will be undertaken by trenchless installation technique, mitigating potential impacts on that asset. The Applicant is engaged with St Anne's Old Links Golf Club to ensure no impact at surface level.</p> <p>Overall, given the stronger linkages between Fylde's recreation offer and the natural environment, effects on tourism in Fylde resulting from changes to recreation are considered to be <b>minor adverse</b>.</p>
Preston	<p>There is very limited potential for impacts on recreation in Preston.</p> <p>Therefore, effects on tourism in Preston resulting from changes to recreation are considered to be <b>negligible</b>.</p>
Wyre	<p>There is very limited potential for impacts on recreation in Wyre.</p> <p>Therefore, effects on tourism in Wyre resulting from changes to recreation are considered to be <b>negligible</b>.</p>
South Ribble	<p>There is very limited potential for impacts on recreation in South Ribble.</p> <p>Therefore, effects on tourism in South Ribble resulting from changes to recreation are considered to be <b>negligible</b>.</p>

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- 5.6.4.3 Overall, no single local authority is assessed as being subject to significant effects resulting from changes to recreation.

## **5.7 Accommodation**

- 5.7.1.1 The following accommodation businesses have been identified as being in close proximity to the Transmission Assets order limits, to the extent there is potential for direct impacts:

- Eastham Hall Holiday Park (Fylde)
- Bryning Caravan Park (Fylde)
- Lea Gate Hotel (Preston)

- 5.7.1.2 Potential indirect impacts on accommodation assets in the local study area are also assessed.

### **5.7.2 Sensitivity of receptor**

- 5.7.2.1 The sensitivity of accommodation assets in the local study area is assessed on the basis of vulnerability, adaptability, recoverability, and importance, as follows:

#### **Vulnerability**

- 5.7.2.2 Accommodation assets exhibit varying levels of vulnerability depending on their proximity to development activity, reliance on environmental setting, sensitivity to changes in access, and the timing of construction works.

- 5.7.2.3 Vulnerability is typically higher where accommodation is marketed on the basis of tranquillity, views, or proximity to natural or heritage features.

- 5.7.2.4 Assets located near construction zones may be affected by noise or visual intrusion, which may adversely impact visitor experience.

- 5.7.2.5 Conversely, vulnerability is lower where accommodation is protected from change by design and location e.g. urban setting.

- 5.7.2.6 Where construction works take place during peak-season, the vulnerability of accommodation providers will be higher. Conversely, where construction works are scheduled during the off-season, in particular during times of the year where accommodation businesses may close completely for reasons of seasonality, vulnerability is lower.

- 5.7.2.7 The local study area has a large stock of accommodation businesses. Should changes in conditions impact an individual accommodation venue, or a small group of venues, visitors would have many alternative booking options elsewhere within the local study area to ensure their stay proceeds.

- 5.7.2.8 Overall, the vulnerability of the receptor i.e. the accommodation sector of the local study area as a whole, is assessed as low.



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### Adaptability

- 5.7.2.9 On an individual level, accommodation assets can respond to external changes by altering pricing, marketing strategies, or service levels.
- 5.7.2.10 The ability to adapt in these ways is heavily influenced by business size, ownership, and user perception.
- 5.7.2.11 In general, accommodation providers may be able to implement short and medium term adjustments to maintain competitiveness, whilst longer term impacts will be more challenging to adapt to. However, an individual business' ability to adapt to changes in conditions in this way will depend on the existing financial health of the business.
- 5.7.2.12 In terms of the local study area's accommodation sector, impacts on individual businesses are most likely to manifest in increased bookings elsewhere as a result of displacement. As long as a venue has spare capacity (and the majority of accommodation providers operate with ongoing room vacancies throughout the year), they will be able to adapt to accommodate additional bookings.
- 5.7.2.13 Overall, the adaptability of the receptor is assessed as high (i.e. low sensitivity).

### Recoverability

- 5.7.2.14 Recoverability of accommodation assets is typically strong where impacts are temporary and reversible.
- 5.7.2.15 Physical infrastructure can usually be maintained or restored with minimal long-term disruption.
- 5.7.2.16 Market recovery depends on the duration and intrusion of the impact, as well as the accommodation's reputation and customer base. Recovery may be supported by targeted marketing, pricing strategies, or partnerships with local tourism bodies.
- 5.7.2.17 Accommodation businesses with limited financial resilience, or those operating in highly competitive markets, may face more challenging recovery periods.
- 5.7.2.18 Overall, it is expected that impacted accommodation venues would recover to a condition similar to that which existed before the impact occurred, whilst still having been subject to impacts. The recoverability of the receptor is therefore assessed as medium.

### Importance

- 5.7.2.19 Accommodation assets are of high importance to tourism due to their role in enabling international and domestic overnight stays and supporting wider visitor expenditure. Importance is elevated where accommodation contributes to niche markets (e.g. eco-tourism, luxury, family).
- 5.7.2.20 Local planning policy across the local study area highlights the importance of effective support for existing and prospective accommodation providers.

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- 5.7.2.21 The accommodation sector makes a substantial economic contribution to tourism. As such, the importance of the receptor is assessed as very high.

### Overall

- 5.7.2.22 The vulnerability of the receptor is assessed as low, the adaptability of the receptor is assessed as having low sensitivity, the recoverability of the receptor is assessed as medium, and the importance of the receptor is assessed as very high.
- 5.7.2.23 Therefore, the sensitivity of the receptor is assessed as **medium**.

## 5.7.3 Magnitude of impact

- 5.7.3.1 The magnitude of impact on accommodation assets in the local study area is assessed on the basis of scale, spatial extent, duration, and frequency.
- 5.7.3.2 Accommodation is a key contributor to the local study area's tourism industry. As such, all embedded and secondary mitigation measures (commitments) listed in **Table 4.6** are of relevance to accommodation, as they mitigate potential impacts across all tourism activities.

### Scale

- 5.7.3.3 The number of accommodation assets within the 1 km buffer zone is limited by the predominantly rural profile of the areas that fall within the zone. Three accommodation businesses have been identified in 5.7.1.1 as being sufficiently close to the Transmission Assets order limits to be at risk of direct impacts.
- 5.7.3.4 No significant traffic and transport related residual effects relevant to tourism have been assessed within Volume 3, Chapter 7: Traffic and transport (document reference F3.7). As such, it is anticipated that any interruption to accommodation assets will be negligible.
- 5.7.3.5 No significant recreation related residual effects relevant to tourism have been assessed within Volume 3, Chapter 6: Land use and recreation (document reference F3.6). As such, it is anticipated that any changes to accommodation assets associated with recreation sites will be negligible.
- 5.7.3.6 As per paragraphs 5.3.3.6–5.3.3.9, it is considered unlikely that the scale or significance of construction-related effects on the landscape and visual environment would materially undermine the wider tourism offer, or the experience of visitors to the Fylde. As such, it is anticipated the result of visual impacts on accommodation will be low i.e. limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism.
- 5.7.3.7 No significant historic environment related residual effects relevant to tourism have been assessed within Volume 3, Chapter 5: Historic environment (document reference F3.5). As such, it is anticipated that

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any changes to accommodation assets used associated with heritage value will be negligible.

5.7.3.8 No significant ecology related residual effects of relevance to accommodation have been assessed within Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). As such, it is anticipated that any changes to accommodation assets reliant on ecology value will be negligible.

5.7.3.9 No significant noise and vibration related residual effects relevant to tourism have been assessed within Volume 3, Chapter 8: Noise and vibration (document reference F3.8). As such, it is anticipated that any changes to accommodation assets resulting from noise and vibration will be negligible.

5.7.3.10 Section 1.5 of the Outline Communications Plan (document reference J1.1/F05) makes specific allowance for tourism-related businesses to be included within the liaison committee process. This will allow for individual accommodation businesses which have concerns regarding the potential impacts of specific construction plans to engage with the Applicants and ensure appropriate mitigations are put in place at the appropriate stages.

~~5.7.3.10~~ 5.7.3.11 Overall, given the number of accommodation assets within the 1 km buffer zone is limited, and the mitigation measures provided for in the Outline Communications Plan (document reference J1.1/F05), ~~the potential impact on accommodation is anticipated to be limited to individual visitors and the three businesses identified. As such,~~ the scale of the impact on the local study area's accommodation sector is assessed as negligible.

### Spatial extent

~~5.7.3.11~~ 5.7.3.12 Three accommodation businesses have been identified in 5.7.1.1 as being sufficiently close to the Transmission Assets order limits to be at risk of direct impacts.

~~5.7.3.12~~ 5.7.3.13 It is not expected that potential direct impacts on these businesses, or indirect impacts on the local study area's accommodation sector, will manifest in any material way above village or town level at any given point in the construction phase. The spatial extent of the impact is therefore assessed as negligible.

### Duration

~~5.7.3.13~~ 5.7.3.14 As per **section 4.3.3**, the duration of impacts on accommodation is assessed as medium.

### Frequency

~~5.7.3.14~~ 5.7.3.15 The frequency of the impact is expected to occur intermittently (i.e. low magnitude).

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## Overall

~~5.7.3.15~~ 5.7.3.16 The scale of impact is assessed as negligible, the spatial extent is assessed as negligible, the duration is assessed as medium, and the frequency is assessed as low.

~~5.7.3.16~~ 5.7.3.17 Therefore, the magnitude of impact of impact on accommodation is assessed as **negligible**.

### 5.7.4 Significance of effect

5.7.4.1 Overall, the sensitivity of the receptor is assessed as medium and the magnitude of the impact is assessed as negligible. The effect will, therefore, be of **negligible** significance, which is not significant. Therefore, no additional mitigation is required.

5.7.4.2 No single local authority is assessed as being subject to significant effects resulting from changes to accommodation.

## 5.8 Hospitality

5.8.1.1 The following hospitality businesses have been identified as being in close proximity to the Transmission Assets order limits, to the extent there is potential for direct impacts:

- The Birley Arms (Fylde)
- Rigby's Farmhouse (Fylde)

5.8.1.2 Potential indirect impacts on hospitality assets in the local study area are also assessed.

### 5.8.2 Sensitivity of receptor

5.8.2.1 The sensitivity of hospitality assets in the local study area is assessed on the basis of vulnerability, adaptability, recoverability, and importance, as follows:

#### Vulnerability

5.8.2.2 Individual hospitality assets exhibit varying levels of vulnerability depending on their reliance on environmental setting, and the timing of construction works.

5.8.2.3 Vulnerability is typically higher where businesses are located near construction activity, rely on outdoor seating, or depend on scenic views as part of the visitor offer.

5.8.2.4 Assets with limited physical separation from sources of noise and/or traffic disruption may experience reduced footfall.

5.8.2.5 Conversely, vulnerability is lower where hospitality services are less dependent on the environmental setting for their experiential value.

5.8.2.6 Where construction works take place during peak-season, the vulnerability of hospitality businesses will be higher. Conversely, where

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construction works are scheduled during the off-season, vulnerability is lower.

5.8.2.7 The local study area has a large stock of hospitality businesses. Should changes in conditions impact an individual hospitality business, or a small group of businesses, users would have many alternative options elsewhere within the local study area to ensure their needs can be met. The local study area's hospitality sector can accommodate any resulting displacement.

5.8.2.8 Overall, the vulnerability of the receptor i.e. the hospitality sector of the local study area as a whole, is assessed as low.

### Adaptability

5.8.2.9 Businesses may respond to external changes by modifying opening hours, altering menus, relocating seating, or enhancing indoor environments.

5.8.2.10 Adaptability is influenced by business size, ownership structure, and access to capital.

5.8.2.11 In general, hospitality providers can implement short-term adjustments, though long-term adaptability may depend on other variables. However, an individual business' ability to adapt to changes in conditions in this way will depend on the existing financial health of the business.

5.8.2.12 In terms of the wider hospitality sector in the local study area, impacts on individual businesses are most likely to manifest in increased custom elsewhere as a result of displacement. As long as a business has capacity to accommodate additional demand, they will be able to adapt accordingly.

5.8.2.13 Overall, the adaptability of the receptor is assessed as having high adaptability i.e. low sensitivity.

### Recoverability

5.8.2.14 Recoverability of hospitality assets is typically strong where impacts are temporary and reversible.

5.8.2.15 Physical premises can usually be maintained or restored with minimal long-term disruption.

5.8.2.16 However, recovery of customer confidence, brand reputation, and revenue may take longer, particularly where impacts affect the environmental setting on which a business depends.

5.8.2.17 Businesses with well-established customer bases are likely to recover more effectively.

5.8.2.18 In general, hospitality assets can recover operationally, but financial and reputational recovery may vary based on external conditions and business resilience. As such, the recoverability of the receptor is assessed as medium.

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### Importance

- 5.8.2.19 Hospitality assets are of high importance to tourism due to their role in improving visitor experience, supporting dwell time, and contributing to local economic activity.
- 5.8.2.20 Importance is elevated in areas with high visitor volumes, limited alternative provision, or strong culinary branding.
- 5.8.2.21 Economic contribution is typically direct and measurable through employment, turnover, and supply chain linkages.
- 5.8.2.22 Overall, the importance of the receptor is assessed as very high.

### Overall

- 5.8.2.23 The vulnerability of the receptor is assessed as low, the adaptability of the receptor is assessed as having low sensitivity, the recoverability of the receptor is assessed as medium, and the importance of the receptor is assessed as very high.
- 5.8.2.24 Therefore, the sensitivity of the receptor is assessed as **medium**.

## 5.8.3 Magnitude of impact

- 5.8.3.1 The magnitude of impact on hospitality assets in the local study area is assessed on the basis of scale, spatial extent, duration, and frequency.
- 5.8.3.2 Hospitality interacts with all parts of the tourism sector. As such, all embedded and secondary mitigation measures (commitments) listed in **Table 4.6** are of relevance to hospitality, as they mitigate potential impacts across all tourism activities.

### Scale

- 5.8.3.3 The number of hospitality assets within the 1 km buffer zone is limited by the predominantly rural profile of the areas that fall within the zone. Two hospitality businesses have been identified in 5.8.1.1 as being sufficiently close to the Transmission Assets order limits to be at risk of direct impacts.
- 5.8.3.4 No significant traffic and transport related residual effects relevant to tourism have been assessed within Volume 3, Chapter 7: Traffic and transport (document reference F3.7). As such, it is anticipated that any interruption to accessing hospitality assets will be negligible.
- 5.8.3.5 No significant recreation related residual effects relevant to tourism have been assessed within Volume 3, Chapter 6: Land use and recreation (document reference F3.6). As such, it is anticipated that any changes to hospitality assets associated with recreation sites will be negligible.
- 5.8.3.6 As per paragraphs 5.3.3.6–5.3.3.9, it is considered unlikely that the scale or significance of construction-related effects on the landscape and visual environment would materially undermine the wider tourism offer, or the experience of visitors to the Fylde. As such, it is anticipated



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that the result of visual impacts on hospitality will be low i.e. limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism.

5.8.3.7 No significant historic environment related residual effects relevant to tourism have been assessed within Volume 3, Chapter 5: Historic environment (document reference F3.5). As such, it is anticipated that any changes to hospitality assets used associated with heritage value will be negligible.

5.8.3.8 No significant ecology related residual effects of relevance to hospitality have been assessed within Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3). As such, it is anticipated that any changes to hospitality assets reliant on ecology value will be negligible.

5.8.3.9 No significant noise and vibration related residual effects relevant to tourism have been assessed within Volume 3, Chapter 8: Noise and vibration (document reference F3.8). As such, it is anticipated that any changes to hospitality assets resulting from noise and vibration will be negligible.

~~5.8.3.9~~ 5.8.3.10 Section 1.5 of the Outline Communications Plan (document reference J1.1/F05) makes specific allowance for tourism-related businesses to be included within the liaison committee process. This will allow for individual hospitality businesses which have concerns regarding the potential impacts of specific construction plans to engage with the Applicants and ensure appropriate mitigations are put in place at the appropriate stages.

~~5.8.3.10~~ 5.8.3.11 Overall, given the number of hospitality assets within the 1 km buffer zone is limited, and the mitigation measures provided for in the Outline Communications Plan (document reference J1.1/F06) ~~the impact on hospitality is anticipated to be limited in terms of the number of visitors and the two businesses identified. This is not expected to lead to material economic changes in tourism. As such,~~ the scale of the impact is assessed as negligible.

### Spatial extent

~~5.8.3.11~~ 5.8.3.12 Two hospitality businesses have been identified in 5.8.1.1 as being sufficiently close to the Transmission Assets order limits to be at risk of direct impacts.

~~5.8.3.12~~ 5.8.3.13 It is not expected that potential direct impacts on these businesses, or indirect impacts on the local study area's hospitality sector, will manifest in any material way above village or town level at any given point in the construction phase. The spatial extent of the impact is therefore assessed as negligible.

### Duration

~~5.8.3.13~~ 5.8.3.14 As per **section 4.3.3**, the duration of impacts on hospitality is assessed as medium.

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## Frequency

~~5.8.3.14~~ 5.8.3.15 The frequency of the impact is expected to occur intermittently (i.e. low magnitude).

## Overall

~~5.8.3.15~~ 5.8.3.16 The scale of impact is assessed as negligible, the spatial extent is assessed as negligible, the duration is assessed as medium, and the frequency is assessed as low.

~~5.8.3.16~~ 5.8.3.17 Therefore, the magnitude of impact of impact on hospitality is assessed as **negligible**.

## 5.8.4 Significance of effect

5.8.4.1 Overall, the sensitivity of the receptor is assessed as medium and the magnitude of the impact is assessed as negligible. The effect will, therefore, be of **negligible** significance, which is not significant. Therefore, no additional mitigation is required.

5.8.4.2 No single local authority is assessed as being subject to significant effects resulting from changes to hospitality.

~~5.8.4.3 However, three accommodation businesses have been identified in in 5.8.1.1 as being sufficiently close to the Transmission Assets order limits to be at risk of direct impacts. The Applicant wishes to avoid adverse impacts on individual businesses. As such, the Applicant will liaise with hospitality providers in close proximity to the order limits to identify any potential business-related impacts associated with construction works. Where impacts are identified, the Applicant will liaise with individual hospitality businesses to avoid construction works during peak season, and co-ordinate works during the off season.~~

## 6 Cumulative effects assessment

### 6.1 Methodology

6.1.1.1 This cumulative effects assessment (CEA) is informed by a consideration of impact pathways between tourism assets and the following ES chapters (and their annexes):

- Volume 3, Chapter 7: Traffic and transport (document reference F3.7)
- Volume 3, Chapter 6: Land use and recreation (document reference F3.6)
- Volume 3, Chapter 10: Landscape and visual resources (document reference F3.10)
- Volume 3, Chapter 5: Historic environment (document reference F3.5)
- Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3)

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- Volume 3, Chapter 8: Noise and vibration (document reference F3.8)
- 6.1.1.2 Each chapter has identified a list of projects to be screened in for consideration within its own CEA on the basis of inter-relationship. As this CEA relies on the findings of the individual chapters listed above, by definition the projects identified in these chapters also form part of the assessment of potential cumulative effects on tourism.
- 6.1.1.3 The cumulative effects which have been assessed as relevant to tourism are summarised below with regards to those which have been assessed as significant in EIA terms:
- **Traffic and transport:** no cumulative effects relevant to tourism are assessed as significant in EIA terms on the basis of inter-relationships with other projects.
  - **Land use and recreation:** no cumulative effects relevant to tourism are assessed as significant in EIA terms on the basis of inter-relationships with other projects. Potential temporary impacts on PRoW are assessed as minor adverse.
  - **Visual impacts:** the following cumulative effects relevant to tourism are assessed as significant in EIA terms on the basis of impacts on visual amenity resulting from temporary and reversible onshore cable route activities:
    - People using PRoW
      - **Historic environment:** no cumulative effects relevant to tourism are assessed as significant in EIA terms on the basis of inter-relationships with other projects.
      - **Ecology:** none of the projects identified for consideration on the basis of inter-relationships within the onshore ecology CEA are likely to result in cumulative effects when considered with the Transmission Assets. The significance of cumulative effects for therefore remains as assessed for the Transmission Assets alone i.e. no residual effects relevant to tourism are assessed as significant in EIA terms.
      - **Noise and vibration:** no cumulative effects relevant to tourism are assessed as significant in EIA terms on the basis of inter-relationships with other projects.
- 6.1.1.4 These findings will be used to inform the assessment of cumulative effects on tourism assets.

## 6.2 Assessment of cumulative effects

### 6.2.1 Inter-relationships with other projects

- 6.2.1.1 The potentially significant cumulative effects relevant to tourism assessed within relevant chapters of the ES on the basis of inter-relationships with other projects are highly limited. As such, it is

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expected that cumulative effects on tourism will not differ from those assessed for the Transmission Assets alone.

- 6.2.1.2 The East Irish Sea Transmission Project is expected to connect to the National Grid at Penwortham. There is conceptual overlap between that project and the Transmission Assets. At this stage, the East Irish Sea Transmission Project has not identified a preferred route. As such, it is not currently possible to take a view on potential local interactions between the projects to inform an assessment of potential cumulative effects.

## 6.2.2 Combined effect of impact pathways

- 6.2.2.1 It is also necessary to consider whether the non-significant effects assessed for the Transmission Assets alone act in combination to generate significant effects on tourism.
- 6.2.2.2 Minor (adverse) effects on tourism have been assessed on the basis of potential changes to natural capital, culture and entertainment, and recreation.
- 6.2.2.3 It is expected that the identified non-significant effects would not interact in a manner which generates significant adverse effects on tourism within the local study area.
- 6.2.2.4 Fylde is the only individual local authority with more than one assessment of potential minor (adverse) effects. This assessment has been made to effects on tourism related to changes in natural capital and recreation.
- 6.2.2.5 As per the local study area, it is expected that the identified non-significant effects would not interact in a manner which generates significant adverse effects on tourism within Fylde.

## 7 Summary

~~6.2.2.6~~ 7.1.1.1 **Table 7.1** sets out a summary of the impacts of part of the Transmission Assets and residual effects in respect to tourism. The assessment has considered potential effects on tourism resulting from changes to:

- Natural capital
- Culture and entertainment
- Heritage
- Recreation
- Accommodation
- Hospitality

7.1.1.2 The key management plans relevant to tourism are:

- Outline Construction Traffic Management Plan (oCTMP) (document reference J5/F05): mitigates potential traffic and transport-related effects on major events.

- [Outline Communications Plan \(document reference J1.1/F05\): mitigates potential effects on individual tourism businesses, including accommodation and hospitality providers.](#)

~~6.2.2.7~~[7.1.1.3](#) Overall, it is assessed there are no significant effects on tourism in The Fylde and South Ribble study area arising from the Transmission Assets during construction.

~~6.2.2.8~~[7.1.1.4](#) This finding is consistent with ES Volume 4, Chapter 2: Socio-economics (document reference F4.2), which concluded that potential residual effects on tourism at the regional level are likely to be negligible.

**Table 7.1 Summary of potential environmental effects on tourism – Local Study Area**

Impact	Sensitivity	Magnitude	Significance	Residual effect
Natural capital	High	Low (adverse)	Minor (adverse)	Minor (adverse)
Culture and entertainment	High	Low (adverse)	Minor (adverse)	Minor (adverse)
Heritage	High	Negligible	Negligible	Negligible
Recreation	High	Low (adverse)	Minor (adverse)	Minor (adverse)
Accommodation	Medium	Negligible	Negligible	Negligible
Hospitality	Medium	Negligible	Negligible	Negligible

~~6.2.2.9~~[7.1.1.5](#) The assessment has also given consideration to each of the local authority areas which form part of the local study area.

~~6.2.2.10~~ **Table 7.2** sets out the potential residual effects for each local authority under each impact.

**Table 7.2 Potential residual effects per local authority within the local study area**

Impact	Blackpool	Fylde	Preston	Wyre	South Ribble
Natural capital	Negligible	Minor (a)	Negligible	Negligible	Minor (a)
Culture and entertainment	Minor (a)	Negligible	Negligible	Negligible	Negligible
Heritage	Negligible	Negligible	Negligible	Negligible	Negligible
Recreation	Negligible	Minor (a)	Negligible	Negligible	Negligible
Accommodation	Negligible	Negligible	Negligible	Negligible	Negligible
Hospitality	Negligible	Negligible	Negligible	Negligible	Negligible

~~6.2.2.11~~ [7.1.1.7](#) Overall, it is assessed there are no significant effects on tourism in any individual local authority arising from the Transmission Assets during construction.

~~6.2.2.12~~ [7.1.1.8](#) Whilst an assessment of minor adverse effects on culture and entertainment in Blackpool has been made, it is important to note the scale of impact is assessed as negligible, primarily as a result of the mitigation measures proposed within the oCTMP ([document reference J5/F06](#)).

~~6.2.2.13~~ [7.1.1.9](#) It is expected that cumulative effects on tourism will not differ from those assessed for the Transmission Assets alone.

~~6.2.2.14~~ [7.1.1.10](#) It is expected that the identified non-significant effects for each asset category would not interact in a manner which generates significant adverse effects on tourism within the local study area. This is also the case at individual local authority level.



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## Appendix A: Tourism Sector SIC07 definition

- A.1.1.1 **Table 8.1** sets out the Standard Industrial Classification 2007 (SIC07) definition of the tourism sector used for the assessment.
- A.1.1.2 This is based on two separate pieces of evidence, one published by the Office for National Statistics, and the other by Welsh Government, which both utilise the following definition in their publication of statistics.

**Table 8.1 SIC07 definition of tourism sector used for the assessment**

SIC07 code	Description
49100	Passenger rail transport, interurban
49320	Taxi Operation
49390	Other passenger land transport
50100	Sea and coastal passenger water transport
50300	Inland passenger water transport
51101	Scheduled passenger air transport
51102	Non-scheduled passenger air transport
55100	Hotels and similar accommodation
55201	Holiday centres and villages
55202	Youth hostels
55209	Other holiday and other collective accommodation
55300	Recreational vehicle parks, trailer parks and camping grounds
55900	Other accommodation
56101	Licensed restaurants
56102	Unlicensed restaurants and cafes
56103	Take-away food shops and mobile food stands
56210	Event Catering Activities
56290	Other food services
56301	Licensed clubs
56302	Public houses and bars
68202	Letting and operating of conference and exhibition centres
77110	Renting and leasing of cars and light motor vehicles
77210	Renting and leasing of recreational and sports goods
77341	Renting and leasing of passenger water transport equipment
77351	Renting and leasing of passenger air transport equipment
79110	Travel agency activities
79120	Tour operator activities

SIC07 code	Description
79901	Activities of tour guides
79909	Other reservation service activities n.e.c.
82301	Activities of exhibition and fair organisers
82302	Activities of conference organisers
90010	Performing arts
90020	Support Activities for the performing arts
90030	Artistic creation
90040	Operation of arts facilities
91020	Museums activities
91030	Operation of historical sites and buildings and similar attractions
91040	Botanical and zoological gardens and nature reserves activities
92000	Gambling and betting activities
93110	Operation of sports facilities
93199	Other sports activities
93210	Activities of amusement parks and theme parks
93290	Other amusement and recreation activities nec

## **Appendix B: Blackpool Borough Council** **Comments on Local Tourism Assessment**

**Table A.B.1: Tourism Impacts on the Borough of Blackpool – Additional Comments for Input into Revised Tourism Assessment Examination Deadline 4 Submission (5 August 2025)**

<u>No.</u>	<u>Comment</u>	<u>Applicants' response</u>
<u>1</u>	<p><u>Blackpool, to its core, is a tourist town. In 2023 it welcomed 21.5m visitors generating some £2bn to the local economy. The Spatial Portrait of Blackpool as set out in the Local Plan Part 1: Core Strategy opens with the observation that Blackpool is England's largest and most popular seaside resort, attracting more than 10 million visitors annually. This document was published in 2016 meaning that, in less than a decade, visitor numbers have doubled.</u></p> <p><u>This is testament to the huge amounts of public and private investment that have been devoted into regenerating and growing the resort, and improving public perceptions of Blackpool as a high-quality, year-round destination meeting modern visitor expectations.</u></p> <p><u>Blackpool accounts for nearly a third of Lancashire's total tourism economy, and nearly a fifth of Blackpool residents are employed in tourism and tourism-related industries.</u></p>	<p><u>The information provided by Blackpool Borough Council on visitors and employment reflects the assessment of baseline conditions provided in section 3 of the assessment.</u></p> <p><u>A summary of Blackpool's baseline conditions is set out in 3.9.2.</u></p>
<u>2</u>	<p><u>The Council has previously raised clear concerns that the applicant's submissions in respect of tourism impact have been too broad in scope, and have therefore significantly underestimated the importance of tourism to the Blackpool economy. The applicant's commitment to submission of a revised and more tightly focused appraisal at Deadline 4 is therefore welcomed.</u></p>	<p><u>A summary of Blackpool's baseline conditions is set out in 3.9.2, which reflects the importance of tourism to the Blackpool economy.</u></p> <p><u>Differences in the importance of tourism to each local authority in their own right are considered throughout. To accommodate instances where the assessment of effects at the study area level diverges from what might be observed at the individual local authority level, the assessment highlights such instances to ensure that any localised tourism sensitivities are captured.</u></p>

No.	Comment	Applicants' response
3	<p><u>Tourism is highly reliant upon positive public perception. The figures quoted above from 2023 equate to a spend of just £93 per person, illustrating the importance of volume in terms of visitor numbers to Blackpool's success. Ease of access is an inherent aspect of the desirability of a destination. Starr Gate is a gateway to the Promenade, which is the backbone of the resort's tourist economy. Access restrictions or traffic delays caused at Starr Gate would impact upon the entire Promenade and, were it to become known that there were significant delays in accessing Blackpool's attractions, visitor numbers would drop dramatically. Should traffic be displaced further north, there are also concerns that some attractions and significant areas of parking would effectively be by-passed, leading to a reduction in visitor numbers to those sites.</u></p>	<p><u>Please see response to comments 2a and 2c in Table A.B.2 of this note.</u></p>
4	<p><u>Blackpool Council is firmly of the view that the revised tourism assessment must consider impact upon the full length of Blackpool Promenade up to Red Bank Road in the north. This stretch of the Promenade contains Blackpool's key tourist attractions including Blackpool Tower; North, Central and South Piers; the Town Centre; the Pleasure Beach amusement park; the Sandcastle Waterworld; and the Golden Mile which comprises a mix of leisure uses. The Promenade up to Red Bank Road is also host to a number of key events which draw large numbers of visitors including the Blackpool Airshow; Illuminations Switch-On; Ride the Lights; the Illuminations themselves, LightPool, the World Firework Championships, and Christmas by the Sea.</u></p>	<p><u>Please see the response to comment 2a in Table A.B.2. In summary, this response provides details of the forecast levels of traffic flows via the A584 Promenade and confirms that the peak change in traffic flows would be indiscernible.</u></p> <p><u>The Fylde and South Ribble are considered an understandable 'local' study area on which to have prepared a local tourism assessment. This local study area includes the Blackpool Promenade northwards to Red Bank Road.</u></p> <p><u>Differences in the importance of tourism to each local authority in their own right are considered throughout the assessment. To accommodate instances where the assessment of effects at the study area level diverges from what might be observed at the individual local authority level, the assessment highlights such instances to ensure that any localised tourism sensitivities are captured. This includes matters relevant to Blackpool, in particular the area around Blackpool Promenade northwards to Red Bank Road.</u></p> <p><u>Overall, it is assessed there are no significant effects on tourism in Blackpool arising from the Transmission Assets during construction.</u></p>



No.	Comment	Applicants' response
	<p>The Blackpool Illuminations were developed as a mechanism to extend the traditional holiday season. They extend from Red Bank Road in the north to Starr Gate in the south. All traffic travelling the full length of the display will therefore have to pass through Starr Gate. Historically they ran from August Bank Holiday to the October half-term break. In more recent years the display has been retained until the New Year and has been complemented by the Christmas by the Sea event. The Council has traffic count data from 2023 and 2024 and is happy to share this information with the applicant.</p> <p>The information shows that New South Promenade carries some 3.2 million vehicles annually. In both years, the peak month for vehicle numbers was October (c. 300,000). It is pertinent to note that traffic is spread far more evenly than would be typically expected over the evening period and remains heavy outside of the traditional PM peak, with 8pm traffic levels in October 60% higher than in May. This statistic takes on even greater significance when it is noted that local traffic generally avoids use of the Promenade during the Illuminations period, and that traffic during peak times can be very slow-moving, thereby limiting the number of vehicles that can pass a counter within the monitoring period. This clearly demonstrates that Promenade based events are effective in extending the visitor season and that they, and ease of access to them, are therefore crucial to the visitor economy.</p> <p>In summary, the Council remains extremely concerned that the land rights and powers over Starr Gate, as they are currently expressed within the dDCO, have the potential to cause significant travel delays in accessing Blackpool Promenade, and consequently a significant and unacceptable social and economic impact upon the success of the resort as a tourist destination. As above, the Council welcomes the applicant's intention to submit revised information at Deadline 4 but reserves the right to maintain its position in the event that its concerns cannot be adequately resolved.</p>	<p>Please see response to comment 2a in Table A.B.2.</p>

**Table A.B.2: Tourism Impact Assessment – Blackpool Council comments (8 September 2025)**

No.	Comment	Applicants' response
1	<p><b><u>Definition of study area</u></b></p> <p><u>The inclusion of South Ribble within the study area risks diluting potential tourism impacts, as it does not share the same visitor economy characteristics as Blackpool, Lytham and St Annes.</u></p> <p><u>A tiered approach that prioritises core tourism destinations, rather than treating all administrative districts equally, is recommended.</u></p>	<p><u>South Ribble is not traditionally considered part of The Fylde. However, given the order limits of the Transmission Assets onshore infrastructure are located partially within its boundary, the Applicants consider it appropriate for this area to be included within the definition of a 'local' study area. In addition, much of South Ribble forms part of the Preston 'built up area'. As such, a coherent socio-economic association between South Ribble and Preston can be assumed, and by association between South Ribble and The Fylde.</u></p> <p><u>Furthermore, a 1 km buffer zone has been selected as an appropriate area for identification of specific tourism assets which are in close proximity to the Transmission Assets order limits. This allows for consideration of potential direct impacts, in addition to the potential indirect impacts on the local study area's tourism industry.</u></p> <p><u>Differences in the importance of tourism to each local authority in their own right are considered throughout. To accommodate instances where the assessment of effects at the study area level diverges from what might be observed at the individual local authority level, the assessment highlights such instances to ensure that any localised tourism sensitivities are captured.</u></p>

2a	<p><b><u>Construction phase impacts</u></b></p> <p><u>The assessment underrepresents construction-related effects associated with traffic congestion, disruption and diversions during peak visitor periods:</u></p> <ul style="list-style-type: none"> <li>• <u>Key routes for consideration being:</u> <ul style="list-style-type: none"> <li>– <u>Squires Gate Lane</u></li> <li>– <u>Starr Gate</u></li> <li>– <u>Promenade (from Starr Gate to Red Bank Road)</u></li> </ul> </li> <li>• <u>Key events for consideration being:</u> <ul style="list-style-type: none"> <li>– <u>Blackpool Air Show</u></li> <li>– <u>Illuminations switch-on</u></li> <li>– <u>Ride the Lights</u></li> <li>– <u>The Illuminations</u></li> <li>– <u>LightPool</u></li> <li>– <u>World Firework Championships</u></li> <li>– <u>Christmas by the Sea</u></li> <li>– <u>Showzam</u></li> <li>– <u>St. Annes Kite Festival</u></li> </ul> </li> </ul>	<p><u>A review of the local policy context and baseline environment identified multiple asset categories which underpin local tourism:</u></p> <ul style="list-style-type: none"> <li>• <u>Natural capital</u></li> <li>• <u>Culture and entertainment</u></li> <li>• <u>Heritage</u></li> <li>• <u>Recreation</u></li> <li>• <u>Accommodation</u></li> <li>• <u>Hospitality</u></li> </ul> <p><u>This assessment therefore considers potential impacts on each of these categories. The key events listed by Blackpool Borough Council have been considered within the culture and entertainment asset category at 3.4 (baseline conditions) and 5.4 (assessment of effects).</u></p> <p><u>The assessment is informed by a consideration of impact pathways between the tourism asset categories listed above and the following ES chapters (and their annexes):</u></p> <ul style="list-style-type: none"> <li>• <b><u>Traffic and transport</u></b> – Volume 3, Chapter 7: <u>Traffic and transport of the ES (document reference F3.7)</u></li> <li>• <b><u>Land use and recreation</u></b> – Volume 3, Chapter 6: <u>Land use and recreation of the ES (document reference F3.6)</u></li> <li>• <b><u>Visual impacts</u></b> – Volume 3, Chapter 10: <u>Landscape and visual resources of the ES (document reference F3.10)</u></li> <li>• <b><u>Historic environment</u></b> – Volume 3, Chapter 5: <u>Historic environment of the ES (document reference F3.5)</u></li> <li>• <b><u>Ecology</u></b> – Volume 3, Chapter 3: <u>Onshore ecology and nature conservation of the ES (document reference F3.3)</u></li> <li>• <b><u>Noise and vibration</u></b> – Volume 3, Chapter 8: <u>Noise and vibration of the ES (document reference F3.8)</u></li> </ul> <p><u>For the purposes of this comment, the inclusion of traffic and transport as an impact pathway responds to Blackpool Borough Council's stated position.</u></p> <p><u>No significant traffic and transport related residual effects relevant to tourism have been assessed within Volume 3, Chapter 7: Traffic and transport (document reference F3.7). Table 7.21 of that assessment outlines that there could be a peak increase in traffic of up to 1% for the road links that provide a key access point to the Blackpool Promenade and other routes relevant to tourism (the A5230 Squires Gate, A584 Promenade and A584 Clifton Drive North). The salient guidance for the assessment of traffic impacts from new developments is the Environmental Assessment of Traffic and Movement (IEMA, 2023). This guidance notes that the day-to-day variation of traffic on a road is frequently at least + or – 10% and goes on to set out that changes in traffic flows</u></p>
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<u>No.</u>	<u>Comment</u>	<u>Applicants' response</u>
		<p><a href="#">of less than 10% creates no discernible environmental impact.</a></p> <p><a href="#">Furthermore, measures are proposed within Table 1.3 of the outline Construction Traffic Management Plan (oCTMP) (REP5-066) to manage vehicle movements during major events (such as the Blackpool Illuminations). The oCTMP sets out a commitment to liaise with local stakeholders to understand when major events occur and ensure there are limited HGV trips planned during such events.</a></p> <p><a href="#">The Applicants have engaged with Blackpool Borough Council highways and included measures within the oCTMP (document reference J5/F06) and updated the draft DCO during examination (document reference C1/F09) to limit the powers granted and ensure that the necessary rights to allow limited construction access via Starr Gate and Squires Gate would not affect the current use by the public and others (including the RNLI).</a></p> <p><a href="#">As such, it is anticipated that any interruption to accessing culture and entertainment assets within Blackpool – in particular those assets located at or near Blackpool's New South Promenade and northwards to Red Bank Road – will be not significant.</a></p>

No.	Comment	Applicants' response
2b	<p><b><u>Construction phase impacts</u></b></p> <p><u>The assessment underrepresents construction-related effects associated with visitor impacts including:</u></p> <ul style="list-style-type: none"> <li><u>Potential for notably different impacts on day and staying visitors</u></li> <li><u>An assessment of the likely difference in spending and behavioural patterns between tourists/holiday-makers and construction workers</u></li> <li><u>Potential for availability and price-racking issues resulting from construction worker booking-out of accommodation</u></li> <li><u>Potential for a change in character of holiday accommodation areas (loss of tourist atmosphere) or specific properties</u></li> </ul>	<p><u>S D5 8 Local Tourism Assessment at Deadline 5 (REP5-142) considers potential impacts on a range of tourism assets covering natural capital, culture and entertainment, heritage, recreation, accommodation, and hospitality. Some of these assets will be experienced in similar ways with regards to day and overnight visitors. However, effects on accommodation are inherently most likely to be experienced by overnight visitors, and the assessment reflects this likelihood.</u></p> <p><u>Potential effects associated with non-local construction workers staying in overnight accommodation during the construction phase have been scoped out of the assessment (see Table 4.2).</u></p> <p><u>Overall, at a local authority and local study area level, the number of 'visits' that non-local construction workers would represent is very small compared to the number of annual visitors.</u></p> <p><u>It is estimated the number of direct onshore construction workers would not be expected to exceed 0.001% of annual overnight visitors to Blackpool. This is a 'maximum' scenario where all direct onshore construction workers have a usual place of residence outside a commutable distance to the onshore site. This is a highly unlikely scenario, given the roles involved mean a proportion of the workforce will be local workers. Furthermore enhancement measures included in the Outline Skills and Employment Plan (document reference J31, REP5-083) are aimed at increasing this number.</u></p> <p><u>As such, any effects on spending patterns, accommodation availability and price-racking, and change in character associated with the presence of non-local construction workers staying in overnight accommodation are considered to be not significant in EIA terms.</u></p>

No.	Comment	Applicants' response
2c	<p><b><u>Construction phase impacts</u></b></p> <p><u>The assessment underrepresents construction-related effects associated with reputational damage, given the extent to which tourism is driven by visitor perceptions, and the potential for customers to be put off from travelling to the resort due to anticipated delays and disruption.</u></p>	<p><u>The assessment is informed by a consideration of impact pathways between tourism and <b>Traffic and transport</b> – as assessed in Volume 3, Chapter 7: Traffic and transport of the ES (document reference F3.7). As set out above, it is anticipated that any interruption to accessing culture and entertainment assets within Blackpool – in particular those assets located at or near Blackpool's New South Promenade and northwards to Red Bank Road – will be not significant.</u></p> <p><u>The assessment considers concerns around construction activities negatively impacting perceptions of Blackpool's seafront, which is a highly valuable recreation asset. In doing so, the Applicants have included a literature review of evidence regarding the interactions previously observed between offshore wind projects and tourism.</u></p> <p><u>There is no evidence available to suggest the construction and/or operation of onshore infrastructure associated with offshore wind development is likely to have significant effects on local tourism. Fylde Borough Council and Blackpool Borough Council were requested by the Examining Authority to "Provide evidence of where projects of this kind have had an impact on the tourism economy" via Hearing Action Point 53 under Agenda Item 6(i) of the Issue Specific Hearing 1. No such evidence has been provided to substantiate either Council's position on the matter.</u></p> <p><u>Given the lack of evidence to support a link between isolated impacts associated with infrastructure development and tourism, it is highly unlikely that impacts would result in material or substantial changes in visitor perceptions of Blackpool. As such, it is anticipated the result of visual impacts on tourism assets will be low i.e. limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in tourism.</u></p> <p><u>Nevertheless, the Applicants will update the outline Communications Plan (document reference J1.1) at Deadline 6 to ensure that communications with councils and the liaison committee on matters related to tourism – and perception in particular – are a matter for ongoing dialogue post-consent.</u></p>
3	<p><b><u>Operational effects</u></b></p> <p><u>Accepted that operational impacts on tourism in Blackpool are likely to be very limited.</u></p>	<p><u>The Applicant notes Blackpool Borough Council's position on the scoping out of potential operation and maintenance phase effects.</u></p>



No.	Comment	Applicants' response
4	<p><b><u>Policy compliance</u></b></p> <p><u>Although regulatory compliance is referenced, this alone does not address the risks to a perception-led sector such as tourism. Visitor decision-making can be shaped by community sentiment and media narratives even in the absence of measurable environmental effects.</u></p>	<p><u>See response to comment 2c.</u></p>
5	<p><b><u>Cumulative impacts</u></b></p> <p><u>Cumulative pressures from other infrastructure projects and transport congestion are not sufficiently assessed. The combination of these factors may have a more material impact than the isolated effects described in the report.</u></p>	<p><u>The updated Cumulative Effects Assessment (CEA) is informed by a consideration of impact pathways between tourism assets and the following ES chapters (and their annexes):</u></p> <ul style="list-style-type: none"> <li><u>• Volume 3, Chapter 7: Traffic and transport (document reference F3.7)</u></li> <li><u>• Volume 3, Chapter 6: Land use and recreation (document reference F3.6)</u></li> <li><u>• Volume 3, Chapter 10: Landscape and visual resources (document reference F3.10)</u></li> <li><u>• Volume 3, Chapter 5: Historic environment (document reference F3.5)</u></li> <li><u>• Volume 3, Chapter 3: Onshore ecology and nature conservation (document reference F3.3)</u></li> <li><u>• Volume 3, Chapter 8: Noise and vibration (document reference F3.8)</u></li> </ul> <p><u>Each chapter has identified a list of projects to be screened in for consideration within its own CEA on the basis of inter-relationship. As the Local Tourism Assessment CEA relies on the findings of the individual chapters listed, by definition the projects identified in these chapters also form part of the assessment of potential cumulative effects on tourism.</u></p> <p><u>The potentially significant cumulative effects relevant to tourism assessed within relevant chapters of the ES on the basis of inter-relationships with other projects are highly limited. As such, it is expected that cumulative effects on tourism will be no greater than the Transmission Assets alone.</u></p>

No.	Comment	Applicants' response
6	<p><b><u>Local sensitivities and seasonality</u></b></p> <p><u>Although Blackpool is working hard to establish itself as a year-round resort, its tourism economy continues to display clear seasonality and peaks around school holidays and specific events and attractions. Disruption during these times and the peak summer months could have disproportionate impacts on businesses and employment. The assessment does not fully address this temporal sensitivity, nor the reputational risks associated with negative visitor perceptions.</u></p>	<p><u>Differences in the importance of tourism to each local authority in their own right are considered throughout. To accommodate instances where the assessment of effects at the study area level diverges from what might be observed at the individual local authority level, the assessment highlights such instances to ensure that any localised tourism sensitivities are captured.</u></p> <p><u>Seasonality has been considered throughout the assessment, in particular with regards to potential effects on culture and entertainment (see section 5.4), accommodation (see section 5.7), and hospitality (see section 5.8).</u></p> <p><u>Key management plans relevant to mitigating seasonal effects are:</u></p> <ul style="list-style-type: none"> <li><u>Outline Construction Traffic Management Plan (oCTMP) (document reference J5/F05): mitigates potential traffic and transport-related effects on major events.</u></li> <li><u>Outline Communications Plan (document reference J1.1/F05): mitigates potential effects on individual tourism businesses, including accommodation and hospitality providers.</u></li> </ul>
7a	<p><b><u>Conclusion and recommendation</u></b></p> <p><u>A revised Tourism Impact Assessment should:</u></p> <ul style="list-style-type: none"> <li><u>Focus on the core tourism centres with a dedicated assessment of Blackpool</u></li> </ul>	<p><u>Differences in the importance of tourism to each local authority in their own right are considered throughout. To accommodate instances where the assessment of effects at the study area level diverges from what might be observed at the individual local authority level, the assessment highlights such instances to ensure that any localised tourism sensitivities are captured.</u></p> <p><u>Overall, it is assessed there are no significant effects on tourism in any individual local authority arising from the Transmission Assets during construction, including Blackpool.</u></p>

No.	Comment	Applicants' response
7b	<p><b><u>Conclusion and recommendation</u></b></p> <p><u>A revised Tourism Impact Assessment should:</u></p> <ul style="list-style-type: none"> <li><u>Provide a balanced appraisal of both positive and negative construction impacts</u></li> </ul>	<p><u>The impacts scoped in for assessment can be considered adverse in nature.</u></p> <p><u>Whilst beneficial effects have been scoped out, the presence of non-local construction workers staying in overnight accommodation during the construction phase can generate a range of beneficial tourism effects.</u></p> <p><u>Under such circumstances, accommodation businesses such as hotels, guesthouses, and short-term rental providers are likely to benefit from increased occupancy rates, particularly during off-peak tourism periods, supporting employment and economic sustainability.</u></p> <p><u>This demand can also stimulate ancillary spending in the hospitality sector, including pubs, cafés, restaurants, and convenience retail.</u></p> <p><u>In some cases, this may also support investment in accommodation quality or capacity.</u></p> <p><u>These effects, while temporary, can provide a meaningful economic contribution and support the resilience of the local tourism sector during the construction period.</u></p> <p><u>Overall, at a local authority and local study area level, the number of 'visits' that non-local construction workers would represent is very small compared to the number of annual visitors. As such, any effects associated with the presence of non-local construction workers staying in overnight accommodation are considered to be not significant in EIA terms (as per ES Volume 4, Chapter 2: Socio-economics (document reference F4.2)), and have therefore not been assessed (see Table 4.2).</u></p>
7c	<p><b><u>Conclusion and recommendation</u></b></p> <p><u>A revised Tourism Impact Assessment should:</u></p> <ul style="list-style-type: none"> <li><u>Incorporate qualitative visitor perception studies</u></li> </ul>	<p><u>See response to comment 2c.</u></p>
7d	<p><b><u>Conclusion and recommendation</u></b></p> <p><u>A revised Tourism Impact Assessment should:</u></p> <ul style="list-style-type: none"> <li><u>Explicitly address cumulative and seasonal factors</u></li> </ul>	<p><u>See responses to comments 5 and 6.</u></p>

**Table A.B.3: ISH4 statement – M&M TA: Local Tourism Assessment (Blackpool Borough Council comments via email, 9 October 2025)**

No.	Comment	Applicants' response
1	<p>It is appreciated that the applicant has gone to further effort to provide an additional assessment of potential tourism impacts, however, it is considered that the latest submission still does not satisfactorily address the Council's concerns. The Council has the following further comments in addition to those made at deadline 5.</p>	<p>The Applicants note the acknowledgement by Blackpool Borough Council of the additional detail provided with the Local Tourism Assessment.</p>
2	<p>The underlying issue is the assumption throughout the assessment that the Starr Gate / Squires Gate Lane junction will not be closed.</p>	<p>It is correct that the Applicants do not intend to and do not have powers within the dDCO to close Starr Gate/Squires Gate Lane Junction or to restrict its use by others.</p> <p>The powers provided by Article 29 of the draft DCO have been limited to only permit access through the wording of work nos 19A and 19B of Schedule 2A and 2B and in Schedules 7A and 7B (where the only purpose for which temporary possession can be taken by the Applicants is to facilitate the construction of the landfall works) with the access subject to the controls in the construction traffic management plan that Blackpool Borough Council will discharge as the highways authority for Starr Gate/Squires Gate Lane junction.</p> <p>As a result, the Applicant does not consider there to be potential for impacts on the following tourism-related matters:</p> <ol style="list-style-type: none"> <li>1. Access and operation of the tram depot at Starr Gate.</li> <li>2. Emergency services and disabled access to the beach via Starr Gate.</li> </ol> <p>The Applicant acknowledges, however, the position currently held by Blackpool Borough Council with regards to the Council's interpretation of the draft DCO text and the retained Article 29 powers at Starr Gate.</p> <p>It is hoped that agreement on the extent of the Article 29 powers sought at Starr Gate can be reached during the examination timeframes. Should such agreement be reached, it is the Applicant's understanding that Blackpool Borough Council's remaining tourism-related concerns would be fully resolved.</p>

No.	Comment	Applicants' response
3	<p>The area of scope for specific tourism assets within the assessment is limited to a 1km buffer around the transmission assets. Blackpool Council maintains that the detrimental impact on tourism that would arise from any full or partial closure of Starr Gate or Squires Gate Lane would be felt along the full length of the Blackpool Promenade up to Red Bank Road. This junction is the primary point of access for all Illuminations traffic.</p>	<p>See responses to comment 2 above.</p>
4	<p>The panel is respectfully reminded that Blackpool attracts over 20 million visits a year and that tourism adds around £2bn to the local economy.</p>	<p>This information is included within the baseline conditions set out in Table 3.2.</p>
5	<p>The assessment baseline and methodology are agreed.</p>	<p>The Applicants note Blackpool Borough Council's agreement with the baseline conditions and methodology as set out within the Local Tourism Assessment.</p>
6	<p>It is noted that all construction phase impacts are considered to be temporary. Whilst this may be the case, in the event that the two sets of assets are delivered separately, construction-related impacts could still be significantly long-lasting.</p>	<p>Section 4.3.3 sets out in detail the approach to duration. The Applicants' consider this to be a reasonable basis on which to carry out the assessment of potential tourism effects.</p>
7	<p>The summary of effects with regard to impact on Blackpool is broadly agreed. However, all conclusions are predicated on the assumption that access via Starr Gate and Squires Gate Lane would not be affected by the Transmission Assets.</p>	<p>The Applicants note Blackpool Borough Council's agreement with the assessment of effects, noting the point related to Starr Gate/Squires Gate Lane – please see the Applicants' response to comment 2 for further detail on this point.</p>
8	<p>Whilst the draft DCO continues to grant power for the applicant to close these access points, this assumption cannot be accepted. The applicant needs to give consideration to the potential impact that would arise in the event that the powers conferred by the draft DCO are exercised in their entirety. The assessment fails to do this.</p>	<p>For the reasons set out in response to 2 above, the Applicants do not have the ability to close Starr Gate/Squires Gate Lane and therefore this does not need to be considered in the assessment.</p>

No.	Comment	Applicants' response
9	<p>Whilst the applicants contend that the likelihood of Starr Gate or Squires Gate Lane being closed to vehicular traffic is low, the powers still remain within the draft DCO. The Council would contend that the magnitude of impact from closure of the intersection could be very significant, particularly if it coincided with a key event or season peak. We are, of course, in the middle of the Illuminations right now. It would also have the potential to cause disruption to the tram network if access to the tram depot is restricted, which could impact on a key tourist attraction and the wider visitor experience. This therefore needs to be assessed.</p>	<p><a href="#">Please see the Applicants' response to comment 8.</a></p>
10	<p>The scope of consideration with regard to potential accommodation, individual businesses and hospitality impacts appears to be very narrow. The concerns highlighted above would extend to these sectors to varying extents along Blackpool Promenade well beyond the 1km buffer that has been applied.</p>	<p><a href="#">Please see the Applicants' response to comments 2 and 8.</a></p>
11	<p>Finally, the assessment does not offer much reference to the potential impact of the works on visitor perception. This could be significant, and it is possible that detrimental impacts are already starting to be felt due to negative commentary being echoed in the media during the examination period.</p>	<p><a href="#">The Applicants have provided a review of evidence related to the interactions between offshore wind projects and tourism, specifically:</a></p> <ul style="list-style-type: none"> <li><a href="#">Section 1.4 of Annex 5.10 to the Applicants response to Hearing Action Points: ISH1 52 (REP1-046).</a></li> <li><a href="#">Paragraphs 5.1.1.1–5.1.1.8</a></li> </ul> <p><a href="#">This evidence supports the Applicants' position that there is no evidence to support a link between the Transmission Assets and adverse effects on tourism, including perception.</a></p> <p><a href="#">The Applicants will update the outline Communications Plan (document reference J1.1) to ensure that communications with Blackpool Borough Council on matters related to tourism – including perception – are a matter for ongoing dialogue post-consent.</a></p>

## Appendix B



## Appendix C: Fylde Borough Council – Comments on Local Tourism Assessment

**Table A.C.1: Socio-economic notes - M&M windfarm (Fylde Borough Council comments via email, 8 September 2025)**

<u>No.</u>	<u>Comment</u>	<u>Applicants' response</u>
<u>1</u>	<p><b><u>Definition of study area</u></b></p> <p><u>The inclusion of South Ribble within the study area risks diluting potential economic assessment, as it does not share the same visitor economy characteristics as Blackpool, Lytham and St Annes. We recommend a tiered approach that prioritises economic activity and tourism destinations, rather than treating all administrative districts equally.</u></p>	<p><u>Please see response to comment 1 in Table A.B.2.</u></p>
<u>2a</u>	<p><b><u>Construction phase impacts</u></b></p> <p><u>Adequately assess construction-related effects, particularly:</u></p> <ul style="list-style-type: none"> <li><u>• Traffic congestion and diversions during peak visitor periods.</u></li> </ul>	<p><u>Please see response to comment 2a in Table A.B.2.</u></p>

No.	Comment	Applicants' response
2b	<p><b><u>Construction phase impacts</u></b></p> <p><u>Adequately assess construction-related effects, particularly:</u></p> <ul style="list-style-type: none"> <li><u>Noise and disruption to recreational routes.</u></li> </ul>	<p>The assessment is informed by a consideration of impact pathways between the tourism asset categories and the following ES chapters (and their annexes):</p> <ul style="list-style-type: none"> <li><b><u>Traffic and transport</u></b> – Volume 3, Chapter 7: Traffic and transport of the ES (document reference F3.7)</li> <li><b><u>Land use and recreation</u></b> – Volume 3, Chapter 6: Land use and recreation of the ES (document reference F3.6)</li> <li><b><u>Visual impacts</u></b> – Volume 3, Chapter 10: Landscape and visual resources of the ES (document reference F3.10)</li> <li><b><u>Historic environment</u></b> – Volume 3, Chapter 5: Historic environment of the ES (document reference F3.5)</li> <li><b><u>Ecology</u></b> – Volume 3, Chapter 3: Onshore ecology and nature conservation of the ES (document reference F3.3)</li> <li><b><u>Noise and vibration</u></b> – Volume 3, Chapter 8: Noise and vibration of the ES (document reference F3.8)</li> </ul> <p><u>For the purposes of this comment, the inclusion of noise and vibration as an impact pathway responds to Fylde Borough Council's stated position.</u></p> <p><u>No significant noise and vibration related residual effects relevant to recreation have been assessed within Volume 3, Chapter 8: Noise and vibration (document reference F3.8).</u></p> <p><u>The chapter reports the impacts and effects of noise and vibration likely to result from the Projects on sensitive receptors. The assessment concluded that no significant adverse noise or vibration effects were likely to occur at sensitive receptors due to the construction or operation of the Projects, assuming mitigation is applied. It is anticipated that any changes to recreation assets resulting from noise and vibration will be negligible.</u></p>

<u>No.</u>	<u>Comment</u>	<u>Applicants' response</u>
<u>2c</u>	<p><b><u>Construction phase impacts</u></b></p> <p><u>Adequately assess construction-related effects, particularly:</u></p> <ul style="list-style-type: none"> <li><u>Impacts on agricultural businesses.</u></li> </ul>	<p><u>This does not relate to tourism, and therefore has not been assessed within the Local Tourism Assessment (document reference S D5 8). The Applicants have undertaken a separate review which considers the business impact to those farm business directly affected by permanent acquisition of the onshore substation sites. The findings of this can be found within the Farm Business Assessment report (doc ref S D6 8). Please see also the Applicants' response to Hearing Action Points: ISH2 38 (REP4-111).</u></p>
<u>2d</u>	<p><b><u>Construction phase impacts</u></b></p> <p><u>Adequately assess construction-related effects, particularly:</u></p> <ul style="list-style-type: none"> <li><u>Accommodation demand from construction workers, which may bring both positive and negative impacts for the hospitality sector.</u></li> </ul>	<p><u>Please see response to comment 2b in Table A.B.2.</u></p>
<u>3</u>	<p><b><u>Agricultural impacts</u></b></p> <p><u>We support the ExA request at the previous hearings for more detailed assessment of the impacts upon agricultural businesses.</u></p>	<p><u>This does not relate to tourism, and therefore has not been assessed within the Local Tourism Assessment (document reference S D5 8). The Applicants have undertaken a separate review which considers the business impact to those farm business directly affected by permanent acquisition of the onshore substation sites. The findings of this can be found within the Farm Business Assessments report (doc ref S D6 8). Please see also the Applicants' response to Hearing Action Points: ISH2 38 (REP4-111).</u></p>

No.	Comment	Applicants' response
4	<p><b><u>Operational and perception-led effects</u></b></p> <p><u>While it is noted that the operational phase will primarily involve buried assets, substations will have visual and perceptual impacts. The Ribble Estuary, Lytham coastal paths, and rural landscapes are highly sensitive to such changes. Tourism is often driven by visitor perceptions, which the current report does not adequately consider.</u></p>	<p><u>In addition to the Applicants' response to comment 2c in Table A.B.2, Volume 3, Chapter 10 Landscape and Visual Resources (document reference F3.10) assesses the impacts of the construction phase on the prevailing landscape character for the local and wider area, and different types of human receptors, including those using PRoWs for recreational purposes.</u></p> <p><u>The assessment identifies potential adverse effects during the construction phase (before landscape mitigation planting has established) is likely to be limited to the landscape character and Public Rights of Way (PRoW) users in the immediate vicinity of the onshore substations.</u></p> <p><u>PRoWs identified as being affected are not designated or promoted locally as recreational routes. In this regard it is considered they are a local amenity rather than recognised, or promoted, recreation routes that are likely to be used extensively by visitors, or to attract them to the area.</u></p> <p><u>Any effects would only be felt within the immediate locality of the order limits. The construction activities for the cable routes would be confined to a linear corridor, such that landscape and visual effects would be limited to discrete tracts of the landscape and certain views for the period of the construction works. .</u></p> <p><u>On this basis, it is considered unlikely that the scale or significance of construction-related effects on the landscape and visual environment would materially undermine the wider tourism offer, or the experience of visitors to the Fylde.</u></p>
5	<p><b><u>Cumulative impacts</u></b></p> <p><u>Cumulative pressures from other infrastructure projects and transport congestion must be sufficiently assessed.</u></p>	<p><u>Please see response to comment 5 in Table A.B.2 of this note.</u></p>

<u>No.</u>	<u>Comment</u>	<u>Applicants' response</u>
6	<p data-bbox="252 295 703 331"><b><u>Local Sensitivities and Seasonality</u></b></p> <p data-bbox="252 362 826 577">The Fylde economy is highly seasonal, not only in terms of tourism. Disruption during peak summer months could have disproportionate impacts on businesses and employment. The assessment should have reference to other seasonal restrictions arising from other topics in the proposals (e.g. with regards to ecology).</p>	<p data-bbox="839 295 1369 358">Please see response to comment 6 in Table A.B.2 of this note.</p>

**Table A.C.2: DL5 submission comments - general update - M&M windfarm  
(Fylde Borough Council comments via email, 3 October 2025)**

No.	Comment	Applicants' response
1a	<p><b><u>Tourism and Cultural Assets</u></b></p> <p>The Applicant's assessment is entirely Blackpool-centric and fails to consider the wider Fylde area (a), where tourism, cultural, and leisure assets are significant (b) and sensitive to disruption (c).</p>	<p>(a) <u>As per 1.2.2, Fylde borough is included within the local study area.</u></p> <p><u>Differences in the importance of tourism to each local authority in their own right are considered throughout the assessment.</u></p> <p><u>Table 7.2 sets out the potential residual effect for each local authority. This identifies potentially minor adverse effects on natural capital and recreation in Fylde, with effects on culture and entertainment, heritage, accommodation, and hospitality assessed as negligible.</u></p> <p>(b) <u>The assessment includes a summary of baseline conditions within each of the local study area's constituent local authorities (Fylde summary in 3.9.3). This states "Tourism is a key contributor to the Fylde economy...", and highlights the importance of the natural environment, culture and entertainment, recreation, accommodation, and hospitality to tourism-related activities.</u></p> <p><u>The baseline conditions include the latest available data on visitor numbers and spend within Fylde (see Table 3.2), which reflects the data cited by Fylde Borough Council in their ISH4 statement. This data is based on STEAM reporting, which is the <i>de facto</i> source for local authority tourism data.</u></p> <p>(c) <u>Interactions between potential impact pathways (traffic and transport, land use and recreation, visual impacts, historic environment, ecology, noise and vibration) have been considered within the economic sensitivity assessment of all tourism asset categories.</u></p> <p><u>As per Table 7.1, the sensitivity of natural assets, culture and entertainment, recreation, and heritage are assessed as high. The sensitivity of accommodation and hospitality is assessed as medium due to the size of each sector and the capacity to absorb displacement effects.</u></p> <p><u>Within the assessment of receptor sensitivity, the importance of all asset categories (except for heritage assets) is assessed as 'very high' i.e. the highest possible sensitivity level is assessed for tourism assets within Fylde.</u></p>
1b	<p><b><u>Tourism and Cultural Assets</u></b></p> <p><u>Fylde hosts a range of fixed-location attractions and events, including St Annes Promenade and Pier (a), Lowther Pavillion (b), Lytham Green (c), Fairhaven Lake and Park (d),</u></p>	<p>(a) <u>St Anne's Pier is included in the list of culture and entertainment assets set out within the baseline conditions section at paragraph 3.4.1.6. The Applicants have updated the assessment to refer to St Anne's Promenade at Deadline 6. This has not altered the assessment of effects on culture and entertainment assets.</u></p>



No.	Comment	Applicants' response
	<p><a href="#">local festivals (e), golf courses (f), and a variety of hospitality venues that draw visitors from across the region (g).</a></p>	<p><a href="#">(b) Lowther Gardens is included in the list of heritage assets set out within the baseline conditions section at paragraph 3.5.1.2. The Applicants have updated the assessment to refer to Lowther Pavillion at Deadline 6. This has not altered the assessment of effects on culture and entertainment assets.</a></p> <p><a href="#">(c) Lytham Festival (hosted at Lytham Green) is included in the list of culture and entertainment assets set out within the baseline conditions section at paragraph 3.4.1.7. The Applicants have updated the assessment to refer specifically to Lytham Green as a host location for events at Deadline 6. This has not altered the assessment of effects on culture and entertainment assets.</a></p> <p><a href="#">(d) Fairhaven Lake and Park is not directly referenced within the assessment. However, it has been assessed within the recreation asset category more broadly. The Applicants have updated the assessment to directly reference Fairhaven Lake and Park. This has not altered the assessment of effects on recreation assets.</a></p> <p><a href="#">(e) Lytham Festival and St Anne's Kite Festival are included in the list of major events set out within the baseline conditions set out at paragraph 3.4.1.7.</a></p> <p><a href="#">The Applicants have updated the reference to Blackpool Air Show within the same list to include Fylde as a relevant local authority.</a></p> <p><a href="#">(f) Golf courses including Royal Lytham &amp; St Annes Golf Club and St Anne's Old Links Golf Club are within the list of recreation assets set out within the baseline conditions section at paragraph 3.6.1.3.</a></p> <p><a href="#">(g) Individual businesses within Fylde are identified in the assessment of effects on hospitality (paragraph 5.8.1.1) as being located in close proximity to the Order Limits. These are representative of the most sensitive hospitality businesses given their proximity to the Order Limits.</a></p>
1c	<p><b>Tourism and Cultural Assets</b></p> <p><a href="#">Construction traffic, HGV movements (a), and temporary road closures (b) associated with the proposed development have the potential to affect visitor access, perception, and overall experience in Fylde (c).</a></p>	<p><a href="#">(a) The guidance for the assessment of traffic impacts from new developments is the Environmental Assessment of Traffic and Movement (IEMA, 2023). The guidance notes that the day-to-day variation of traffic on a road is frequently at least + or – 10%, with changes in traffic flows of less than 10% creating no discernible environmental impact. In this context it can be noted from Volume 3, Chapter 7: Traffic and transport of the ES (APP-108) that the main distributor roads that would be utilised by tourist traffic (i.e. A roads, B roads, and motorways), will be subject to changes in total traffic flows of no more than 10% in all instances. As such, it is assessed the main distributor road network in Fylde will experience negligible increases in traffic and therefore indiscernible impacts on day-to-day tourism activities.</a></p> <p><a href="#">Fylde hosts a number of annual major events and the Applicants acknowledge that the traffic flows on the road</a></p>

No.	Comment	Applicants' response
		<p><a href="#">network in Fylde can be elevated during these events. To ensure any potential additional traffic flows associated with the Transmission Assets are mitigated, measures are proposed within the outline Construction Traffic Management Plan (oCTMP) (REP5-066) to manage vehicle movements during major events.</a></p> <p><a href="#">The oCTMP sets out a commitment to liaise with local stakeholders to understand when major events occur and ensure there are limited HGV trips planned during such events, e.g. via stockpiling of materials or programming of works (see Table 1.3 in REP5-066). The Applicants will update Table 1.3 of the oCTMP (REP5-066) to note that Fylde Council will be engaged to understand when major events would occur.</a></p> <p><a href="#">The Applicants have updated the Local Tourism Assessment to ensure clearer cross referencing to relevant text in the oCTMP (REP5-066).</a></p> <p><a href="#">(b) The Applicants note that significant commitments have been made to the use of trenchless installation techniques, such as Horizontal Directional Drilling (HDD) to minimise disruption to all roads (with the exception of Leach Lane which will remain open under traffic signals) and railways proposed to be crossed by the Transmission Assets. This commitment to the use of trenchless techniques is secured via Requirement 8 (Code of Construction Practice) of Schedules 2A and 2B of the draft DCO (REP5-010) and ensures that there is no requirement for road closures for the installation of the Transmission Assets.</a></p> <p><a href="#">(c) Post consent, phased construction traffic management plans (which must accord with the oCTMP) are to be discharged by Lancashire County Council at each stage of project development, as required by Requirement 9 in Schedules 2A and 2B of the draft DCO (REP5-010). This process will allow for appropriate measures to be included in a construction traffic management plan (as relevant) to ensure visitor access and experience associated with specific events or locations can be protected throughout the relevant construction phase.</a></p>
1d	<p><b><a href="#">Tourism and Cultural Assets</a></b></p> <p><a href="#">Visual amenity impacts from the transmission assets or associated works extend beyond Blackpool's boundaries. Views from Fylde's beachfronts, promenades (a) and open countryside (b) are likely to be affected, which constitutes a material consideration for tourism and place reputation.</a></p>	<p><a href="#">(a) Section 5.2 highlights potential adverse effects on visual amenity as a result of temporary and reversible onshore cable/landfall activities on people using the beach (as per Section 10.12.6 of Volume 3, Chapter 10: Landscape and Visual Resources (APP-123)).</a></p> <p><a href="#">These potential adverse effects have therefore been considered within the Local Tourism Assessment, as reflected in the potential for minor adverse effects on recreation assets within Fylde during the construction phase (see Table 7.2 of REP5-142). It is anticipated that visual impacts on recreation assets will be limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in the tourism industry at large.</a></p>

No.	Comment	Applicants' response
		<p><u>(b) Section 5.2 highlights potential adverse effects on those using the PRoW network (specifically bridleways BW0505016 and footpaths FP050503 and FP050504). These effects are only likely to be experienced within the immediate locality of the Order Limits. Effects would dissipate beyond the Order limits with distance, and over time, as mitigation planting matures and establishes.</u></p> <p><u>The PRoWs identified as being affected are not designated or promoted locally as recreational routes. In this regard it is considered they are a local amenity rather than recognised, or promoted, recreation routes that are likely to be used extensively by visitors, or to specifically attract visitors to the area from elsewhere.</u></p> <p><u>These potential adverse effects have therefore been considered within the Local Tourism Assessment, as reflected in the potential for minor adverse effects on natural capital assets within Fylde during the construction phase (see Table 7.2 of REP5-142). It is anticipated that visual impacts on natural capital assets will be limited in terms of the number of visitors and businesses affected and would not lead to material economic changes in the tourism industry at large.</u></p>
1e	<p><b><u>Tourism and Cultural Assets</u></b></p> <p><u>The Applicant's reliance on the outline Construction Traffic Management Plan (oCTMP) does not remove the potential for adverse impacts; even minor increases in traffic on Fylde's narrower or rural road network could disrupt access to events or attractions, in contrast to the busier, more resilient roads of Blackpool.</u></p>	<p><u>Following an agreement to provide detailed comments on the specific routes of concern which have the potential for adverse impacts to be considered further within the assessment, Fylde Borough Council has not provided this information.</u></p>
2a	<p><b><u>Natural Capital</u></b></p> <p><u>While cable installation works are described as being confined to a linear corridor, even temporary construction along these routes can materially affect visitor experience at sensitive locations such as Lytham and St Annes Sand Dunes, the Ribble Estuary, and Ribble Coast and Wetlands. The Applicant's assertion that only discrete tracts of the landscape will be affected ignores the sensitivity of</u></p>	<p><u>No significant residual effects relevant to tourism have been assessed within Volume 3, Chapter 6: Land use and recreation (APP-104).</u></p> <p><u>As such, it is anticipated that any changes to accessing natural assets used for recreation will be negligible.</u></p> <p><u>Further detail of potential temporary impacts on access to St Annes North Beach and the beach area between the cable pull-in working areas and the sand dunes are clarified within Annex 5.3 to the Applicants response to Hearing Action Points: ISH1 13, 14, 16, 17 (REP1-040). This notes that public access to and along the beach will remain largely unrestricted throughout the cable installation works, with access management in place temporarily for public safety.</u></p>

No.	Comment	Applicants' response
	<a href="#">viewpoints, beaches, coastal paths, and recreational areas.</a>	<a href="#">There will be no constraints on public access to the Lytham St Anne's Sand Dunes SSSI and LNR as there will be no (above-ground) construction activities within the designated areas.</a>
2b	<p><b><a href="#">Natural Capital</a></b></p> <p><a href="#">Temporary visual intrusion, noise, and access disruption can deter visitors, reduce dwell time, and negatively affect the reputation of these natural assets. The Applicant provides no evidence to support the claim that visitor perception or the wider tourism economy would remain unaffected (a), nor do they consider cumulative effects (b) alongside peak visitor periods or local events (c).</a></p>	<p><a href="#">(a) The Applicants have provided a review of evidence related to the interactions between offshore wind projects and tourism, specifically:</a></p> <ul style="list-style-type: none"> <li><a href="#">Section 1.4 of Annex 5.10 to the Applicants response to Hearing Action Points: ISH1 52 (REP1-046).</a></li> <li><a href="#">Paragraphs 5.1.1.1–5.1.1.8 of the Local Tourism Assessment.</a></li> </ul> <p><a href="#">This evidence supports the Applicants' position that there is no evidence to support a link between the Transmission Assets and adverse effects on tourism.</a></p> <p><a href="#">(b) Section 6 sets out a cumulative effects assessment.</a></p> <p><a href="#">(c) The Applicants have updated section 5.4 to include Fylde-specific major events which are located outside the 1 km buffer zone, but which should be considered on the basis of potential indirect impacts.</a></p>
3a	<p><b><a href="#">Hospitality Sector</a></b></p> <p><a href="#">Fylde's hospitality sector, including hotels, B&amp;Bs, cafés, and pubs, is highly dependent on visitor access, location, and experience. Temporary construction, traffic, or visual intrusion along cable routes could materially affect visitor decisions and reduce revenue at individual businesses.</a></p>	<p><a href="#">As per paragraph 5.8.1.1, hospitality businesses located within close proximity to the Transmission Assets order limits have been identified.</a></p> <p><a href="#">The businesses identified are located within Fylde, and have been included within the assessment of significant effects.</a></p> <p><a href="#">The sensitivity of the hospitality sector is assessed as medium. This includes an assessment of the sector's importance as 'very high', which reflects the nature of this comment.</a></p> <p><a href="#">The magnitude of the impact is assessed as negligible, as the impact on hospitality is anticipated to be limited in terms of the number of visitors and the two businesses identified. As per paragraph 5.8.3.11, the assessment concludes the scale of impact is not expected to lead to material economic changes in tourism. This applies at both the local study area and Fylde-only levels.</a></p> <p><a href="#">Whilst the sector-level effect is assessed as having negligible significance, the potential for adverse impacts remains for individual tourism businesses located in close proximity to the Order Limits.</a></p> <p><a href="#">Within the outline Communications Plan (document reference J1.1), there is a commitment to establish a liaison committee to include individuals and organisations in close proximity to the order limits.</a></p> <p><a href="#">The Applicants will update section 1.5 of the outline Communications Plan at Deadline 6 (document reference J1.1) to make specific allowance for tourism-related</a></p>

No.	Comment	Applicants' response
		<p><a href="#">businesses to be included within the liaison committee process. This will allow for tourism businesses which have concerns regarding the potential impacts of specific construction plans to engage with the Applicants and ensure appropriate mitigations are put in place at the appropriate stages.</a></p> <p><a href="#">The Applicants have updated the Local Tourism Assessment to ensure clearer cross referencing to relevant text in the outline Communications Plan (document reference J1.1) at Deadline 6.</a></p>
3b	<p><b><a href="#">Hospitality Sector</a></b></p> <p><a href="#">The assertion that displaced custom could be accommodated elsewhere is unrealistic. Many venues are seasonal, location-sensitive, or operating near capacity during weekends and school holidays. Moreover, visitor preference is tied to the quality of the environment and experience, not simply availability elsewhere.</a></p>	<p><a href="#">The Applicants wish to avoid adverse impacts on individual businesses.</a></p> <p><a href="#">As per the Applicants' response to comment 3a, within the Communications Plan, there is a commitment to establish a liaison committee to include individuals and organisations in close proximity to the order limits. The Applicants will update section 1.5 of the outline Communications Plan (document reference J1.1) at Deadline 6 to make specific allowance for tourism-related businesses to be included within the liaison committee process.</a></p> <p><a href="#">It is intended that such measures will avoid displacement effects altogether<sup>7</sup>.</a></p> <p><a href="#">In the unlikely event displacement effects do occur in the specific case of hospitality bookings related to consumption of food and drink, it is highly likely that customers will secure this service at an alternative business where required. It is highly unlikely that customers would forego this service due to preference based on differences in the quality of environment and experience.</a></p> <p><a href="#">At a sector level, this would not lead to material economic changes in the tourism industry at large.</a></p>
4a	<p><b><a href="#">Overall Assessment</a></b></p> <p><a href="#">The Applicant's overall conclusion that there will be no significant effects on tourism in the Local Study Area is not agreed. Fylde contains a range of sensitive tourism and hospitality assets that are likely to be affected by construction, traffic (a), and visual impacts</a></p>	<p><a href="#">(a) Please see the Applicants' response to comment 1c.</a></p> <p><a href="#">(b) Please see the Applicants' response to comment 1d.</a></p> <p><a href="#">(c) Mitigation will be strengthened by the Applicants' update to section 1.5 of the outline Communications Plan (document reference J1.1) to make specific allowance for tourism-related businesses to be included within the liaison committee process.</a></p>

<sup>7</sup> Economic displacement occurs when economic activity is redirected from one group of businesses to another due to external factors. This type of displacement does not reduce overall economic activity, but redistributes it. Economic displacement is a widely accepted economic effect, and forms part of the HM Treasury Green Book guidance on appraisal and evaluation.

No.	Comment	Applicants' response
	<a href="#">(b)</a> , particularly during peak seasons <a href="#">(c)</a> or events <a href="#">(d)</a> .	<a href="#">(d)</a> Potential effects on fixed-date events are assessed within section <a href="#">5.4</a> (culture and entertainment). No fixed-date events in Fylde are located within the 1 km buffer zone. As per the Applicants' response to comment <a href="#">2b(c)</a> , the Applicants have updated section <a href="#">5.4</a> to include Fylde-specific major events which are located outside the 1 km buffer zone, but which should be considered on the basis of potential indirect impacts.
4b	<b><a href="#">Overall Assessment</a></b>  <a href="#">Cumulative effects (a)</a> , <a href="#">temporary disruption</a> , and <a href="#">impacts on visitor perception (b)</a> have not been properly assessed.	<a href="#">(a)</a> Section <a href="#">6</a> sets out a cumulative effects assessment.  <a href="#">(b)</a> The Applicants have provided a review of evidence related to the interactions between offshore wind projects and tourism. This evidence supports the Applicants' position that there is no evidence to support a link between the Transmission Assets and adverse effects on tourism, including effects linked to perception. Please see the Applicant's response to comment <a href="#">2b(a)</a> for further detail.  <a href="#">The Applicants will update the outline Communications Plan (document reference J1.1) to ensure that communications with Fylde Borough Council and the liaison committee on matters related to tourism – and perception in particular – are a matter for ongoing dialogue post-consent.</a>  <a href="#">The Applicants have updated the Local Tourism Assessment to ensure clearer cross referencing to relevant text in the outline Communications Plan (document reference J1.1).</a>
4c	<b><a href="#">Overall Assessment</a></b> <a href="#">The Applicant's reliance on blanket statements of "non-significant" effects, without supporting data on visitor numbers (a), surveys (b), or economic sensitivity (c), undermines the credibility of the assessment. The exclusion of Fylde-specific considerations is particularly concerning (d), as it ignores material planning considerations recognised in previous appeal decisions (e).</a>	<a href="#">(a)</a> Data on visitor numbers is provided in <a href="#">Table 3.2</a> . This identifies 3.2 million visitors to Fylde in 2023. This is based on publicly available evidence from STEAM.  <a href="#">(b)</a> The need for survey inputs has not been previously raised. As per the Applicants' response to comment <a href="#">2b</a> , the assessment is supported by evidence which finds there is no link between the construction of onshore infrastructure supporting offshore wind development and adverse effects on tourism. As such, the Applicants consider primary research in the form of surveys to be disproportionate.  <a href="#">(c)</a> Interactions between impact pathways (traffic and transport, land use and recreation, visual impacts, historic environment, ecology, noise and vibration) have been considered within the economic sensitivity assessment of all tourism asset categories.  <a href="#">As per Table 7.1, the sensitivity of natural assets, culture and entertainment, recreation, and heritage is assessed as high, and the sensitivity of accommodation and hospitality is assessed as medium.</a>

No.	Comment	Applicants' response
		<p><u>Within the assessment of receptor sensitivity, the importance of all asset categories (except for heritage assets) is assessed as 'very high' i.e. the highest possible sensitivity level.</u></p> <p><u>(d) Fylde-specific considerations have been included within the assessment. Specific examples include:</u></p> <ul style="list-style-type: none"> <li><u>Table 2.1 summarises key provisions in the Adopted Fylde Local Plan to 2032 (incorporating Partial Review) (Fylde Council, 2021) and the Economic Development Strategy and Action Plan 2012 to 2030 (Fylde Council, 2013).</u></li> <li><u>Section 3 includes baseline environment information specific to the local study area's constituent local authorities, including Fylde. A Fylde-specific summary of baseline conditions is provided at 3.9.3.</u></li> <li><u>Table 5.1 sets out a Fylde-specific position on potential effects on tourism resulting from changes to natural capital during the construction phase.</u></li> <li><u>Table 5.2 sets out a Fylde-specific position on potential effects on tourism resulting from changes to culture and entertainment during the construction phase.</u></li> <li><u>Table 5.3 sets out a Fylde-specific position on potential effects on tourism resulting from changes to recreation during the construction phase.</u></li> <li><u>Section 5.7 assesses potential effects on tourism related to specific accommodation businesses located within Fylde.</u></li> <li><u>Section 5.8 assesses potential effects on tourism related to specific hospitality businesses located within Fylde.</u></li> <li><u>Table 7.2 sets out the potential residual effects for Fylde under each asset category. This identifies potentially minor adverse effects on natural capital and recreation in Fylde, with effects on culture and entertainment, heritage, accommodation, and hospitality assessed as negligible.</u></li> </ul> <p><u>(e) Fylde Borough Council has not provided further information on material planning considerations arising from previous appeal decisions for the Applicants' consideration.</u></p>