


Cambois Connection Onshore Scheme

Volume 2 Environmental Statement

Chapter 15 – Socio-economics, Tourism and Recreation

	Cambois Connection – Onshore Scheme ES Chapter 15: Socio-economics, Tourism and Recreation	Doc No: A100796-S01 – Socio- economics, Tourism & Recreation – A01
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Basis of Report

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Acronyms

Acronym	Description
ASHE	Annual Survey of Hours and Earnings
CEA	Cumulative Effects Assessment
CEMP	Construction Environmental Management Plan
CROW	Countryside and Rights of Way (Act)
CTMP	Construction Traffic Management Plan
EIA	Environmental Impact Assessment
ES	Environmental Statement
EU	European Union
GVA	Gross Value Added
HDD	Horizontal Directional Drilling
Km	Kilometre
LAI	Local Area of Impact
LEP	Local Enterprise Partnership
LPA	Local Planning Authority
m	Metre
MDS	Maximum Design Scenario
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MW	Megawatt
NCC	Northumberland County Council
NCN	National Cycle Network
NCR	National Cycle Route
NSL	North Sea Link
OAN	Objective Assessment of Need
ONS	Office of National Statistics
PAMP	Public Access Management Plan
PRoW	Public Right of Way

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Acronym	Description
STEAM	Scarborough Tourism Economic Activity Modelling
UK	United Kingdom
WFD	Water Framework Directive
WSA	Wider Study Area

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15. Socio-economics, Tourism and Recreation


15.1. Introduction

1. This Chapter presents the assessment of the likely significant effects (as per the ‘EIA Regulations’¹) on the environment arising from the Cambois Connection Onshore Scheme (Onshore Scheme) on socio-economics, tourism and recreation. Specifically, this Chapter considers the potential impact of the Onshore Scheme landward of Mean Low Water Springs (MLWS) during the construction, operation, maintenance and decommissioning phases on socio-economic, tourism and recreational receptors.
2. The offshore components of the Cambois Connection project seaward of Mean High Water Springs (MHWS) (the Marine Scheme) are located within both Scottish and English waters, with the English area within both offshore and inshore waters.
3. The Onshore Scheme and the Marine Scheme overlap in the intertidal area between MLWS and MHWS with this area being assessed accordingly in both EIAs.
4. This assessment is informed by the following technical Chapters:
 - Onshore Scheme Chapter 7: Landscape and Visual Amenity;
 - Onshore Scheme Chapter 12: Traffic and Access;
 - Onshore Scheme Chapter 13: Noise and Vibration;
 - Marine Scheme Chapter 15: Other Sea Users; and
 - Marine Scheme Water Framework (WFD) Directive Assessment.

15.2. Purpose of this Chapter

5. This Chapter:
 - Presents the existing environmental baseline established from desk studies, and feedback obtained during technical engagement with stakeholders;
 - Identifies any assumptions and limitations encountered in compiling the environmental information;
 - Presents the potential environmental impacts on socio economic, recreational and tourism receptors from the Onshore Scheme, and reaches a conclusion on the likely significant effects on these receptors based on the information gathered and the analysis and assessments undertaken; and
 - Highlights any necessary monitoring and/or mitigation measures recommended to prevent, minimise, reduce or offset the likely significant adverse environmental effects of the Onshore Scheme on socio-economic, recreational and tourism receptors.

¹ Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).


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15.3. Study Area

6. The Socio-economic Study Area is defined within two levels for the assessment, representative of the quantitative economic and employment aspects and the qualitative tourism and recreation elements, which would be the Wider Study Area (WSA) and the Local Area of Impact (LAI), respectively.
7. The WSA is representative of the area within which the significant effects on employment and the local economy could occur. The WSA is required for certain receptor groups because the majority of the business and labour market effects that could occur would be experienced by population and business centres located across a wider area than that of the Onshore Scheme boundary and local area. As such, these impacts have the potential to spread beyond the fixed location of the Onshore Scheme due to the potential for indirect and induced impacts on a wider scale. Therefore, there is a tiered WSA for this assessment, with the potential impacts assessed at a local (Northumberland County Council (NCC)), regional (North East England (North East)), national (United Kingdom (UK)) scale.
8. The LAI forms the focus for the assessment of, both, the direct and indirect effects on those receptors that are likely to experience effects at a more local level, particularly recreational and tourism assets, where direct impacts would be a result of being within or adjacent to the construction and/or operation of the Onshore Scheme, whilst indirect impacts would come as a result of being within view, reducing the visual amenity of tourism or recreation. The LAI for the Onshore Scheme is defined by the Onshore Scheme boundary, together with an area extending to 1 kilometre (km), as shown on Figure 15.1 (Volume 4 of this Environmental Statement (ES)).
9. This LAI was chosen because it would encompass the broad area between the River Blyth to the south and the River Wansbeck to the north, whilst still including the opposites riverbanks. The North Sea to the east and the screening provided by the bunds and high treeline and hedgerows of the A189 further offer natural boundaries where direct impacts beyond these areas would not be felt, nor would the visual impacts. The combination of these four natural borders allows the proposed LAI to form a pseudo-peninsula of where the tourism and recreational assets are thought to primarily likely to be impacted.

15.3.1. Intertidal Area

10. The Study Area for the Onshore Scheme includes the intertidal area. This intertidal area overlaps with the Marine Scheme topic of Other Sea Users and Commercial Fisheries. An overall summary of likely significant effects associated with the intertidal area is also provided within the Non-Technical Summary (NTS) for both the Onshore Scheme and Marine Scheme. This Chapter addresses any potential impacts on the socio-economic, tourism and recreational receptors in the intertidal area. Chapter 15 of the Marine Scheme addresses potential impacts on marine recreational receptors and marine industry.
11. It should be noted that The Applicant has made a commitment to the use of trenchless technology, e.g., Horizontal Directional Drilling (HDD) to bring the Offshore Export Cables ashore. This means that the cables will be passed through cable ducts that will be drilled beneath the intertidal zone (beach) to connect directly into the underground Transition Joint Bays (TJBs) which will be located at the Landfall, above MHWS. The trenchless technology for the offshore export cables involves installing an underground cable duct by drilling a hole (or holes) from one point to another. The Offshore Export Cables are then installed through the duct(s). It is likely that the holes will be drilled from a trenchless technology compound which will be located above MHWS (onshore) to an agreed 'punch out' location in the nearshore marine area (below MLWS), therefore completely bypassing the intertidal zone and thereby limiting the likelihood for significant effects on socioeconomic, tourism or recreation receptors in the intertidal area.

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15.4. Policy and Legislative Context

12. Policy and legislation in relation to socio-economic, recreational and tourism impacts is set out in detail in Volume3, Appendix 15.1 of the ES. A summary of the relevant policy and legislative provisions is provided in Table 15.1 and Table 15.2 below.



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Table 15.1 Summary of National Policy Statement relevant to onshore components of offshore windfarms (HVDC/HVAC Cable Routes and Onshore Converter Station)


Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the ES
Overarching National Policy Statement for Energy (EN-1)²		
Paragraph 5.12.3	This section of EN-1 sets out the applicant’s assessment matters for socio economic impacts being assessed in relation to energy projects. The assessments should consider creation of jobs and training, the provision of local services and improvements to local infrastructure, effects in tourism, changes to population dynamics as a result of an influx of workers and the cumulative effects of development consent for a number of projects within an area or region.	The impacts on the changed o population dynamics were agreed to be scoped out of the assessment. All other impacts of the Onshore Scheme referred to in Paragraph 5.12.3 are considered in section 15.11.1 for construction, section 15.11.2 for operation and maintenance, and section 15.11.3 for the decommissioning phase. Cumulative effects are considered in section 15.13.
Paragraph 5.12.4	The socio-economic assessment should describe the existing conditions in the areas surrounding the Onshore Scheme and should also refer to how the proposal’s socio-economic impacts correlate with local planning policies. The assessment should consider the inter-relationships of socio-economic impacts with other matters.	Relative local planning policies are considered in section 15.4, whilst inter-related effects are assessed in section 15.14.
Paragraph 5.12.6	Throughout the IPC decision making there will be regard to potential impacts of new energy infrastructure that is identified by the applicant and other sources to inform the decision.	The potential cumulative impacts of planned and constructed similar developments is addressed in section 15.13.
Paragraph 5.12.7	The IPC may give limited weight to socio-economic impacts that are not supported by evidence.	Socio-economic baseline is explored in section 23, with the methodology detailed in sections 15.6 and 15.9.

² Whilst it is acknowledged that the Onshore Scheme does not comprise or form part of an NSIP (please see Volume2: Chapter 2: Policy and Legislative Context), NPSs are however a statement of government intention relating, in this case, to renewable energy projects, therefore can be taken into consideration during the preparation of the Onshore Scheme ES.

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Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the ES
Paragraph 5.12.8	The IPC will consider any relevant positive provisions the development proposes to mitigate impacts or of legacy benefits that may arise because of the development.	The extent to which the Onshore Schemet would retain beneficial socioeconomic effects within the local area are assessed in section 15.11. Any designed in mitigation measures are discussed in section 15.10.
Paragraph 5.5.7	The assessment of coastal change due to the development shall also consider maintain coastal recreation sites and features.	Assessment of potential disruption to, or along the access routes to, sensitive recreational and tourism receptors is provided in section 15.11.
Revised Draft Overarching National Policy Statement for Energy (Draft EN-1)³		
Paragraph 5.13.1	<i>‘The construction, operation and decommissioning of energy infrastructure may have socio-economic impacts at local and regional levels.’</i>	he potential socio-economic impacts at local and regional levels due to the construction operation and decommissioning of the Onshore Scheme are considered in section 15.11.
Paragraph 5.13.3	Applicants are encouraged to engage with relevant local authorities to gain an understanding of local or regional issues	Consultations are displayed in section 15.5.

³ A suite of draft revised Energy NPSs were published and consulted on by the UK Government in March 2023, and consultation closed on 23rd June. The consultation responses will be subject to consideration and the draft revised NPSs may now be revised before the NPSs are formally adopted. There is currently no date for the next stage of the review process and therefore this ES presents the extant adopted NPSs which have been considered during the preparation of this ES. It is however noted by the Applicant that the new draft NPSs state that they may be material considerations in other applications which are not considered under the Planning Act (2008), this includes the Marine Scheme. Further detail on the consideration of the draft NPSs in this ES is provided in Volume2 Chapter 2 Policy and Legislation.

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Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the ES
Paragraph 5.13.4 – 5.13.7	The applicant assessment should consider creation of jobs and training, the provision of local services and improvements to local infrastructure, effects in tourism, changes to population dynamics as a result of an influx of workers and the cumulative effects of development consent for a number of projects within an area or region.	The impacts on the changed o population dynamics were agreed to be scoped out of the assessment. All other impacts of the Onshore Scheme referred to in Paragraph 5.12.3 are considered in section 15.11.1 for construction, section 15.11.2 for operation and maintenance, and section 15.11.3 for the decommissioning phase. Cumulative effects are considered in section 15.13.
Paragraph 5.13.6	<i>‘Applicants are encouraged, where possible, to demonstrate that local suppliers have been considered in any supply chain.’</i>	Details of the Applicant’s Tier 1 supplier consultation are given in section 15.5.
Paragraph 5.13.10	<i>‘The Secretary of State should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development.’</i>	Any designed in mitigation measures are discussed in section 15.10.
Paragraph 5.13.9	<i>‘The Secretary of State should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the Secretary of State considers to be both relevant and important to its decision.’</i>	The potential socio-economic impacts of the Onshore Scheme are outlined in section 15.11.
Paragraph 5.13.11	<i>‘The Secretary of State should consider any relevant positive provisions the applicant has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts.’</i>	The extent to which the Onshore Scheme would retain beneficial socio-economic effects within the local area are assessed in section 15.11. Any designed in mitigation measures are discussed in section 15.10.
Paragraph 5.6 Coastal Change	The matters of coastal change should consider recreation. Paragraph 4.6.12 states <i>‘the applicant should consider the effects of the proposed project on maintaining coastal recreation sites and features’</i> .	Assessment of potential disruption to, or along the access routes to, sensitive recreational and tourism receptors is provided in section 15.11.


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Table 15.2 Summary of NCC Local Plan

Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the ES
Local Plan (Adopted March 2022)		
Policy ECN 1 – Planning Strategy for the Economy	<p>This policy provides guidance for ensuring that new development provide to economic growth of Northumberland. Key and relevant provisions of this policy on socio-economic impacts state that new developments should:</p> <ul style="list-style-type: none"> - <i>‘Support and promote tourism and the visitor economy.</i> - <i>Facilitate the training and upskilling of the workforce.’</i> 	<p>Local economic growth associated with the Onshore Scheme and impacts related to tourism are considered in section 15.11.1 for construction, section 15.11.1.3 for operation and maintenance, and section 15.11.1.4 for the decommissioning phase.</p> <p>Details of local training are given in section 15.5.</p>
Policy ECN 15 Tourism and visitor development	<i>‘Northumberland will be promoted and developed as a destination for tourists and visitors, while recognising the need to sustain and conserve the environment and local communities.’</i>	Tourism impacts are considered in section 15.11.1 for construction, section 15.11.1.3 for operation and maintenance, and section 15.11.1.4 for the decommissioning phase.
Policy INF 5 – Open space and facilities for sport and recreation	This policy outlines where NCC will support developments of ancillary facilities in the open space. Key matters that the policy outlines (but not limited to) is that the applicant is able to demonstrate that there will be no negative impacts, it is appropriate in scale and not detracting from the sites surroundings.	Impacts on recreational receptors are considered in section 15.11.1 for construction, section 15.11.2 for operation and maintenance, and section 15.11.3 for the decommissioning phase.

15.5. Consultation and Technical Engagement

13. A summary of the key issues raised during consultation and technical engagement activities undertaken to date specific to this Chapter is presented in Table 15.3 below, together with how these issues have been considered. Further detail is presented within Volume1, Chapter 6 of this ES.



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Table 15.3 Summary of relevant key consultation and technical engagement

Date	Consultee and Type of Consultation	Issue(s) Raised	Response to Issue Raised and/or Where Considered in this Chapter
Relevant consultation and engagement undertaken to date			
January 2023	Key national and regional socio-economics stakeholders including key local politicians, NCC and Advanced Northumberland.	Discussions on labour, skills and inward investment. Building upon existing working relationships established via other offshore wind developments that have been developed or are in development by the Applicant.	The extent to which the Onshore Scheme would retain beneficial socioeconomic effects within the local area are assessed in section 15.11. Any designed in mitigations measures or community benefits are discussed in section 15.10.
10 February 2023	Cramlington Skills Fair, arranged by local MP, Ian Levy.	Discussion on avenues for local benefits in terms of skills, labour and education to be felt within the Northumberland area	The extent to which the Onshore Scheme would retain beneficial socioeconomic effects within the local area are assessed in section 15.11. Any designed in mitigations measures or community benefits are discussed in section 15.10.
29 November 2022	Procurement of specialist, local knowledge via Fusion PR & Creative.	Undertaking local stakeholder mapping exercises and offer a better understanding of how to maximise local benefits in the Cambois and wider Blyth area	The extent to which the Onshore Scheme would retain beneficial socioeconomic effects within the local area are assessed in section 15.11. Any designed in mitigations measures or community benefits are discussed in section 15.10.
11 May 2023	In-person public consultation in relation to the Cambois Connection of the Berwick Bank Offshore Wind Farm	Concerns regarding the Landfall construction works negatively impacting Cambois beach. Desire to see local economic benefits through local construction supply chain usage. Queries regarding what local community benefits the Cambois Connection project would entail.	The use of trenchless techniques has been adopted as designed in mitigation in section 15.10. The extent to which the Onshore Scheme would retain beneficial socioeconomic effects, including supply chain usage, within the local area are assessed in section 15.11. Any designed in mitigation measures or community benefits are discussed in section 15.10. Local community benefits would not be considered as part of mitigation for the assessment, however, have been outlined briefly in section 15.11.
Consultation on the Onshore Scheme: Pre-Application Enquiry			
28 March 2023	Definitive Map & Search Technical Officer and Countryside Officer for Wansbeck at Northumberland County Council regarding the Public right of Way network	The impacts on public rights of way and access by the public during the construction and operational phases that may come as a result of the Onshore Scheme.	Impacts related to PROWs are considered in section 15.11.1 for construction, section 15.11.2 for operation and maintenance, and section 15.11.3 for the decommissioning phase.
Consultation on the Onshore Scheme: Scoping Opinion			
29 December 2022	Senior Planning Officer at Northumberland County Council regarding the Scoping Opinion for Cambois Connection Onshore Scheme	<i>'There are no comments in relation to the following and we agree with the proposed method for the latter four bullet points: Socioeconomics, Recreation and Tourism'...</i>	Not applicable

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15.6. Methodology to Inform Baseline


14. In order to gain estimates for the generation of Gross Value Added (GVA)⁴ and employment during the construction stage, estimates were made based on the Onshore Scheme expenditure, which were then converted into the estimates of construction stage employment and GVA.
15. Construction stage expenditure includes items such as site preparation, construction and maintenance of compounds and site access arrangements, purchase and delivery of materials, plant, equipment, and components. Based on information provided by the Applicant and their advisers, the construction of the onshore components of the development are expected to occur over a 5-year period.
16. The Applicant has provided technical information relevant to the Onshore Scheme that has assisted the estimation of pre-development and construction stage costs. A further source of assumptions with respect to costs are the per megawatt (MW) benchmark costs of developing an offshore windfarm (including onshore elements) that have been developed by BVG Associates on behalf of The Crown Estate and the Offshore Renewable Energy Catapult (2019).
17. Based on these sources of information, the scale of the Onshore Scheme's expenditure relevant to the onshore elements is estimated to total around £133 million in terms of 2021 prices. This total includes Onshore Scheme design and management but excludes contingency. Assuming a 10% allowance for contingency increases the total to £146.5 million. Table 15.4 provides a breakdown of this estimated expenditure disaggregated by main category of predicted spend, using a 2021 price base. Note: column totals may not sum exactly due to rounding of decimals.

Table 15.4 Construction, installation and commissioning cost estimates (2021 prices)

Main categories of predicted spend	Expenditure (£million)
Onshore Converter Station equipment and systems manufacture	£54.0
Cable manufacture	£16.2
Onshore Converter Station construction	£45.0
Cable installation	£9.0
Project design and management	£9.0
Contingency (10%)	£7.4
Total	£146.5

18. It is also necessary to develop assumptions regarding the potential geographic location of expenditure. Experience with other offshore windfarm developments located elsewhere in the United Kingdom has led to a detailed mapping of the current and potential future UK supply chain for all components of offshore windfarm development, including onshore elements such as Onshore Converter Stations and export cabling. This knowledge has been used to develop two scenarios for the potential spatial distribution of expenditure for the onshore elements of the Onshore Scheme:

⁴ Gross value added (GVA) measures the contribution to an economy of an individual producer, industry, sector or region.

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- a **low Scenario** – which is the minimum realistic level of expenditure for each Onshore Scheme component that could be expected to occur during the construction stage, given current and expected future supply chain capabilities within the spatial area under consideration; and
- a **high scenario** – which conversely is the maximum realistic level of expenditure for each Onshore Scheme component that could be expected to occur during the construction stage.

19. From the perspective of employment and GVA receptors, the focus of the assessment of effects is on the low scenario. This is because the potential creation of jobs and economic output are beneficial effects of the Onshore Scheme, and the low scenario is associated with the smallest realistic quantity of jobs and output that could be expected to be generated within each of the spatial areas covered by the assessment.
20. Based on current information, Table 15.5 sets out the assumptions regarding the proportion of the Onshore Scheme’s expenditure for each component for each spatial area under consideration for the respective low and high scenarios.

Table 15.5 Geographic shares of development spend under alternative scenarios

Project Item	Local Low	Local High	Regional Low	Regional High	National Low	National High
Onshore Converter Station equipment / systems	15%	5%	35%	10%	75%	45%
Cable manufacture	15%	5%	35%	10%	75%	45%
Onshore Converter Station construction	20%	10%	40%	25%	80%	60%
Cable installation	20%	10%	40%	25%	80%	60%
Project design and management	20%	5%	50%	20%	100%	80%
Total	18%	7%	40%	18%	82%	58%

21. The spatial distribution for the Onshore Scheme’s contingency expenditure is calculated on a weighted average basis for the Onshore Scheme components listed in Table 15.5. The expenditure figures are estimates and information gathered from the baseline data review has been used to develop a quantitative economic model assessing the effects of the Onshore Scheme.

15.6.1. Desktop Study

22. Information on socio-economics, tourism and recreation within the WSA and LAI was collected through a detailed desktop review of existing studies and datasets. These are summarised in Table 15.6.



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Table 15.6 Summary of key desktop studies & datasets

Title	Source	Year	Author
Guide to an Offshore Wind Farm	https://www.thecrownestate.co.uk/media/2861/guide-to-offshore-wind-farm-2019.pdf	2019	BVG Associates
Northumberland Local Plan	https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Local%20Plan/Northumberland-Local-Plan-Adopted-March-2022.pdf	2022	NCC
The North East Strategic Economic Plan	https://www.northeastlep.co.uk/the-plan/	2022	North East Local Enterprise Partnership (LEP)
The Northumberland Economic Strategy 2019 - 2024	https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Studies%20and%20Evidence%20Reports/Economy%20Retail%20Studies/Economic%20Strategy/Northumberland-Economic-Strategy-2019-2024-DRAFT-FINAL-11-12-18.pdf	2018	NCC
Economic Impact of Tourism in Northumberland	https://www.visitnorthumberland.org.uk/images/content/Resources/2020_OVERVIEW.pdf	2021	Visit Northumberland
Annual Population Survey	https://www.nomisweb.co.uk/datasets/apsnew	2023	ONS
Population estimates – local authority based by five year age band	https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland	2022	ONS
Supply, Use and Input-Output Tables	https://www.gov.scot/publications/about-supply-use-input-output-tables/	2022	Scottish Government
Business Register and Employment Survey	https://www.nomisweb.co.uk/datasets/newbres6pub	2022	ONS
Non-financial business economy, UK regional results: Sections A to S	https://www.ons.gov.uk/businessindustryandtrade/business/businessservices/datasets/uknonfinancialbusinesseseconomyannualbusinesssurveyregionaresultssectionsas	2023	ONS
2019 STEAM Economic Impact Report	https://www.northumberlandtourism.org.uk/research-insights/regional-national/tourism-economic-impact-report	2019	Visit Northumberland

15.6.2. Site-specific Surveys

23. No specific field survey has been undertaken for the assessment reported in this Chapter, although information has been gathered where relevant from surveys undertaken in respect of other disciplines, notably Volume3, Chapter 7: Landscape and Visual Amenity of this ES).

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15.7. Baseline Environment

15.7.1. Overview of Baseline Environment

24. The baseline, like the assessment, splits the potential impacts into two Study Areas to better reflect the differing geographic areas that each would be most felt. For impacts related to expenditure, economy and labour markets, the local WSA of Northumberland has been used. For the WSA, a baseline review of the population, economy and employment has been undertaken which focuses on the local area (Northumberland), although data for the North East and Great Britain are provided for comparison as appropriate.

25. Following this, the LAI baseline of the tourism and recreational receptors has been detailed, this is set at the LAI of 1 km from the boundary of the Onshore Scheme. Tourism and recreational assets include local tourism attractions, footpaths, cycle routes, and beaches, and are detailed at a more refined study area to reflect the potential impacts related to these receptors would occur at a local scale.

15.7.1.1. WIDER STUDY AREA (WSA)

15.7.1.1.1. POPULATION

26. In 2021 (ONS, 2022) the population of Northumberland was 321,600, which represented 12.15% of the total population of the North East, making it the second largest local authority in the North East. Plate 15-1 details the changes in population over a 10-year period to 2020. This shows that growth was comparatively slower in Northumberland at the start of the decade, however, by 2017 it was relatively on trend. It is noted that the datasets for each of the areas are lower in 2021, which is likely due to mid-year adjustments and further explained in section 15.7.3.

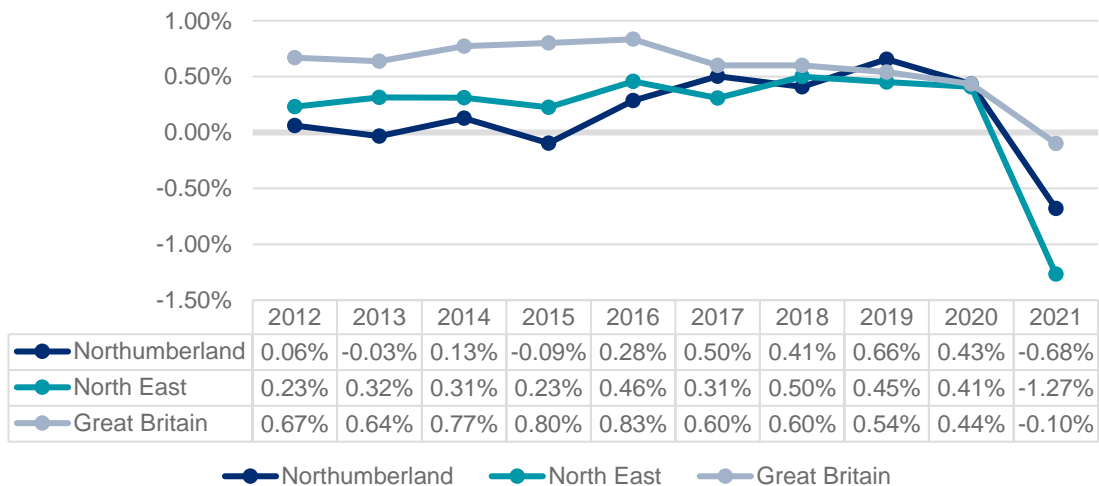



Plate 15-1 10-year changes in population

27. Northumberland has an older population than average, with 58.3% considered to be of 'working age' (16-64) (ONS, 2022), compared to 61.8% in the North East, and 62.9% in Great Britain (GB). This is reflected in the number of 65+ residents, 25.6% of Northumberland, compared to 20.6% in the North East and 18.7% in GB, as shown in Plate 15-2.

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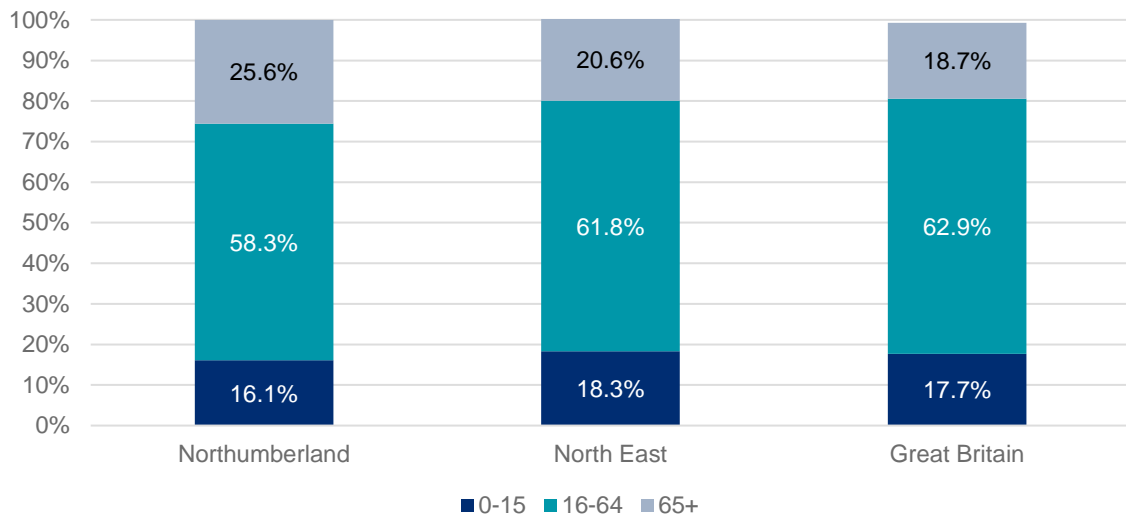



Plate 15-2 Population age breakdown

15.7.1.1.2. HOUSING

28. As the UK population increases and the current dwelling stock ages, the need for new homes, particularly affordable homes, becomes more evident. Calculating the need for housing at most any scale is difficult and open to interpretation, the UK Government's prior commitment to constructing 300,00 new homes, however, can give a broad indication of urgency of housing needs nationally. Further to this, a 2019 paper on housing supply requirements across Great Britain (Bramley, 2019) estimated that there is a backlog of 3.91 million households in Great Britain with housing need, when factoring in homelessness, poverty and affordability of private renting, this increases to 4.57 million. The Bramley (2019) paper suggested a reasonable programme of 15 years for constructing to meet these needs, which would equate to the construction of 380,000 new homes per annum in Great Britain.
29. A report by Lichfields (2017) on behalf of Homes for the North estimated that the 'Objective Assessment of Need' (OAN) for homes in the North East region was approximately 2,888 per annum over 10 years, at the time of writing the report. The OAN is described as the consideration of the level of housing required across a housing market area to meet a range of needs such as demographics or economic.
30. NCC (2019) published their Housing Strategy for Northumberland, which outlined NCC's ambitions for housing growth and need for higher quality and affordable dwellings. The Strategy identifies a total of 17,700 net homes required over the period of the Local Plan, 2016 – 2036, which would equate to 885 per annum.
31. The latest yearly Northumberland Strategic Housing Land Availability Assessment (NCC, 2022) assessed that there were 144,860 households in 2021, which is projected to increase to 150,317 by 2031. This would be an overall projected growth of 5,457, equating to an annual growth of 546, lower than that reported in the Housing Strategy.
32. As per Table 15.12, the housing market for each level of the WSA would be considered to be of High sensitivity.

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15.7.1.1.3. LABOUR MARKET AND SUPPLY CHAIN

33. There are 144,900 economically active residents in Northumberland (ONS, 2023) which, proportionately, is a lower rate of activity than GB, and approximately the same as the greater North East region, as shown on Plate 15-3. This reflects the proportionately lower working age population of the area.

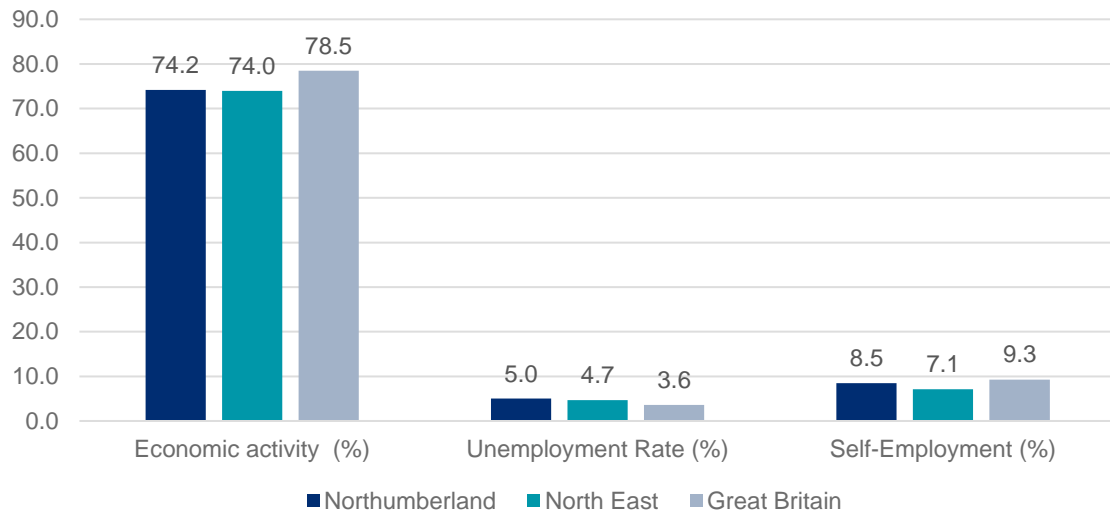



Plate 15-3 Labour market

34. The lower rate of economic activity (as compared with GB) is also reflected in a higher rate of unemployment. The percentage of those self-employed in Northumberland is more similar to GB as a whole, whilst the North East has lower levels than both.

35. Useful insights into the dynamics of the labour market are often revealed by consideration of the occupational structure of those in employment as shown in Table 15.7 (ONS, 2023).

Table 15.7 Employment by occupation type

Sector	Northumberland	Northumberland (%)	North East (%)	GB (%)
Managers, Directors and Senior officials	12,600	9.2	8.0	10.4
Professional Occupations	28,200	20.4	21.1	26.2
Associate Professional Occupations	19,800	14.3	13.5	14.8
Administrative and Secretarial Occupations	16,900	12.2	10.8	10.0
Skilled Trades Occupations	15,700	11.4	9.9	8.7
Caring, Leisure and Other Service Occupations	10,100	7.3	9.6	8.0

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Sector	Northumberland	Northumberland (%)	North East (%)	GB (%)
Sales and Customer Service Occupations	7,600	5.5	7.4	6.4
Process, Plant and Machine Operatives	8,400	6.1	7.7	5.6
Elementary Occupations	18,300	13.2	11.5	9.5

36. Of note in Table 15.7 is the number of Administrative and Secretarial, and Skilled Trade Workers, which are higher than the North East, and significantly higher than Great Britain. Conversely, there is a lower proportion of Professional Occupations in Northumberland than in its comparatives.
37. Regarding the qualifications attained by the population, degree-qualified (or equivalent) residents of working age account for 35.6% of Northumberland’s population, which is marginally higher than the North East but significantly lower than the GB average, as shown in Plate 15-4 (ONS, 2022a).
38. This trend continues for all levels of qualifications down to NVQ1+ and above, however the gap between Northumberland / the North East and GB becomes significantly less pronounced as the level of qualification gets lower. The converse is seen in the proportion of people that have no standard qualifications, whilst Northumberland has the lowest proportion of people gaining other qualifications, with the North East with the highest.

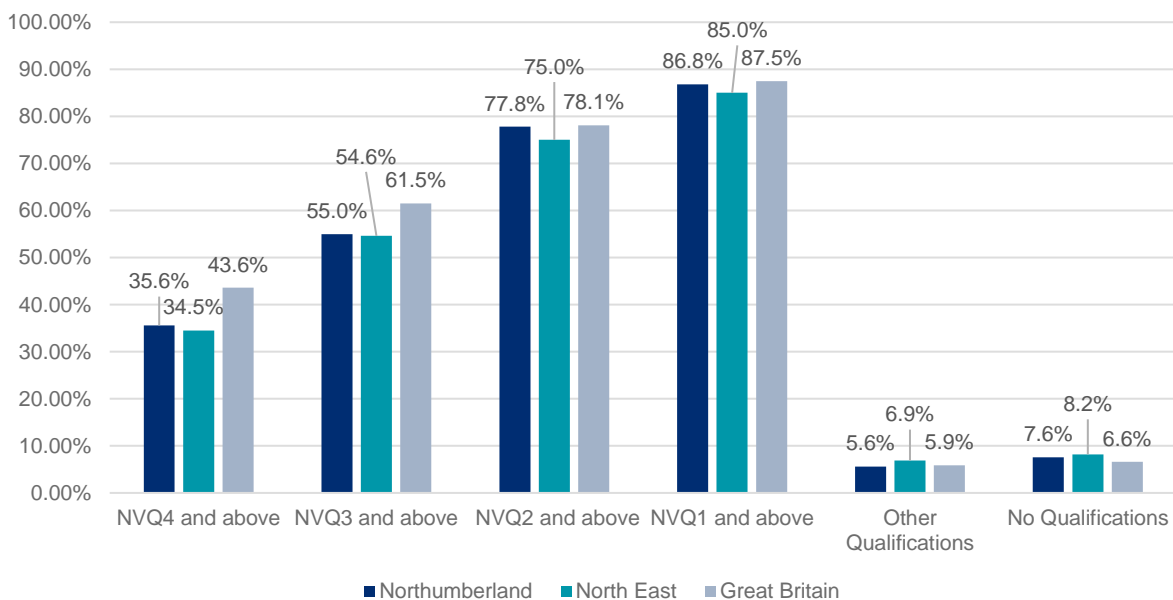



Plate 15-4 Qualifications


39. According to the Office of National Statistics’ (ONS) Annual Survey of Hours and Earnings (ASHE) (ONS, 2023a), the median gross weekly earnings for full time workers in Northumberland was £601.80, £21.50 higher than the average in the North East (£580.30) but £40.40 less than the average for Great Britain of £642.20.

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40. Data on an area's business population can be obtained from the ONS UK Business Counts data series (which is sourced from the Interdepartmental Business Register) (ONS, 2022b). This data source can be used to identify the structure of the local business base by sector: this is potentially useful in assessing the capacity of the local area to host supply chain activity for infrastructure and other large-scale construction projects such as the Onshore Scheme. Table 15.8 provides data on the structure of the local business base, both in absolute and relative terms.

Table 15.8 Employment by industry


Industry	Northumberland (No. of persons)	Northumberland (%)	North East (%)	Great Britain (%)
Agriculture, forestry and fishing	2,500	2.4	0.5	0.7
Mining and quarrying	175	0.2	0.1	0.1
Manufacturing	11,000	10.5	9.1	7.6
Electricity, gas, steam and air conditioning supply	225	0.2	0.4	0.4
Water supply; sewerage, waste management and remediation activities	1,750	1.7	0.8	0.7
Construction	6,000	5.7	4.9	4.9
Wholesale and retail trade; repair of motor vehicles and motorcycles	17,000	16.2	13.8	14.4
Transportation and storage	4,000	3.8	5.3	5.0
Accommodation and food service activities	13,000	12.4	8.7	7.5
Information and communication	1,250	1.2	2.9	4.4
Financial and insurance activities	700	0.7	1.9	3.6
Real estate activities	1,750	1.7	1.8	1.8
Professional, scientific and technical activities	8,000	7.6	6.8	8.9
Administrative and support service activities	4,500	4.3	7.4	8.9
Public administration and defence; compulsory social security	4,000	3.8	6.8	4.6
Education	9,000	8.6	10.2	8.7
Human health and social work activities	16,000	15.2	15.2	13.6
Arts, entertainment and recreation	2,250	2.1	1.6	2.3
Other service activities	2,250	2.1	1.8	1.9

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41. The data in Table 15.8 shows that the proportion of employees within the ‘Agriculture, forestry and fishing’ industry is far higher in Northumberland than the North East and GB, 4.8 and 3.4 times larger respectively. The construction sector is also above the regional and national average, proportionately 0.8% higher than both, indicating potential capacity and skills in the WSA for construction services.
42. ‘Accommodation and food service activities’ could be utilised by the Onshore Scheme through the supply chain and needs of a larger construction workforce. The data in Table 15.8 shows that the local WSA of Northumberland has ample supply of workers within this industry when compared to the national and regional levels; with 3.7% more than the North East and 4.9% than Great Britain, proportionately.
43. As per Table 15.12, the labour market for each level of the WSA would be considered to be of High sensitivity.

15.7.1.1.4. TOURISM ECONOMY

44. Scarborough Tourism Economic Activity Modelling (STEAM) is a tourism economic impact modelling process which allows measurements of tourism using local data, tourism performance and visitor survey data. In the year prior to the Covid pandemic, the 2019 STEAM Economic Impact of Tourism report for Northumberland revealed key findings that 10.68 million people visited the county and spent over £1 billion (Visit Northumberland, 2020). This showed a growth of 57% over ten years (Visit Northumberland, 2021). The COVID pandemic severely affected the tourism industry, with the STEAM report from 2020 showing a 50% decrease in the number of visitors, a 60% decrease in visitor expenditure, and a 56% decrease in the number of people directly employed in the tourism sector (Visit Northumberland, 2021a).
45. In the first year after the onset of the COVID pandemic, the STEAM report for 2021 showed a large increase in the value of the visitor economy when compared with 2020, doubling to £858.95 million, however this still represented a 21% decrease on 2019 levels (Visit Northumberland, 2022). This was also the case for the Volume of visitors, with 2021 showing a 46% increase from 2020 but is still 27% lower than the 2019 levels. It is noted that the latest available dataset year, 2021, had begun with many areas still under some degree of restrictions as a result of the COVID tier system, including initial stay at home orders, followed by restrictions on the group numbers at certain venues and with a continuation of the advice to wear face masks.
46. When combining the visitor expenditure and number of visitors from each of the STEAM reports available, from 2015 to 2021, Plate 15-5 illustrates the sharp drop-off in 2020, followed by the drastic, but partial, recovery in 2021 (Visit Northumberland, 2022).

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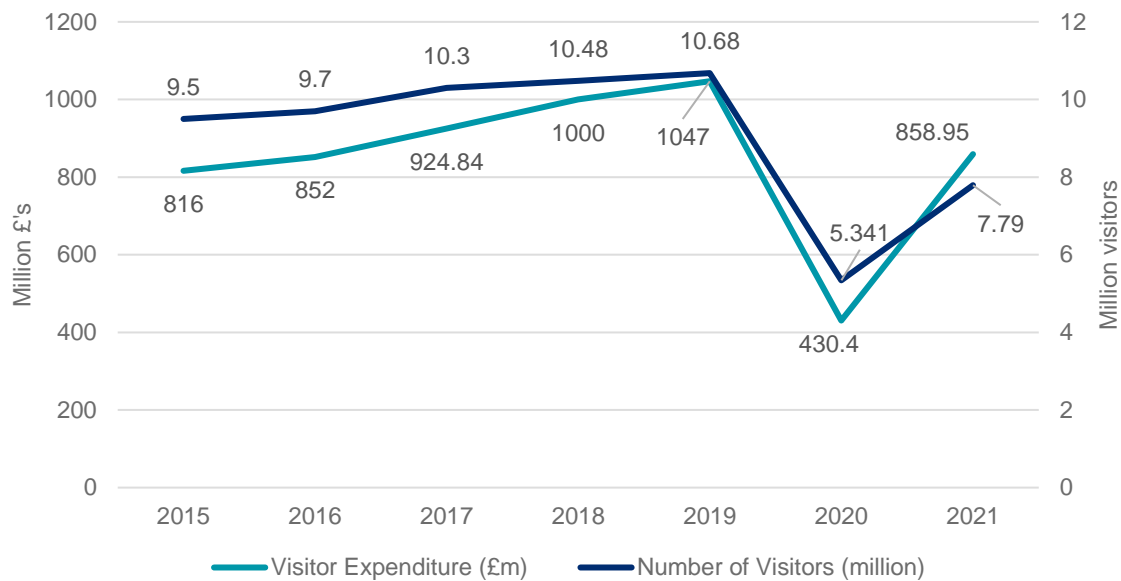


Plate 15-5 Tourism in Northumberland 2015-2021

47. It is noted that the visitor expenditure in 2021 already exceeds that of 2015 and 2016, however, the number of visitors still remains 18% lower than the lowest pre-COVID pandemic year of 2015. Plate 15-6 further demonstrates the severe changes from 2019-2021 by showing the changes as a percentage change as compared with the previous year.

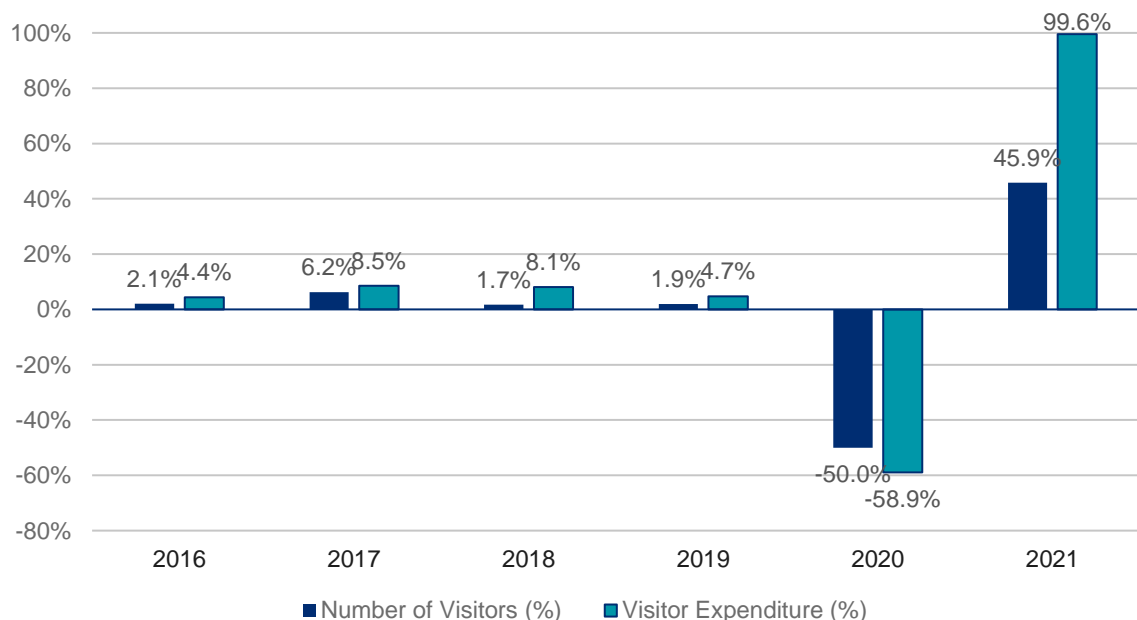



Plate 15-6: Tourism economy: percentage change from previous year

48. The results from an online visitor survey that ran for a three-week period at the end of May/early June 2021 found that Northumberland had visitors from all over the UK, however, the majority of visitors (56%) travelled from within the North East or from a neighbouring region. This accounted for 20% of

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visitors coming from within the North East, followed by 16% from Yorkshire, 12% from the North West, and 8% from Scotland (Visit Northumberland, 2021). Internationally, 1% of visitors were identified as coming from outside of the UK, whilst a further 8% were described as 'Other', meaning it is not known where they originated from. The full breakdown of visitors is demonstrated in Plate 15-7.

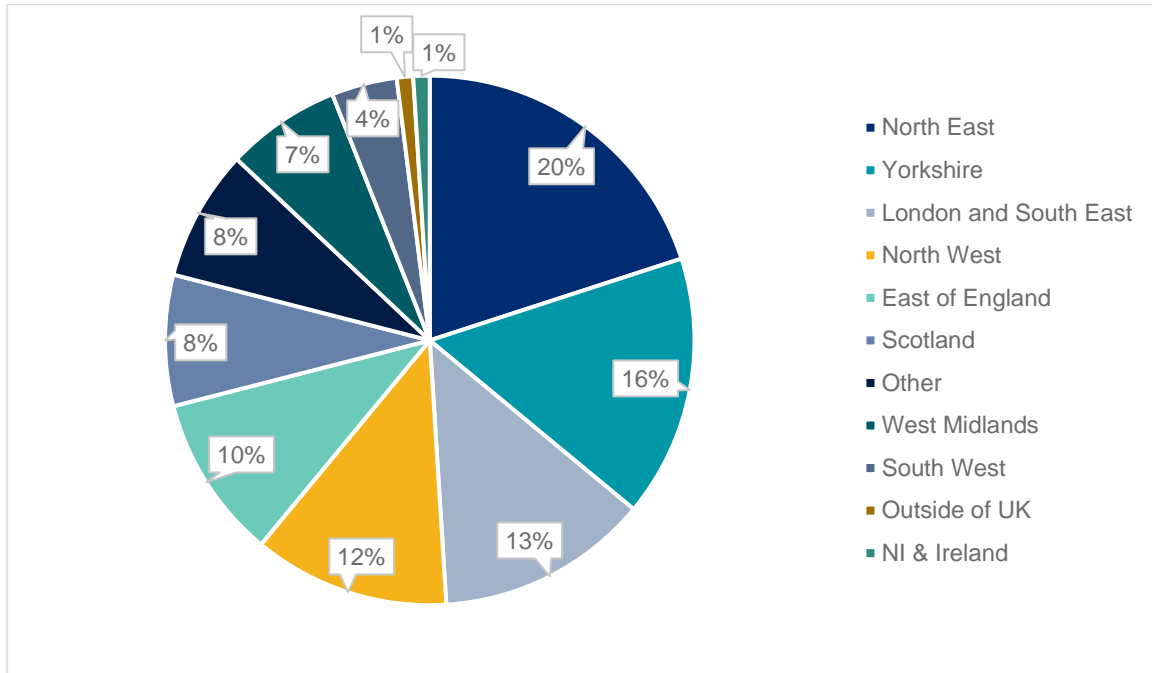



Plate 15-7: Origin of visitors to Northumberland

49. The survey also found that the majority of adult visitors to Northumberland were 56 or older (72%), with only 2% of visitors surveyed below the age of 35, as shown in Plate 15-8.

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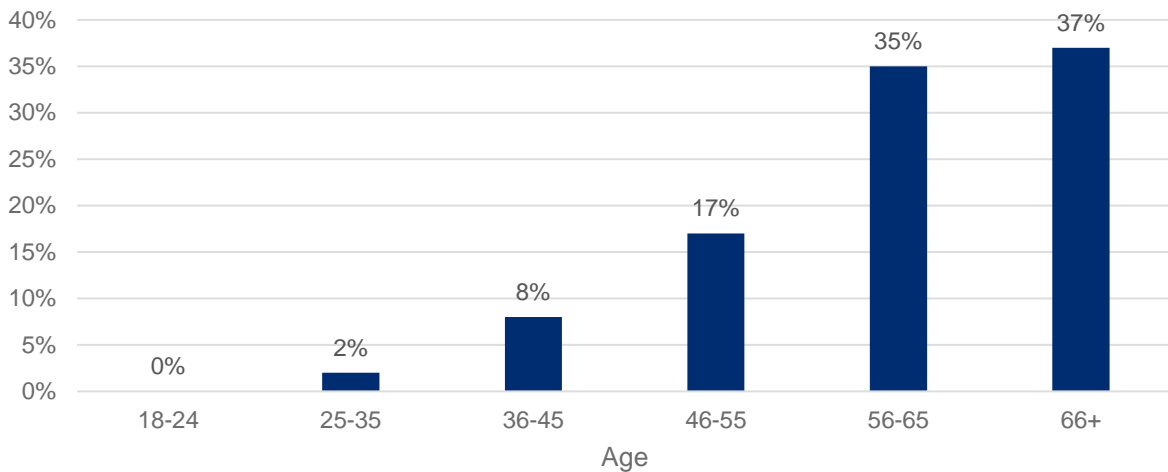


Plate 15-8 Demographic of visitors to Northumberland (May/June 2021)

15.7.1.2. LOCAL AREA OF INFLUENCE

15.7.1.2.1. RECREATION

50. This section splits recreation in to two forms; ‘formal’ recreation facilities are considered to be those with paid or controlled entry, such as a museum; and ‘informal’ recreation facilities which are utilised freely without payment, such as walking routes. It then further adds offshore recreation, which would be coastal activities such as fishing, boating and diving.

Formal Recreation Facilities


51. Within the LAI, there are three formal recreation facilities, shown on Figure 15.1 (Volume 4 of the ES). The Fifth Point, a diving centre, is located in Blyth, approximately 1 km to the south-west of the Onshore Scheme boundary. The centre hosts scuba diving training, on-site, with its own training tank. They also host diving trips to various local locations. It is thought that these trips and training would need to be booked and planned in advanced, therefore, could draw in tourists from elsewhere in the North East region. As such, it is considered to be of regional importance and Medium sensitivity, as per Table 15.12.

52. Forward Fitness North East is a gym located approximately 1 km to the south west of the Onshore Scheme boundary. This is considered to be used mainly by local residents and is considered to be of local importance and Low sensitivity, as per Table 15.12.

53. Approximately 650 m to the south of the Onshore Scheme boundary is Bounce, a children’s amusement centre. This would likely be utilised by residents within the local areas and is considered to be of local importance and Low sensitivity, as per Table 15.12.

Informal Recreation Activities

54. Wansbeck Estuary lies within the LAI for the Onshore Scheme and is a known location for bird watching. However, Wansbeck estuary is not considered of regional or national significance, as Northumberland contains numerous other sites for bird watching (upwards of 400 mentioned on birdguides.com). Wansbeck Estuary is also used for other recreational activities such as walking and fishing. It is

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considered that Wansbeck Estuary would only be of local importance and Low sensitivity, as per Table 15.12.

55. Within the LAI there are a number of designated paths. The following sections describe the various types of paths and trails within the LAI and their locations relative to the Onshore Scheme have been mapped on Figure 15.1 (Volume 4).

Long-Distance Routes

56. The King Charles III England Coast Path, a 4,345 km long distance trail, passes through the LAI and Onshore Scheme boundary, before turning to the north along Cambois Beach. When complete this will be the longest managed coastal path in the world and is considered to be of national importance and High sensitivity, as per Table 15.12 (National Trails, 2023).

Public Rights of Way

57. Within the LAI there are multiple recognised Public Rights of Way (PRoW), the majority of which are footpaths, with two bridleways also within the LAI. Two of the PRoWs cross the boundaries of the Onshore Scheme:

- 600/062; and
- 600/059.

58. PRoWs are considered to be of local importance and Low sensitivity, as per Table 15.12.


Access Land

59. The lack of any designated or recorded paths in parts of the LAI does not preclude the public from using other land within the LAI for recreational purposes. In accordance with the Countryside and Rights of Way Act 2000 (CROW Act), land mapped as ‘open country’, ‘registered common land’ and ‘coastal margin’ can allow for public access including for walking, bird-watching and sightseeing, the land does not allow for the riding of horses, bicycles or vehicles.

60. As shown on Figure 15.1 (Volume 4), the LAI does not include these land types but does include the Coastal Margins of the King Charles III England Coast Path, which is land between the trail and the sea, and is a type of land identified in the CROW Act and defined in the Access to the Countryside (Coastal Margin) (England) Order 2010. Some areas are not suitable for public access, such as mudflats or saltmarsh. Although associated with the King Charles III England Coast Path, the Coastal Margins are located across mudflats, have limited access, would not be the reason for visiting the Site, and is therefore is considered to be of local importance and Low sensitivity. Both are assessed as part of the King Charles III England Coast Path, with the worst case sensitivity rating of High is applied to both.

Cycling

61. Sustrans (2023) have mapped an on-road route, a 2,034 km National Cycle Route 1 (NCR 1), which is part of the National Cycle Network (NCN) and runs west to east through the centre of the Onshore Scheme boundary, before turning north, running parallel to the eastern boundary. NCR 1 runs from Dover to the Highlands, as well as joining Eurovelo 12, which connects NCR 1 with Norway via several European nations (Eurovelo, 2023). NCR 1 is therefore, considered to be of national importance and High sensitivity, as per Table 15.12.

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Horse Riding

62. There are no public facilities for horse riding within the LAI, however, there are three bridleways located to the south in Blyth which would be considered in kind with the PRowS to be of local importance and Low sensitivity, as per Table 15.12.

Beaches

63. Cambois Beach is located within the LAI for the Onshore Scheme and is the site of the proposed Landfall location, as shown on Figure 15.1. Data Strava heatmap data (Strava, 2023) shows that land north east of the Onshore Scheme boundary (Cambois Beach) is used for recreational purposes, mainly for running, but also lightly used for cycling. The Wintering Bird Survey Report (Volume3, Appendix 9.7 of the ES) confirmed that the Beach was heavily used by walkers and dog walkers over the survey months, with 2,998 of the 3,007 counted potential disturbance events being either a walker or a dog.

64. To aid in understanding its value as a tourism asset, the Keep Britain Tidy organisation presents annual awards. The Blue Flag award is an international award based on the most well-managed beaches with excellent water quality and environmental programmes, as well as the England-specific Seaside Award for the best beaches in England. It is noted that Cambois Beach has won neither award, which is not evident of a poor quality beach alone but could be indicative of less renown when regarding the potential for tourism (Keep Britain Tidy, 2023). Comparatively, the North East is home to 7 Blue flag Award and 8 Seaside Award winning beaches.

65. A further method of analysing beach quality is referring to the Bathing Water Directive (2006/7/EC). Although the UK is no longer a member of the European Union (EU), the Directive remains applicable to the UK as retained legislation. Cambois Beach is not registered as having the quality tested, however, South Blyth Beach, approximately 3 km south, is rated as 'Excellent', and Newbiggin South Beach, approximately 2 km to the north, is rated as 'Good' (Environment Agency, 2022). As bathing water quality can be a localised issue, it is difficult to infer the quality of Cambois Beach, however, its exclusion from being tested in favour of two relatively close beaches may further indicate lower usage than neighbouring sites. A Water Framework Directive (Council Directive 2000/60/EC establishing a framework for Community action in the field of water policy) (WFD) compliance assessment has been prepared as part of the Marine Scheme EIA to assess the effects of the Marine Scheme against the objectives for relevant designated waters, including Bathing Waters under the Bathing Water Directive (2006/7/EC). It has confirmed that there are no bathing waters situated within 2 km of the Marine Scheme Boundary.


66. The Cambois Connection Marine Scheme ES Water Framework Directive Assessment found that the Marine Scheme would have a minor adverse effect on WFD waterbodies which was not significant during construction, operation and maintenance and decommissioning. Concluding that:

'the Marine Scheme will not result in a deterioration of waterbodies, will not put at risk the 'good' status of waterbodies or the potential of any waterbodies and will not inhibit any waterbodies from progressing toward 'good' status or potential'.

67. Therefore, it is considered that Cambois Beach is of local importance and Low sensitivity, as per Table 15.12.

Marine Recreation

68. Chapter 15: Other Sea Users of the Cambois Connection Marine Scheme ES details the marine recreation seaward of the MHWS in the baseline and assesses the relevant likely significant effects. The following marine recreation information has been drawn from that Chapter where it is relevant to

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the intertidal area within the Study Area for socio-economic, recreational and tourism receptors, which concluded that there would be a minor adverse but not significant residual effect.

Recreational Sailing, Boating and Motor Cruising

69. The Northumberland coast is home to a number of recreational boating activities, ports and marinas, including the area within the scope of the Cambois Connection Marine Scheme ES Chapter 15: Other Sea Users study area, noting higher levels of recreational activities nearer the Landfall area.

70. It is considered that boating would not occur within the intertidal area due to the shallow water depths.

Offshore Angling

71. Offshore angling was described as occurring in low levels in the majority of the Cambois Connection Marine Scheme ES Chapter 15: Other Sea Users study area, with scattered areas of medium activity in the offshore area, with an area of medium to high activity nearer the Landfall.

72. It is considered that recreational angling utilising vessels would not occur within the intertidal area.

Diving

73. Although the Northumberland coast is popular with diving, the Cambois Connection Marine Scheme ES Chapter 15: Other Sea Users no popular dive sites were within 9 km of the Marine Scheme study area.

74. It is considered that diving would not occur within the intertidal area.

Water Sports

75. Cambois Connection Marine Scheme ES Chapter 15: Other Sea Users noted that the usage of recreational watercraft was concentrated in the territorial waters, with a region of medium to low activity near Whitley Bay. It was further noted that the Marine Scheme did not overlap with areas of surfing.

76. It is considered that water sports would not occur within a significant number within the intertidal area.

15.7.1.2.2. TOURISM


Tourism Attractions

77. Certain recreational activities, including those listed in the recreation baseline such as the King Charles III England Coast Path, are of sufficient prominence to draw visitors to the area and are therefore considered to also be tourist attractions.

78. The LAI does not include any of the nationally important tourism ‘destinations’ that draw tourists to Northumberland. It does include the Cambois Colliery Wheel to the north of the assessment boundaries at Landfall, a monument to the colliery which closed in 1968. This is considered to be of local importance and Low sensitivity, as per Table 15.12.

Accommodation

79. According to an online review of Airbnb, Google Maps and further accommodation websites, for local accommodation businesses, within the LAI, there are 10 accommodation businesses, all of which are self-catered. These accommodation businesses are considered to be of local value and Low sensitivity, as per Table 15.12.

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15.7.2. Future Baseline Scenario

80. The latest population projection data begins in 2018 (ONS, 2020), and shows a steady increase in the population of the Northumberland population beginning at 320,274 and increasing to 339,415 by 2043, which equates to a total increase of 19,141 over the 25-year period or 5.64%, shown on Plate 15-9.

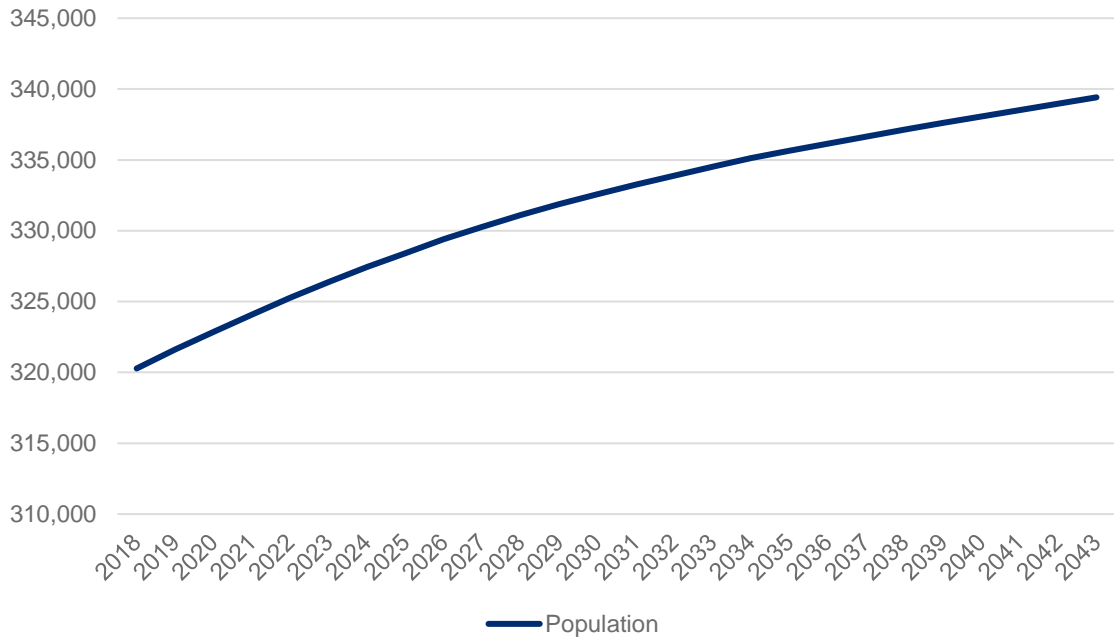



Plate 15-9 Projected population growth in Northumberland

- 81. In terms of proportional increase per year, 2018 to 2019 saw the highest growth of 0.41%, with the ONS model accounting for steady decline in the yearly growth, generally, as time progresses, with an average increase of 0.23% and a final, lowest, increase of 0.13%.
- 82. Comparatively, the total growth lower than the UK (8.43%) (ONS, 2019), although was higher than that of the North East region (3.95%) (ONS, 2020). This was also true for the average year-on-year increase, with the full changes shown on Plate 15-10.

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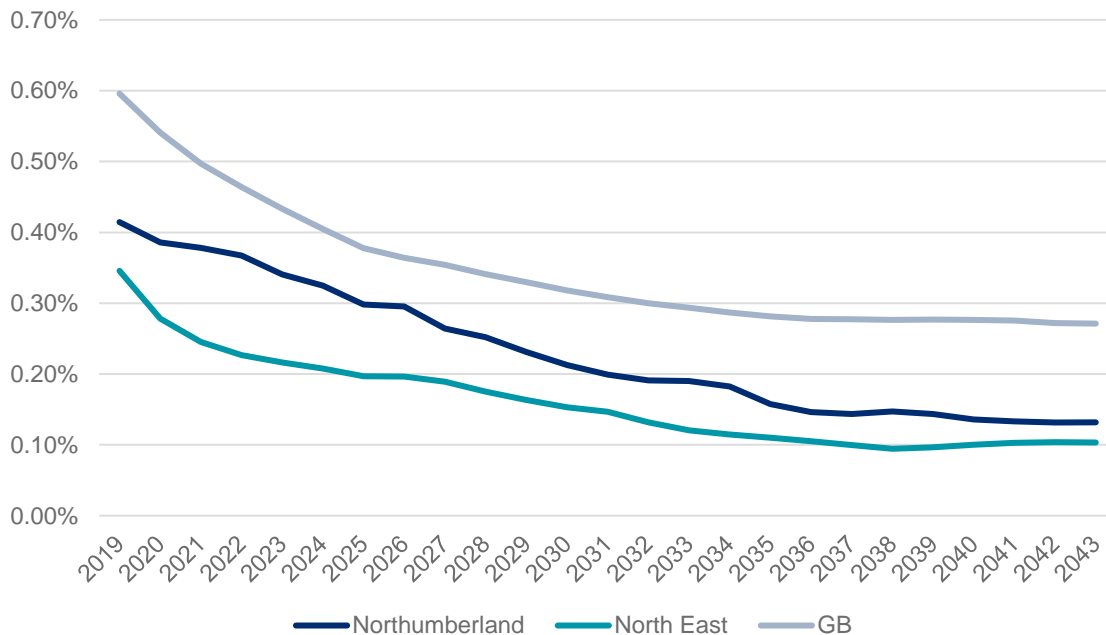



Plate 15-10 Comparative proportionate change in population

- 83. Plate 15-10 shows that the changes in population show a general trend of decreasing each year in each of the WSA with, proportionately, the largest decrease in growth being in North East, showing a 70.06% deceleration in growth from 2019 (0.35%) to 2043 (0.10%). Northumberland closely followed this trend with a 68.23% deceleration of growth, whilst the pace of GB’s decrease was comparatively less at 54.49%.
- 84. The projections illustrate that the future population baselines will increase, however, they would not increase drastically, and the pace of change will begin to slow. Within the local area and region, this change would become even less evident than that of the national scale, slowing to a 0.13% and 0.10% change per year, respectively.
- 85. Due to the impacts of the COVID pandemic and the subsequent recovery, it is expected that there would be an increase in tourism in Northumberland from the latest year that data is available, 2021. This year had begun with many areas still under some degree of restrictions as a result of the COVID tier system, including initial stay at home orders, followed by restrictions on the group numbers at certain venues and with a continuation of the advice to wear face masks, the results for 2022 would likely be a further increase.
- 86. Regarding the physical feature represented in the tourism and recreational LAI baseline, it is not expected that these receptors would undergo meaningful change.
- 87. Overall, it is considered that the future baseline would be broadly comparable with the baseline described in section 15.7.1.

15.7.3. Data Assumptions and Limitations

- 88. The data available at a national level can vary between Great Britain and United Kingdom. Although it is noted that these terms are often used interchangeably colloquially, it is recognised that there is a geographical difference, therefore a difference in the data may be evident as well. This occurs as a

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result of specific datasets only having data for mainland Great Britain, whilst others have data for the entire UK.

89. Where available, particularly from data sourced from ONS, Great Britain has been used, however, some sources and documentation used for estimations regarding forecasting the economic and labour impacts of developments of this nature may only be available at a UK spatial level. For the avoidance of doubt, the assessments have been based upon UK data where relevant.
90. The datasets for the population trends have a sharp decrease for the year 2021. This is likely due to mid-year adjustments and the use of interim results. These most recent results will have been modelled after the 2020-based principal projection and would be updated in subsequent projections which incorporate the Census 2021 data. Further to this is the uncertainty in the mid-2020 base year and the setting of long-term demographic assumptions following the onset of the COVID pandemic.
91. Due to changes in the coding of the qualification attainment data to reflect an updated qualification framework, ONS have suspended qualification estimates for the 2022 year, at the time of writing. Therefore, the latest year, January – December 2021, has been used and is still considered to be relevant.
92. For the future population projection, the UK population projections used the prior 2018 dataset despite the newer 2021 dataset being available. This is due to the latest sub-national data being based on the 2018 projection, in order to produce a more accurate comparison it was decided that the UK data should also be based upon the 2018 projection.
93. Some data was originally considered from the Berwick Bank Wind Farm EIA Application, Volume 4, Appendix 13.2: Socio-Economics Technical Impact Report. It was decided that the assumptions used in the Technical Report were themselves preliminary and subject to change as Berwick Bank Wind Farm evolved. The Technical Report was also prepared in 2021, prior to when the impact of the construction materials price inflation peaked at 26% in June 2022 was fully experienced (BCIS, 2023). However, the assumptions used in this assessment are consistent with the assumptions and the assessment undertaken in the Berwick Bank Wind Farm EIA Application, Volume 4, Appendix 13.2: Socio-Economics Technical Impact Report.
94. The data presented as baseline environment has been ascertained from the latest sources, where available and appropriate, however, the expenditure estimates rely upon a 2021 price base to allow for expenditure to be related to the ONS datasets used to estimate GVA and employment impacts. Effects of inflation are excluded from the assessment in line with guidance for the appraisal of major projects (HM Treasury, 2022). Assumptions used in the BVG report were themselves preliminary and subject to change as the project evolved. That report was also prepared in 2021 before the impact of construction sector price inflation was fully experienced.
95. In common with projects of a similar nature, no field surveys were undertaken to assess the real-time physical state and usage of the recreational and tourism receptors. Data has, however, been utilised from topics of other Chapters of this EIA, where relevant.

15.8. Key Parameters for Assessment

15.8.1. Maximum Design Scenario

96. As detailed in Chapter 3 of this ES (EIA Methodology), the Onshore Scheme uses a maximum design scenario (MDS) approach to inform the EIA. The MDS covers all components of, and activities

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associated with the construction, operation and maintenance and decommissioning of the Onshore Scheme.

97. The MDS parameters presented in this Chapter have been selected on the basis that they are those with potential to result in the greatest effect on an identified receptor or receptor group. These scenarios have been selected from the details provided in the Chapter 5: Project Description of this ES. Effects of greater adverse significance are not predicted to arise should any other development scenario, based on details within the MDS (e.g., alterations in layout), to that assessed here, be taken forward in the final design scheme.
98. The boundary and extent of the Onshore Scheme have been the subject of discussions with NCC. There are some design details related to the Onshore Scheme that are still to be finalised due to further ground investigations required, ongoing engineering design work and the procurement of cable and converter station suppliers which will define the final specification. The Site boundary has been chosen to allow flexibility to accommodate design details which will be subject to future Reserved Matters application(s) to NCC.
99. Given that the MDS is based on the design option (or combination of options) that represents the greatest potential for change, confidence can be held that development of any alternative options within the design parameters will give rise to no worse effects than assessed in this impact assessment. Table 15,9 presents the MDS for potential impacts on socio-economic, tourism and recreational receptors during construction, operation and maintenance and decommissioning.


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Table 15.9 MDS specific to the Socio-Economics, Tourism and Recreation assessment

Potential Impact	Maximum Design Scenario	Justification
Construction		
WSA Economy	<ul style="list-style-type: none"> • Construction is expected to occur over a 5-year period. • Estimation of costs are based on technical information supplied by Applicant. • Further assumptions use the per MW benchmark costs of developing an offshore windfarm (including onshore elements) developed by BVG Associates. • 10% allowance for contingency. • Expenditure does not include offshore development. • Expenditure was estimated to be £146.5 million. 	<ul style="list-style-type: none"> • Detailed costs are likely to be commercially sensitive and based upon more detailed information than available at this stage. • Estimates based on MW/temporal scale/industry benchmarks allow for broad representation of possible benefits.
WSA Employment	<ul style="list-style-type: none"> • Construction is expected to occur over a 5-year period. • Estimates provided by Applicant. • Conversion of expenditure estimates into estimates of construction stage employment • ONS data used to estimate employment per £1 million expenditure. • Workforce does not include offshore development. • Expenditure was estimated to be £146.5 million. 	<ul style="list-style-type: none"> • Exact workforce figures are unknown at this stage. Estimates based on well-founded methodology employed on similar developments throughout the UK, as described in section 15.6.
WSA housing and local services	<ul style="list-style-type: none"> • WSA baseline number of households based on ONS data. • High/low scenario based on results of employment assessment. • Maximum scenario of all workers being housed at each spatial level. 	<ul style="list-style-type: none"> • High scenario based on assessed maximum workforce, used to represent maximum adverse scenario for local housing and services.

Potential Impact	Maximum Design Scenario	Justification
Access to job opportunities by local residents	<ul style="list-style-type: none"> Maximum number of jobs based on employment assessment. Low case scenario is based on all employees being from elsewhere. Baseline data on economic activity sourced from ONS. 	<ul style="list-style-type: none"> Based on assessed level of employment for the Onshore Scheme. Maximum and minimum would represent highest and lowest magnitudes of impact.
LAI Impacts tourism assets	<ul style="list-style-type: none"> Trenchless techniques at Landfall therefore bypassing beach and immediate coastal roads. Construction occurring in phases. Onshore Converter Station located on land north of East Sleekburn in the east of the Onshore Scoping Boundary, as per Volume 4, Figure 5.1: Indicative Zones of Infrastructure. Existing North Sea Link substation screening views of Onshore Converter Station site from where the pavement emerges. Existing hedgerows and trees to the west, north and south screening the potential Onshore Converter Station site. Open trenching used for HVDC/HVAC Cable Routes. 	<ul style="list-style-type: none"> Currently no pavement on road in front of the Onshore Converter Station Zone. Access is maintained for the vast majority of the beach / coastal areas outside of the working area. Phased construction lowers the temporal scale of localised impacts. The Onshore Converter Station is beyond view of coastal area. Cable trenches may impact along HVDC/HVAC Cable Routes. Those cycling north of East Sleekburn would have their views the Onshore Converter Station screened by the existing North Sea Link (NSL) substation and the existing hedgerows and treeline. Users of the King Charles III England Coast Path would also benefit from the existing screening of the North Sea Link substation and the existing hedgerows and treeline, as well as the lower topography of the route to the south of the Onshore Converter Station, a further denser treeline, greater distance and the lack of pavement meaning they enter the access road for the Onshore Converter Station, east of the existing NSL substation access.
LAI Impacts recreational activities	<ul style="list-style-type: none"> Trenchless techniques at Landfall, therefore bypassing beach and immediate coastal roads. Construction occurring in phases. Onshore Converter Station on land north of East Sleekburn in the east of the Onshore Scoping Boundary, as per Volume 4, Figure 5.1: Indicative Zones of Infrastructure. No pavement on road in front of the potential Onshore Converter Station site. 	<ul style="list-style-type: none"> Access is maintained for the vast majority of the beach / coastal areas outside of the working area. Phased construction lowers the temporal scale of localised impacts. The Onshore Converter Station is beyond view of coastal area. Cable trenches may impact along HVDC/HVAC Cable Routes. Those cycling north of East Sleekburn would have their views of the Onshore Converter Station screened by the existing North Sea Link substation and the existing hedgerows and treeline.

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Potential Impact	Maximum Design Scenario	Justification
	<ul style="list-style-type: none"> Existing North Sea Link substation screening views of the Onshore Converter Station site from where the pavement emerges. Existing hedgerows and trees screening the potential Onshore Converter Station site. Open cut trenches used for HVDC/HVAC Cable Routes. Open cut trenching used for the grid connection. 	<ul style="list-style-type: none"> Users of the King Charles III England Coast Path would also benefit from the existing screening of the North Sea Link substation and the existing hedgerows and treeline, as well as the lower topography of the route to the south of the Onshore Converter Station a further denser treeline, greater distance and the lack of pavement meaning they enter the access road for the Onshore Converter Station , east of the existing NSL substation access.
Operation and Maintenance		
WSA Economy and Employment	<ul style="list-style-type: none"> Operational expenditure very limited directly and indirectly due to completion of the works, limited workforce and limited need of supply chain. Impacts on economy and employment are combined. No permanent workforce needed. Only periodic maintenance. Consisting of the Onshore Converter Station as main requirement for maintenance with less occasional cable maintenance. 	<ul style="list-style-type: none"> Based on experience with similar developments. Impacts on economy and employment are combined due to a much more limited expenditure and operational stage information, which would be needed for more definitive estimations.
WSA housing and local services	<ul style="list-style-type: none"> Operational expenditure very limited directly and indirectly due to completion of the works, limited workforce and limited need of supply chain. No permanent workforce needed. Only periodic maintenance. Consisting of the Onshore Converter Station as main requirement for maintenance with less occasional cable maintenance. 	<ul style="list-style-type: none"> Employment estimated based on experience with similar developments.

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Potential Impact	Maximum Design Scenario	Justification
Access to job opportunities by local residents	<ul style="list-style-type: none"> Operational expenditure very limited directly and indirectly due to completion of the works, limited workforce and limited need of supply chain. No permanent workforce needed. Only periodic maintenance. Consisting of the Onshore Converter Station as main requirement for maintenance with less occasional cable maintenance. 	<ul style="list-style-type: none"> Employment estimated based on experience with similar developments.
LAI Impacts tourism assets	<ul style="list-style-type: none"> Assumes Onshore Converter Station located on land north of East Sleekburn in the east of the Onshore Scoping Boundary, as per Volume 4, Figure 5.1: Indicative Zones of Infrastructure. No pavement on road in front of the potential Onshore Converter Station site. Existing North Sea Link substation screening views of the Onshore Converter Station from where the pavement emerge. Existing hedgerows and trees screening the Onshore Converter Station . Any impacts during construction will be reinstated. National Cycle Route 1 would be physically unconstrained. Coastal area would have no visible permanent development. Indoor receptors unimpacted by views. 	<ul style="list-style-type: none"> The only above ground infrastructure of the Onshore Scheme would be the Onshore Converter Station . Those cycling north of East Sleekburn would have their views of the Onshore Converter Station screened by the existing North Sea Link substation and the existing hedgerows and treeline. Users of the King Charles III England Coast Path would also benefit from the existing screening of the North Sea Link substation and the existing hedgerows and treeline, as well as the lower topography of the route to the south of the Onshore Converter Station , a further denser treeline, greater distance and the lack of pavement meaning they enter the access road for the Onshore Converter Station , east of the existing NSL substation access..
LAI Impacts recreational activities	<ul style="list-style-type: none"> Assumes Onshore Converter Station located on land north of East Sleekburn in the east of the Onshore Scoping Boundary, as per Volume 4, Figure 5.1: Indicative Zones of Infrastructure. No pavement on road in front of the potential Onshore Converter Station site. Existing North Sea Link substation screening views of the Onshore Converter Station from where the pavement emerge. 	<ul style="list-style-type: none"> The location of the Onshore Converter Station would be the main operational impacts and potentially only permanent impact related to the Onshore Scheme. Those cycling north of East Sleekburn would have their views of the Onshore Converter Station staiton screened by the existing North Sea Link substation and the existing hedgerows and treeline.

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Potential Impact	Maximum Design Scenario	Justification
	<ul style="list-style-type: none"> Existing hedgerows and trees screening the Onshore Converter Station . Any impacts during construction will be reinstated. Coastal area would have no visible permanent development. 	<ul style="list-style-type: none"> Users of the King Charles III England Coast Path would also benefit from the existing screening of the North Sea Link substation and the existing hedgerows and treeline, as well as the lower topography of the route to the south of the Onshore Converter Station , a further denser treeline, greater distance and the lack of pavement meaning they enter the access road of the Onshore Converter Station , east of the existing NSL substation access..
Decommissioning		
All Impacts	<ul style="list-style-type: none"> Impacts would be the same as those as the construction phase but to a lesser extent. Receptors considered as a whole. Methods and mitigations unknown. Operational life of up to 35 years. Onshore Converter Station and underground cables removed. Expenditure estimates are not possible. Receptor sensitivity is assumed not to change. The transition bays, Joint Bays and cable ducts (where used) left in situ. Decommissioning of underground cables would involve disconnection from operational cable, with options for leaving redundant cable in-situ or removal. Complete removal of underground cables similar activities and impacts to installation. 	<ul style="list-style-type: none"> Decommissioning for projects such as the Onshore Scheme are expected to mirror the impacts of the construction phase, albeit to a lesser scale. Expenditure estimates would not be possible due to the uncertainty over efficiencies gained from future technologies or the scarcities of necessary materials. It is recognised that standard industry practice, rules and legislation change over time. Decommissioning of underground cables would involve disconnection from the operational cables, with options for leaving them redundant in-situ or removing them. Removal is considered to be the MDS as it would involve similar activities to installation. Experience from similar developments allows estimations on the removal of infrastructure and maximum operational life.

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15.8.2. Impacts Scoped Out of the Assessment

100. Impacts scoped out of the assessment were agreed with key stakeholders through consultation following receipt of the Scoping Opinion from NCC in December 2022. These, together with a justification, are presented in Table 15.10.

Table 15.10 Impacts scoped out of the assessment for Socio-Economics, Tourism and Recreation


Potential Impact	Phase ⁵			Justification
	C	O	D	
Socio-cultural effects	✓	✓	✓	Given the location of the Onshore Scheme, activities associated with the operation and maintenance phases of the Onshore Scheme and the potential for significant impacts on socio-cultural effects are considered to be limited. Therefore, this potential impact has not been taken forward for further assessment.

15.9. Methodology for Assessment of Effects

15.9.1. Overview

101. There are no published standards or technical guidelines that set out a preferred methodology for assessing the likely socio-economic effects of the onshore elements and infrastructure of an offshore wind farm. However, there is a series of commonly used methodologies for such assessment, including those set out in Chapter 3: EIA Methodology, as well as recognised approaches to quantifying economic effects both during the construction of a development and following its completion, that have been widely used in other similar developments. These have been adopted here and are described below.
102. The approach to the socio-economic assessment is presented in two parts, addressing both the economic and employment aspects of the WSA assessment and the local recreation and tourism elements of the LAI assessment.
103. The WSA assessment comprises a quantitative assessment of the likely impacts on the WSA (as defined in section 15.3) in terms of additional GVA and contribution to the labour market. Which are calculated by the conversion of the expenditure estimates outlined in section 15.6.1 into the estimates of construction stage employment and GVA.
104. ONS data from the following datasets was used to develop impact coefficients and ratios used in the estimation of the Onshore Scheme's impacts:
- Annual Business Survey regional reference tables (ONS, 2023b); and
 - Business Register and Employment Survey (ONS, 2022b).

⁵ C = Construction, O = Operational and maintenance, D = Decommissioning


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105. These data sets were used to estimate the potential direct and indirect employment and GVA effects likely to occur in each impact area for every £1 million of the Onshore Scheme’s expenditure considered likely to occur in that area for each of the scenarios (i.e., the low and high scenarios respectively).
106. It is useful to distinguish between three types of effects generated by infrastructure developments such as the Onshore Scheme,
- **Direct effects:** Employment and GVA which is associated with the first round of capital expenditure within each impact area used in the assessment;
 - **Indirect effects:** Employment and GVA associated with the supply of goods and services to main contractors by other companies located within each impact area of the assessment; and
 - **Induced effects:** Further economic activity (beyond direct and indirect effects) that occur with each impact area, which are associated with additional local income effects and local supplier purchases.
107. In the case of developments such as the Onshore Scheme, it can be difficult to distinguish between direct and indirect effects. For this reason, it is common practice for this type of assessment to assess and quantify direct and indirect effects in combination, and this is the approach taken here.
108. Induced employment and GVA impacts for have been estimated based on Type I and Type II multiplier coefficients obtained from Input Output tables published by Scottish Government (2022)⁶ for the types of industrial activity relevant to the Onshore Scheme.
109. For the operational phase effects, quantitative economic modelling has been undertaken based on information regarding likely creation of permanent jobs, based on experience of similar developments and information provided by the Applicant. As well as direct job creation (e.g., facility management and maintenance), the assessment models indirect and induced job effects (i.e., supply chain jobs and multiplier effects; and jobs arising from investment of funds from a potential community benefit fund).
110. The Onshore Scheme may also have direct and indirect effects on tourism and recreation receptors within the LAI. This part of the socio-economic assessment comprises a qualitative assessment of the effects of the Onshore Scheme on receptors within the LAI, including: PRoWs, recreational paths, long-distance routes, and tourist attractions.
111. This Chapter assesses the significance of the likely socio-economic effects of the Onshore Scheme based on the magnitude of the impacts and the sensitivity of the receptor groups. The following sections set out the criteria for establishing magnitude of impact and sensitivity of the receptors.

15.9.2. Impact Assessment Criteria

112. There are no published standards that define thresholds of magnitude for socio-economic, tourism or recreation impacts. In order to aid clear and robust identification of significant effects, specific and targeted criteria for defining the magnitude of impacts have been developed for this assessment based on experience on other similar developments. The following four levels of magnitude have been adopted using professional judgement: High; Medium; Low and Negligible. These impacts can be


⁶ Scottish coefficients were used as they are the most recently published coefficients for a UK regional economy. English regional coefficients are much older and do not reflect technological advances relevant to a project such as this.

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beneficial, adverse or neutral. The criteria for defining magnitude in this Chapter are outlined in Table 15.11.

Table 15.11 Definition of terms relating to the magnitude of impacts

Magnitude of Impact	Receptor Group	Definition
High	WSA economy	An impact that would dominate over baseline economic conditions by >10%.
	WSA labour market	An impact that would dominate over baseline labour market conditions and/or would affect a large proportion (>10%) of the existing resident workforce.
	WSA tourism and visitor economy	An impact that would dominate over baseline tourism and visitor economy conditions.
	LAI Tourism and recreation assets	An impact that would be expected to cause a major restriction of access to or availability of tourism and visitor assets in the LAI or would result in a major change to existing patterns of use.
Medium	WSA economy	An impact that would be expected to result in a moderate change to baseline economic conditions by >5%.
	WSA labour market	An impact that would be expected to result in a moderate change to baseline labour market conditions and/or would affect a moderate proportion (>5%) of the existing resident workforce.
	WSA tourism and visitor economy	An impact that would be expected to result in a moderate change to baseline tourism and visitor economy conditions.
	LAI Tourism and recreation assets	An impact that would be expected to have a moderate restriction of access to or availability of tourism and visitor assets in the LAI or would result in a moderate change to existing patterns of use.
Low	WSA economy	An impact that would be expected to result in a perceptible difference from baseline economic conditions by >0.5%.
	WSA labour market	An impact that would be expected to result in a perceptible difference from baseline labour market conditions and/or would affect a small proportion (>0.5%) of the existing resident workforce.
	WSA tourism and visitor economy	An impact that would be expected to result in a perceptible difference to baseline tourism and visitor economy conditions
	LAI Tourism and recreation assets	An impact that would be expected to have a small restriction of access to or availability of tourism and visitor assets in the LAI or would result in a small change to existing patterns of use.
Negligible	WSA economy	An impact that would not be expected to result in a measurable variation from baseline economic conditions.
	WSA labour market	An impact that would not be expected to result in a measurable variation from baseline labour market conditions.
	WSA tourism and visitor economy	An impact that would not be expected to result in a measurable variation from baseline tourism and visitor economy conditions
	LAI Tourism and recreation assets	An impact that would be unlikely to result in a noticeable difference to tourism and visitor assets in the LAI.

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113. There are no published standards that define receptor sensitivity in relation to socio-economic assessment. As a rule, the sensitivity of each receptor or receptor group is based on its importance or scale and the ability of the baseline to absorb or be influenced by the identified effects. For example, a receptor (such as a public footpath or a supply chain business) is considered less sensitive if there are alternatives with capacity within the study area. In assigning receptor sensitivity, consideration has been given to the following:

- The importance of the receptor e.g., local, regional, national, international;
- The availability of comparable alternatives;
- The ease at which the receptor could be replaced.
- The capacity of the receptor to accommodate the identified impacts over a period of time; and
- The level of usage and nature of users (e.g., sensitive groups such as people with disabilities).

114. Based upon professional judgement and experience on other similar developments, four levels of sensitivity have been used: High; Medium; Low; and Negligible, which would differ from Chapter 3: EIA Methodology. This is due to the Very High and High values being negligibly different in the context of the topic and the 4 levelled scale has been used extensively on other developments. The criteria for defining sensitivity in this Chapter are outlined in Table 15.12 below.

Table 15.12 Definition of terms relating to the sensitivity of the receptor

Value (Sensitivity of the Receptor)	Description
High	The receptor: <ul style="list-style-type: none"> • has little or no capacity to absorb change without fundamentally altering its present character; or • is of high socio-economic, recreational, or tourism value²; or • is of national or international importance; or • is accorded priority in national policy; or • has no alternatives with available capacity within its catchment area; or • is a destination in its own right (as regards tourism and visitor attractions).
Medium	The receptor: <ul style="list-style-type: none"> • has moderate capacity to absorb change without fundamentally altering its present character; or • has a moderate socio-economic, recreational or tourism value; or • is of regional importance; or • is accorded priority in local policy; or • has some alternatives with available capacity within its catchment area; or • is a destination for people already visiting the area (as regards tourism and visitor attractions); or • forms a cluster of low sensitivity receptors.
Low	The receptor: <ul style="list-style-type: none"> • is tolerant of change without detriment to its character; or • is of low socio-economic, recreational or tourism value; or • is of local importance; or • is accorded low priority in policy; or • is an incidental destination for people already visiting the area (as regards tourism and visitor attractions).
Negligible	The receptor: <ul style="list-style-type: none"> • is tolerant of change; • is of low socio-economic, recreational or tourism value; or • there is a wide choice of alternatives with available capacity within its catchment area.

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115. In considering the sensitivity of a receptor it is important to remember that, in the case of socio-economic assessment, the sensitivity is often subjective and different receptors will have differing sensitivities depending on matters such as the economic profile of the local area, perception of the type of development and attitude to the potential benefits of a development. This assessment is based on the assumption of a worst-case which assumes that there is a negative perception of the Onshore Scheme, although this may not be the case for all receptors.

116. The significance of the effect upon socio-economic receptors is determined by correlating the magnitude of the impact and the sensitivity of the receptor, as outlined in Table 15.13 below.

Table 15.13 Matrix for the assessment of significance of effect

		Magnitude of Impact				
		No Change	Negligible	Low	Medium	High
Sensitivity of Receptor	Negligible	Negligible	Negligible	Negligible to Minor	Negligible to Minor	Minor
	Low	Negligible	Negligible to Minor	Negligible to Minor	Minor	Minor to Moderate
	Medium	Negligible	Negligible to Minor	Minor	Moderate	Moderate to Major
	High	Negligible	Minor	Minor to Moderate	Moderate to Major	Major


117. Effects may be positive (beneficial) or negative (adverse). Where an effect is classified as major, this is considered to represent a ‘significant effect’ in terms of the EIA Regulations. Where an effect is classified as moderate, this may be considered to represent a ‘significant effect’ but should always be subject to professional judgement and interpretation, particularly where the sensitivity or impact magnitude levels are not clear or are borderline between categories or the impact is intermittent.

118. The level of effects matrix shown in Table 15.13 therefore provides a guide to decision making, but is not a substitute for professional judgement. Impacts and effects can be beneficial, neutral or adverse and these would be specified where applicable. It should be noted that significant effects need not be unacceptable or irreversible.

15.10. Measures Adopted as part of the Onshore Scheme

119. As part of the Onshore Scheme design process, a number of measures have been incorporated as part of the Onshore Scheme design (referred to as ‘designed in measures’) and measures which will be implemented regardless of the impact assessment (referred to as ‘tertiary mitigation’). As there is a commitment to implementing these measures, they are considered inherently part of the design of the Onshore Scheme and have therefore been considered in the assessment presented in section 15.11 (i.e. the determination of magnitude and therefore significance assumes implementation of these measures).

120. With specific consideration of socio-economics, tourism and recreation, rather than mitigation there are also potential opportunities to secure enhanced beneficial effects within the socio-economics and tourism WSI and LAI.

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121. The Applicant has already engaged in early stage discussions with potential Tier 1 suppliers and key national and regional socio-economic stakeholders. This builds on existing working relationships established via other offshore wind projects that have been developed or are in development by the Applicant.
122. The Applicant is committed to the creation of a Community Benefit Fund pending the grant of consent for the Project. A Berwick Bank Community Benefit Fund would be established in partnership with local stakeholders to ensure that local communities help set the priorities for the fund, as well as decide on what gets funded. The details of the Community Benefit Fund would be established after a consent determination has been made. Ahead of establishing any formal Fund, the Project team are keen to support local initiatives where possible and have invited local stakeholders to discuss opportunities directly with the Project team.



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Table 15.14 Measures adopted as part of the Onshore Scheme (designed-in measures & tertiary mitigation)

Mitigation Measure	Justification
Use of trenchless technology cable installation measures at Landfall	At Landfall the use of trenchless installation techniques, e.g., Horizontal Directional Drilling (HDD), will be employed to avoid any severance or physical disruption at the Landfall. The usage of trenchless techniques would allow for the avoidance of restrictions to the coastal road, King Charles III England Coast Path and wider restrictions to the beach.
Rolling Construction	The cable corridor construction will be undertaken in stages, in order that the entirety of the construction works, and any related closures or diversions, do not occur simultaneously. This phased approach enables the gradual restoration of the export cable corridor to its original state as quickly as practicable, reducing closures and lessening the impact of the construction process.
Construction Environmental Management Plan (CEMP)	A CEMP will be developed and adhered to, and will set out the management measures, commitments, and working standards proposed to be adopted and implemented throughout the construction process. These include good practice measures with regard to traffic management, control of noise and dust, signage and provisions for maintaining access for walkers.). An outline CEMP has been provided as part of this application (Technical Appendix 5.1, Volume 3).
Code of Construction Plan (CoCP)	Prior to the commencement of construction, a CoCP will be prepared setting out all construction commitments to be adhered to, to reduce and/or manage potential environmental impacts as a result of the construction works.
Public Access Management Plan (PAMP)	A Public Access Management Plan will be prepared with the aim of determining the option with the lowest practicable impact to users if diversions are needed or in the unlikely case of temporary closures. Any closures or diversions of PRowS would be communicated to the relevant authorities in advanced of the works commencing, indicating the extent, duration and mitigation opportunities present. Further communications are also recommended for the PAMP to include a provision for the applicant to consult with neighbouring developments, including those noted in Table 15.27 prior to the submission of these plans to NCC. The purpose of these would be to understand the timings, locations and directions of workings, as well as their respective impacts on recreational routes. Should diversions or closures be necessary, agreements could be considered to minimise their occurrence and length.
Supply Chain Engagement Plan	A Supply Chain Engagement Plan will be prepared which will set out initiatives to enhance opportunities for procurement from local suppliers and to drive the investment in new facilities associated with the development, manufacturing and supply, and construction / installation supply chain. This looks to act on the opportunity presented by a more reliable pipeline of offshore wind sector activity and tackle the historic lack of investment in supply chain capacity.
Route selection and avoidance	The Project has undergone a site selection process which has involved incorporating environmental considerations in collaboration with the engineering design requirements. Careful routing of the onshore infrastructure including commitment to trenchless techniques at Landfall to avoid key areas of sensitivity. Further detail on this is provided in Volume 2, Chapter 4: Site Selection and Consideration of Alternatives.

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15.11. Assessment of Likely Significant Effects

123. The potential impacts arising from the construction, operation and maintenance and decommissioning phases of the Onshore Scheme are listed in Table 15.9.
124. along with the MDS against which each impact has been assessed.
125. An assessment of the likely significance of the effects of the Onshore Scheme on socio-economic receptors caused by each identified impact is given below.

15.11.1. Potential Effects During Construction

WSA ECONOMY

15.11.1.1. INTRODUCTION OF IMPACT

126. The impacts of the construction phase economy are assessed for three spatial areas: Northumberland; North East England; and the United Kingdom as a whole. Information from the Applicant regarding the expected 5-year construction phase and technical specifications was combined with assumptions on the benchmark costs per MW produced to give an estimation of the total expenditure for the Onshore Scheme, including a 10% contingency as part of a precautionary approach to amount to £148.5 million, as set out in section 15.9.1. The expenditure estimates are then converted to give estimates of construction stage GVA.


15.11.1.2. MAGNITUDE OF IMPACT

127. Using the sources summarised in sections 15.6, 23 and 15.9, Table 15.15 sets out estimates of direct GVA impacts that have been derived for the low and high scenarios for three spatial areas: Northumberland; the North East; and the UK as a whole. These estimates are set out for both the development period as a whole (i.e., 5 years) and on an average per annum basis. The estimates utilise a 2021 price base.

Table 15.15 Estimates of development stage GVA impacts (£millions, 2021 prices)

Spatial Area	Low Scenario GVA (overall)	High Scenario GVA (overall)	Low Scenario GVA (per annum)	High Scenario GVA (per annum)
Northumberland	4.8	12.2	1.0	2.4
North East England	12.1	27.4	2.4	5.5
United Kingdom	40.8	59.4	8.2	11.9

128. For Northumberland, the annual additional GVA that would be expected to be generated by the Onshore Scheme is between £1.0 million and £2.4 million per annum. The equivalent ranges for the other areas are:
- North East England: between £2.4 million and £5.5 million per annum; and
 - UK: between £8.2 million and £11.9 million per annum.

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129. Estimates of annual GVA by local authority area and region are available from the ONS. Compared to baseline figures for 2021, the expected annual contribution of the Onshore Scheme to the Northumberland economy under the low scenario would be approximately 0.02%, which is considered to be Negligible.
130. The proportionate effects of the Onshore Scheme on the North East economy under the low scenario are also expected to be small, at around 0.006% of the regional economy, which is also considered to be Negligible.
131. At the UK level, the annual contribution to national output is expected to be less than 0.001% under the low scenario, which is also considered to be Negligible.
132. The overall impact is predicted to be of a local, regional and national spatial extent, short term duration, continuous and low reversibility. It is predicted that the impact will affect the receptor both directly and indirectly. However, given the context of the scale of the impact, the magnitude is therefore considered to be Negligible.

15.11.1.3. SENSITIVITY OF THE RECEPTOR


133. Economic growth is a matter of high importance at international and national level for all levels of government throughout the world. This is reflected in each of the relative WSA spatial areas having major policies specifically aimed at securing economic growth at a national level (HM Treasury, 2022a), regional level (North East LEP, 2022) and local level (NCC, 2018). The economy at all spatial areas is of critical importance to the community, businesses and governments, where major impacts could be felt at larger scales than where they were originally initiated.
134. The relative spatial areas' economies are deemed to be of high vulnerability, low recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.1.4. SIGNIFICANCE OF THE EFFECT

135. The sensitivity of the local WSA economy at the Northumberland spatial areas is considered to be High and the magnitude of the impact relative local WSA spatial areas is considered to be Negligible. The combination of the magnitude and sensitivity leads to a predicted effect of **minor beneficial**, which is **not significant** in EIA terms.
136. The regional WSA economy at the North East spatial area is considered to be High and the magnitude is assessed to be Negligible. The effect of the economy receptor is considered to be **minor beneficial** and **not significant** in EIA terms.
137. The national WSA economy at the UK spatial area is considered to be High and the magnitude is assessed to be Negligible. The effect of the economy receptor is considered to be **minor beneficial** and **not significant** in EIA terms.
138. The assessment considers the worst-case scenario of the range of receptors assessed, in the case of the WSA economy, all receptors were of equal sensitivity and magnitude, therefore, of equal level of effect and significance, **minor beneficial** and **not significant**.

15.11.1.5. SECONDARY MITIGATION AND RESIDUAL EFFECTS

139. No secondary mitigation is considered necessary because the likely effect is considered beneficial. The residual effect would therefore remain as **minor beneficial** and **not significant** in EIA terms.

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WSA EMPLOYMENT

15.11.1.6. INTRODUCTION OF IMPACT

140. The impacts of the construction phase employment are assessed for three spatial areas: Northumberland; North East England; and the United Kingdom as a whole. Information from the Applicant regarding the expected 5-year construction phase and technical specifications was combined with assumptions on the benchmark costs per MW produced to give an estimation of the total expenditure for the Onshore Scheme, including a 10% contingency as part of a pre-cautionary approach, to amount to £148.5 million, as set out in section 15.9. The expenditure estimates are then converted to give estimates of construction stage employment per £1 million expenditure. It is noted that the workforce does not include those of the Marine Scheme, which has been assessed as part of the cumulative effects assessment, in section 15.13.

15.11.1.7. MAGNITUDE OF IMPACT

141. Table 15.16 presents the estimates of the magnitude of the impact, focusing on expected employment outcomes under the alternative scenarios. The estimates are provided on a ‘person year’ basis for the construction and installation period as a whole, as well as on an average annual basis.

Table 15.16 Estimates of development stage employment effects

Spatial Area	Low Scenario Employment (overall) ⁷	High Scenario Employment (overall)	Low Scenario Employment (per annum)	High Scenario Employment (per annum)
Northumberland	75	188	15	38
North East England	186	423	37	85
United Kingdom	625	915	125	183


142. In terms of employment outcomes, in Northumberland, between 15 and 38 net additional jobs per annum would be expected to be generated during the construction, and commissioning stage of the Onshore Scheme. This total includes direct jobs, those in supply chain industries, and those created through multiplier effects.

143. The equivalent totals for the other areas are:

- North East England: between 37 and 85 net additional jobs per annum; and
- UK: between 125 and 183 net additional jobs per annum.

144. Estimates of employment in UK regions and local authority areas, as well as for the UK as a whole are available from the ONS. Compared to baseline figures for 2021, the expected annual contribution of the Onshore Scheme to the Northumberland employment base under the low scenario would be approximately 0.012%, which is considered to be Negligible.

⁷ Overall employment is in reference to the additional jobs created as a result of the Onshore Scheme construction.

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145. Similarly, the proportionate effects of the Onshore Scheme on the employment base of the North East region as a whole under the low scenario are also expected to be very small, at around 0.003%. This increment is also considered to be Negligible.
146. At the UK level, the expected increment to national employment under the low scenario is expected to be less than 0.001%, which is considered to be Negligible.
147. The overall impact is predicted to be of a local, regional and national spatial extent, short term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor both directly and indirectly. However, given the context of the scale of the impact, the magnitude is therefore considered to be Negligible.

15.11.1.8. SENSITIVITY OF THE RECEPTOR

148. The relative labour markets of the three defined WSA spatial areas are each considered to be of crucial importance. The retention and creation of jobs are identified as key issues at the various levels of government considered in the assessment, including at the national (DWP, 2023), regional (North East LEP, 2022), and local (NCC, 2022a) levels. On this basis, the sensitivity of the receptor (i.e. employment) is therefore considered to be High at all three spatial levels outlined.
149. The labour market is deemed to be of high vulnerability, low recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.1.9. SIGNIFICANCE OF THE EFFECT

150. The sensitivity of the local WSA labour market at the Northumberland spatial areas is considered to be High and the magnitude of the impact relative to the local WSA spatial areas is considered to be Negligible. The combination of the magnitude and sensitivity leads to a predicted effect of **minor beneficial**, which is not significant in EIA terms.
151. The regional WSA labour market at the North East spatial area is considered to be **High** and the magnitude is assessed to be Negligible. The effect of the economy receptor is considered to be **minor beneficial** and not significant in EIA terms.
152. The national WSA labour market at the UK spatial area is considered to be High and the magnitude is assessed to be Negligible. The effect of the economy receptor is considered to be **minor beneficial** and **not significant** in EIA terms.
153. The assessment considers the worst-case scenario of the range of receptors assessed, in the case of the WSA employment, all receptors were of equal sensitivity and magnitude, therefore, of equal level of effect and significance, **minor beneficial** and **not significant** in EIA terms.


15.11.1.10. SECONDARY MITIGATION AND RESIDUAL EFFECTS

154. No secondary mitigation is considered necessary because the likely effect is considered beneficial. The residual effect would therefore remain as **minor beneficial** and **not significant** in EIA terms.

WSA HOUSING & LOCAL SERVICES

15.11.1.1. INTRODUCTION OF IMPACT

155. Housing and the related local services, such as recycling, waste removal and water supply, could be impacted by the Onshore Scheme during construction through the increase of permanent and/or

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temporary residents within the local level WSA of Northumberland. The high / low scenario has been based upon the results of the WSA Employment assessment, with the maximum scenario of all workers being housed at each spatial level.

156. Potential impacts could be:

- Competition for housing;
- Strain on local services; or
- Increased house prices.

157. This could result via an external workforce entering the area to construct the Onshore Scheme from outwith Northumberland and opting to remain there after the construction is complete.

158. During the construction phase of the Onshore Scheme, as outlined in section 15.11.1.7, in Northumberland between 75 and 188 net additional jobs in total would be expected to be generated. This total includes direct jobs, those in supply chain industries, and those created through multiplier effects.

159. Under the high scenario, assuming all workers associated with the Onshore Scheme would be required to relocate to Northumberland for the duration of the construction phase, this would reduce the availability of housing in Northumberland by a maximum of 188 residences annually throughout construction.

15.11.1.2. MAGNITUDE OF IMPACT

160. From the baseline, in 2021, there were approximately 94,000 households across Northumberland. Under the high scenario, the housing required by workers associated with the Onshore Scheme would account for 0.2% of the housing market. On this the magnitude of the impact of the Onshore Scheme would have on housing in the local spatial area is considered to be Negligible.


161. Equally, the high scenario for additional housing required in the North East due to the Onshore Scheme would be 423 residences, 0.05% of the 841,200 total households in the North East. Proportionately, the magnitude of the impact on the regional spatial area is considered to be Negligible.

162. The high scenario for additional housing required in the UK due to the Onshore Scheme would be 915 residences, 0.004% of the 20,417,700 total households in Great Britain. When considering the assessment criteria, the magnitude of the impact of the Onshore Scheme would have on housing in the national spatial area is Negligible.

163. The impact has been predicted at a local, regional, and national spatial extent, and would be short term duration, continuous and high reversibility. It is predicted that the impact will affect the receptor directly, however not of a scale that would cause a noticeable effect, the overall magnitude is therefore considered to be Negligible.

15.11.1.3. SENSITIVITY OF RECEPTOR

164. Housing is identified as a major priority at the various levels of government considered in the assessment, as identified in the baseline, with targets to reduce the gap on housing needs for each of the spatial areas considered. Housing on an individual level is considered to be a basic need, excess numbers of those needing homes comparative to the availability of homes could lead to an increase of those without homes or in the unaffordability of homes, each of which are also considered to major issues by the three spatial levels.

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165. The increase in population could also lead to an impact in local services. With current budgets of authorities throughout GB considered to be tight to varying degrees and the cruciality of many of these local services, it is also considered to a major issue.
166. The relevant spatial area’s housing and local services are deemed to be of high vulnerability, medium recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.1.4. **SIGNIFICANCE OF THE EFFECT**

167. Overall, the magnitude of the impact is deemed to be Negligible, and the sensitivity of the receptor is considered to be High. The effect would, therefore, be of **minor adverse significance**, which is **not significant** in EIA terms.
168. The assessment considers the worst-case scenario of the range of receptors assessed, in the case of the WSA housing, all receptors were of equal sensitivity and magnitude, therefore, of equal level of effect and significance, **minor adverse** and **not significant** in EIA terms.


15.11.1.5. **SECONDARY MITIGATION AND RESIDUAL EFFECTS**

169. No socio-economic, tourism and recreation secondary mitigation is considered necessary because the likely effect is considered beneficial. The residual effect would therefore remain as **minor adverse** and **not significant** in EIA terms.

ACCESS TO JOB OPPORTUNITIES BY LOCAL RESIDENTS

15.11.1.6. **INTRODUCTION OF IMPACT**

170. As noted, the Onshore Scheme would lead to an increase in construction jobs. Securing these, or a portion thereof, could have positive impacts to the local labour market. The WSA employment assessment estimated that a range of 75 – 188 jobs would be created in total, with this equating to 15 – 38 jobs being produced per annum, in Northumberland. The maximum scenario is based on all employment being located elsewhere whilst the lowest would be all employment being sourced locally.
171. An increase in jobs for a local labour market could result in increased employment, increase in local finances through the taxes and in an increase in local GVA through greater expenditure. Should construction roles be imported, then the baseline would remain and there would be no effect.
172. The Applicant engaged in early stage discussions with a variety of stakeholders on matters relating to local benefits. skills and inward investment and also attended a local Cramlington skills fair, to discuss avenues for local benefits in terms of skills, labour and education in Northumberland. As well as undertaking local stakeholder mapping exercises to maximise local benefits. This builds on existing working relationships established via other offshore wind developments that have been developed or are in development by the Applicant.
173. The Applicant was invited and accepted invitation to a local Cramlington Skills Fair, arranged by local MP Ian Levy on 10 Feb 2023. The aim of which was to discuss avenues for local benefits in terms of skills, labour and education to be felt within the Northumberland area. The Applicant has procured specialist, local knowledge via Fusion PR & Creative to support with local stakeholder engagement and to assist the Applicant in better understanding how to maximise local benefits in the Cambois and wider Blyth area.

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15.11.1.7. MAGNITUDE OF IMPACT

174. The high case scenario of the creation of local jobs would equate to 188 in total, whilst the lowest case would be 0. When considering the baseline of economically active people in Northumberland, 144,900, the high case scenario would account for approximately 0.13% of economic activity, whilst the low case scenario would be no effect.
175. Further to this, the construction phase would be temporary over a period of up to five years, which could mean a subsequent loss of these local roles once the Onshore Scheme becomes operational.
176. The engagement of Tier 1 suppliers and process of understanding how to maximise local opportunity would be beneficial, however, would not be factored into the assessment because it is not yet a firm commitment, as well as the high case scenario considering maximum local employment.
177. The impact is predicted to be of local spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will affect the receptor directly. The magnitude is therefore considered to be Negligible.

15.11.1.8. SENSITIVITY OF THE RECEPTOR

178. The labour markets of the local WSA spatial areas is considered to be of crucial importance. The retention and creation of jobs creation are identified as key issues within policies for the local authority (NCC, 2022a) levels.
179. The local labour market is deemed to be of high vulnerability, low recoverability, and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.1.9. SIGNIFICANCE OF THE EFFECT

180. Overall, the magnitude of the impact is deemed to be Negligible, and the sensitivity of the receptor is considered to be High. The effect will, therefore, be of **minor beneficial significance**, which is **not significant** in EIA terms.


15.11.1.10. SECONDARY MITIGATION AND RESIDUAL EFFECTS

181. No secondary mitigation is considered necessary because the likely effect is considered beneficial. The residual effect would therefore remain as **minor beneficial** and **not significant** in EIA terms.

EFFECTS ON RECREATIONAL ACTIVITIES

15.11.1.11. INTRODUCTION OF IMPACT

182. The recreational assessment assumes that there would be the usage of trenchless techniques at Landfall to bypass the beach and immediate costal roads, the construction of the HVDC/HVAC Cable Routes would occur in phases and consist mainly of trenching, including the grid connection, and that the Onshore Converter Station would be located on land north of East Sleekburn, as per Volume 4, Figure 5.1 (Indicative Zones of Infrastructure).
183. The evidence presented within the baseline analysis indicates that there are several recreational receptors that may be affected by construction activity, which include:
- Formal recreational facilities;
 - Informal recreational facilities;

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- PRowS;
- Long-distance walking routes; and
- NCR 1.

15.11.1.12. MAGNITUDE OF IMPACT

184. The analysis as part of the baseline research has identified five different recreational assets to assess within the LAI. The magnitude will be in reference to the greatest level of effect of the construction of the Landfall, the installation of the HVDC/HVAC Cable Routes and the construction of the Onshore Converter Station.
185. Table 15.17 identifies and assesses the potential magnitude of the impact of the construction of the Onshore Scheme on these seven types of recreational activities.

Table 15.17 Magnitude of the construction phase impacts on recreational activities

Receptor	Magnitude	Justification
The Fifth Point	Negligible	As the receptor is located south of the River Blyth from the Onshore Scheme, and the use of the facility takes place indoors, hence this receptor would not be impacted physically or visually by the Onshore Scheme.
Forward Fitness North East	Negligible	As the receptor is located south of the River Blyth from the Onshore Scheme, and the use of the facility takes place indoors, hence this receptor would not be impacted physically or visually by the Onshore Scheme.
Bounce	Negligible	As the receptor is located south of the River Blyth from the Onshore Scheme, and the use of the facility takes place indoors, hence this receptor would not be impacted physically or visually by the Onshore Scheme.
Wansbeck Estuary	Negligible	The magnitude of the impact of construction on the use of Wansbeck Estuary as a recreation asset for bird watching, as well as walking and fishing is deemed to be Negligible, as whilst part of the Estuary falls within the LAI, it lies outwith the Onshore Scheme boundary, and there will be no physical impacts to the use of the asset. It is possible that the proposed works may cause minor visual impacts to the use of this site, however these impacts would be of a limited, temporary and reversible nature. Visual impacts are assessed in Chapter 7: Landscape and Visual Amenity.
PRow	Low	There are two PRowS that are located within the proposed Onshore Scheme boundary and would be directly impacted by the construction works. The magnitude of impact to these PRowS would be Low, due to designed in mitigation such as the phased construction process, and the mitigation to be provided in accordance with the PAMP, used to aid in diverting usage and informing users.
King Charles III England Coast Path	Low	Whilst the King Charles III England Coast Path passes in close proximity to the proposed Onshore Converter Station and Landfall locations, the export cables would be installed using trenchless installation techniques, and therefore will not impact upon the usage of the Path. However, it is likely that the cable from the Onshore Converter Station to connect to a National Grid substation would, however, sever the Path, causing temporary delay, restriction or closure but through the implementation and adherence of the PAMP these impacts would be considered to be of Low magnitude.

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Receptor	Magnitude	Justification
		<p>There may be views of the HVDC/HVAC Cable Routes construction area from some sections of the Path, however, these are considered to be intermittent and are assessed in Chapter 7: Landscape and Visual Amenity.</p> <p>The construction of the Onshore Converter Station would be screened by existing topography of the southern slope towards the section of the Path at East Sleekburn, the PFA (pulverised fuel ash) mounds, the intervening NSL substation and the lack of westward footpaths where the Path joins the public highway.</p> <p>There may be impacts to amenity related to the noise of the construction, however, these are assessed in Chapter 14: Noise and Vibration.</p>
National Cycle Route 1	Low	<p>NCR 1 passes through the Onshore Scheme boundary and would have direct views, although these would be considered an intermittent part of the journey. As the NCR 1 follows the road in this area, it is unlikely to be noticeably adversely affected by the construction of the HVDC/HVAC Cable Routes either. The length of NCR 1 is also taken into consideration, approximately 4 km of which would be within the Onshore Scheme boundary and have potential visual impacts, which are assessed in Chapter 7: Landscape and Visual Amenity,</p> <p>A MDS assumption of the Onshore Converter Station connecting to a National Grid substation and severing the route could cause temporary delay, restriction or closure, which in turn is mitigated by the inclusion of the PAMP to minimise the disruption to any users, rendering a Low magnitude of impact.</p>

186. The impacts are predicted to be of local spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will affect the receptor directly and indirectly. The magnitude is therefore considered to be Low.

15.11.1.13. SENSITIVITY OF THE RECEPTOR

187. Section 15.9 set outs the approach for defining the sensitivity of the socio-economic, tourism and recreational receptors, with the assessed sensitivities of the recreational activities from section 23 that were identified as having potentially being impacted by construction activates detailed in Table 15.18, along with a justification for the sensitivity applied.


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Table 15.18 Sensitivities of recreational assets – construction phase

Receptor	Sensitivity	Justification
The Fifth Point	Medium	Given that the centre hosts training on-site, alongside diving trips to various locations, it is thought that these trips and training would need to be booked and planned in advance, therefore, could draw in tourists from elsewhere in the North East region. As such, it is considered to be of regional importance and Medium sensitivity.
Forward Fitness North East	Low	The sensitivity of Forward Fitness North East is considered Low, as the facilities are considered to be used mainly by local residents and is considered to be of local importance.
Bounce	Low	The sensitivity of Bounce is considered Low, as the facilities are considered to be used mainly by local residents and is considered to be of local importance.
Wansbeck Estuary	Low	The sensitivity of Wansbeck Estuary is considered Low as whilst it is a known birdwatching site, it is considered of local importance as Northumberland contains numerous other sites for bird watching.
Public Rights of Way	Low	The sensitivity of the PRoWs is considered Low as these are not regionally or nationally promoted routes but are important locally.
King Charles III England Coast Path	High	The sensitivity of the King Charles III England Coast Path is considered High, as when it is complete, it will be the longest managed coastal path in the world. It is promoted nationally and is considered to be of national importance.
NCR 1	High	NCR 1 connects the northern and southern coasts of the UK to Europe, it is promoted nationally and considered to be an important recreational offer, as well as a potential draw for tourists.

188. The receptors consist of various sensitivities, as per the EIA Regulations the highest level of sensitivity would be used to summarise the overall impact on recreational receptors: High. The sensitivity of the receptor is therefore, considered to be High.

15.11.1.14. SIGNIFICANCE OF THE EFFECT

189. The analysis of the magnitude of impacts and sensitivities of the seven different recreational assets within the LAI have been combined to give the significance of effects shown on Table 15.19.


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Table 15.19 Significance of construction phase recreational effects

Receptor	Significance	Justification
The Fifth Point	No effect	Overall, the magnitude of the impact is deemed to be No Effect, and the sensitivity of the receptor is considered to be Medium. Therefore, there will be no effect .
Forward Fitness North East	No effect	Overall, the magnitude of the impact is deemed to be No Effect, and the sensitivity of the receptor is considered to be Low. Therefore, there will be no effect .
Bounce	No effect	Overall, the magnitude of the impact is deemed to be No Effect, and the sensitivity of the receptor is considered to be Low. Therefore, there will be no effect .
Wansbeck Estuary	Negligible to minor	Overall, the magnitude of the impact is deemed to be Negligible, and the sensitivity of the receptor is considered to be Low. The effect would, therefore, be negligible to minor adverse , which is not significant in EIA terms.
PRoW	Negligible to minor	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be Low. The effect would, therefore, be negligible to minor adverse , which is not significant in EIA terms.
King Charles III England Coast Path	Minor to moderate	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be High. The effect would, therefore, be minor to moderate adverse , which is not significant in EIA terms.
NCR 1	Minor to moderate	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be High. The effect would, therefore, be minor to moderate adverse , which is not significant in EIA terms.

190. As noted in Table 15.19, the level of effect, and therefore significance, for the King Charles III England Coast Path and NCR 1 would be subject to professional judgement. It is considered that the intermittent nature of the impact and reversibility of the impacts results in this not being a significant effect.
191. To provide a MDS, the receptors of the greatest level of effect are used to be representative of the overall the overall impact on recreational activities, the King Charles III England Coast Path and NCR 1.
192. The assessment considers the worst-case scenario of the range of receptors assessed. Overall, magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be High. The effect will, therefore, be of **minor to moderate adverse significance**, which is **not significant** in EIA terms.

15.11.1.15. SECONDARY MITIGATION AND RESIDUAL EFFECTS

193. No secondary mitigation is considered necessary because the likely effect is not significant. The residual effect would therefore remain as **minor to moderate adverse** and **not significant** in EIA terms.

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EFFECTS ON TOURISM RECEPTORS

15.11.1.16. INTRODUCTION OF IMPACT

194. The tourism assessment assumes that there would be the usage of trenchless techniques at Landfall to bypass the beach and immediate coastal roads, the construction of the HVDC/HVAC Cable Routes would occur in phases and consist mainly of trenching and the Onshore Converter Station would be located in on land north of East Sleekburn, as per Volume 4, Figure 5.1 (Indicative Zones of Infrastructure).

195. There are two tourism receptors that may be affected by construction activity, which are:

- Cambois Beach; and
- Cambois Colliery Wheel.

15.11.1.17. MAGNITUDE OF IMPACT


196. The analysis as part of the baseline research has identified two different tourism assets to assess within the LAI. The magnitude will be in reference to the greatest level of effect of the construction of the Landfall, the installation of the HVDC/HVAC Cable Routes and the construction of the Onshore Converter Station .

197. Table 15.20 identifies and assesses the potential magnitude of the impact of the construction of the Onshore Scheme on these two tourism receptors.

Table 15.20 Magnitude of construction phase impacts on tourism assets

Receptor	Magnitude	Justification
Cambois Beach	Low	<p>Cambois Beach is the site of the proposed Landfall location. Landfall activities are anticipated to involve construction utilising trenchless techniques (i.e., HDD). This will involve drilling from land under existing infrastructure, including road, utilities, railways, and beach areas. During construction it is expected that access to the beach will be maintained and signage may be employed at this time to advise of the works.</p> <p>Although it may not entirely be directly impacted by construction, users of the beach may experience indirect adverse visual impacts, which are assessed in Chapter 7: Landscape and Visual Amenity. Impacts would, however, be reduced by the planned usage of trenchless techniques for the Landfall construction and a phased construction limiting the length of time at any one construction point. With further considerations of the temporary and reversible nature of the impact, the magnitude of impact to Cambois Beach is therefore considered to be Low.</p>
Cambois Colliery Wheel	Low	<p>The magnitude of the impact of construction on the use of Cambois Colliery Wheel as a tourism asset is deemed to be Low, as whilst it is within the LAI, it lies outwith the Onshore Scheme boundary, and there will be no physical impacts to the use of the asset. It is possible that the proposed works may cause minor visual impacts to the use of this site, however these impacts would be of a temporary and reversible nature. Visual impacts are assessed in Chapter 7: Landscape and Visual.</p>

198. The receptors consist of various magnitudes of impact, as per the EIA Regulations the highest level of impact would be used to summarise the overall impact on recreational receptors, Low.

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199. The impact is predicted to be of local spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will affect the receptor directly and indirectly. The magnitude is therefore considered to be Low.

15.11.1.18. SENSITIVITY OF THE RECEPTOR

200. The tourism assets considered to have a Low magnitude of impact, as per Table 15.20 have been assigned a level of sensitivity in Table 15.21, with reference to the approach set out in section 15.9.

Table 15.21 Sensitivities of tourism assets – construction phase

Receptor	Sensitivity	Justification
Cambois Beach	Low	Cambois Beach is not a recipient of the blue flag of Seaside Awards, has no Bathing Water rating and is considered to be in a region with an abundance of high quality beaches, including locally. It is therefore considered to be of local importance and Low sensitivity.
Cambois Colliery Wheel	Low	The sensitivity of Cambois Colliery Wheel is considered Low, as it is unlikely to draw in visitors itself from outwith the local area, does not include parking, is located on slightly overran land at the side of a road and is considered to be of local importance.

201. The receptors consist of various sensitivities, as per the EIA Regulations the highest level of sensitivity would be used to summarise the overall impact on recreational receptors, Low.

202. The receptor is deemed to be of low vulnerability, high recoverability and low value. The sensitivity of the receptor is therefore, considered to be Low.


15.11.1.19. SIGNIFICANCE OF THE EFFECT

Table 15.22 Significance of construction phase tourism effects

Receptor	Significance	Justification
Cambois Beach	Negligible to Minor	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be Low. The effect would, therefore, be negligible to minor adverse , which is not significant in EIA terms.
Cambois Colliery Wheel	Negligible to Minor	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be Low. The effect would, therefore, be negligible to inor adverse , which is not significant in EIA terms.

203. Table 15.22 sets out the individual effects for each of the recreational impacts and shows that the level of effect, and therefore significance, for both receptors, are the same.

204. The assessment considers the worst-case scenario of the range of receptors assessed. Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be Low. The effect would, therefore, be of **negligible to minor adverse significance**, which is **not significant** in EIA terms.

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15.11.1.20. SECONDARY MITIGATION AND RESIDUAL EFFECT

205. No secondary mitigation is considered necessary because the likely effect is not significant. The effect therefore remains as **negligible to minor adverse** and **not significant** in EIA terms.

15.11.2. Potential Effects During Operation and Maintenance

WSA ECONOMY AND EMPLOYMENT

15.11.2.1. INTRODUCTION OF IMPACT

206. The Onshore Scheme’s components are not expected to require a permanent, on-site workforce. There will be periodic visits to the site for the purpose of routine maintenance, and there will be ongoing expenditure required that is associated with ongoing maintenance purposes. Impacts on the WSA economy and employment during the operational stage are expected to be modest because average annual project expenditure is anticipated to be relatively small based on currently available project information herefore a robust and precautionary approach has been taken by assuming a likely conservative figure based on estimated construction-stage costs.

15.11.2.2. MAGNITUDE OF IMPACT

207. As none of this activity is expected to generate substantial levels of direct and indirect GVA or employment, at either a local, regional, or national level. The overall conclusion with respect to operational and maintenance stage effects is that the magnitude of the impact is considered to be Negligible for both the employment and GVA receptors for all spatial areas under consideration.

15.11.2.3. SENSITIVITY OF THE RECEPTOR


208. Economic growth is a matter of high importance at international and national level for all levels of government throughout the world. This is reflected in each of the relative WSA spatial areas having major policies specifically aimed at securing economic growth at a national level (HM Treasury, 2022a), regional level (North East LEP,2022) and local level (NCC, 2018). The economy at all spatial areas is of critical importance to the community, businesses and governments, where major impacts could be felt at larger scales than where they were originally initiated.

209. The relative labour markets of the three defined WSA spatial areas are each considered to be of crucial importance. The retention and creation of jobs are identified as key issues at the various levels of government considered in the assessment, including at the national (DWP, 2023), regional (North East LEP, 2022), and local (NCC, 2022a) levels. On this basis, the sensitivity of the receptor (i.e., employment) is therefore considered to be High at all three spatial levels outlined.

210. The labour market and economy is deemed to be of high vulnerability, low recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.2.4. SIGNIFICANCE OF THE EFFECT

211. The overall magnitude of impacts is deemed to be Negligible, and the sensitivities of the receptors are considered to be High. The effect would, therefore, be of **minor beneficial significance**, which is **not significant** in EIA terms.

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15.11.2.5. SECONDARY MITIGATION AND RESIDUAL EFFECTS

212. No secondary mitigation is considered necessary because the likely effect is beneficial. The effect would therefore remain as **minor beneficial** and **not significant** in EIA terms.

WSA HOUSING & LOCAL SERVICES

15.11.2.1. INTRODUCTION OF IMPACT

213. The impacts on housing and the related local services, such as recycling, waste removal and water supply, could come as a result of an increase of permanent residents within the local level WSA of Northumberland. Through experience in similar developments, the assessment assumes there would be no permanent workforce on site, with occasional routine maintenance.

15.11.2.2. MAGNITUDE OF IMPACT

214. During the operational phase of the Onshore Scheme, it is expected that there would be no permanent workforce needed on site, therefore, no impact would occur.

15.11.2.3. SENSITIVITY OF RECEPTOR

215. Housing is identified as a major priority at the various levels of government considered in the assessment, as identified in the baseline, with targets to reduce the gap on housing needs for each of the spatial areas considered. Housing on an individual level is considered to be a basic need, excess numbers of those needing homes comparative to the availability of homes could lead to an increase of those without homes or in the unaffordability of homes, each of which are also considered to major issues by the three spatial levels.

216. The increase in population could also lead to an impact in local services. With current budgets of authorities throughout GB considered to be tight to varying degrees and the cruciality of many of these local services, it is also considered to a major issue.


217. The relevant spatial area's housing and local services are deemed to be of high vulnerability, medium recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.2.4. SIGNIFICANCE OF THE EFFECT

218. Although the sensitivity of the receptor would be High, there is not expected to be any permanent workforce, therefore no impact, which would result in **no effect**.

15.11.2.5. SECONDARY MITIGATION AND RESIDUAL EFFECTS

219. No secondary mitigation is considered necessary because there is likely to be no effect.

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ACCESS TO JOB OPPORTUNITIES BY LOCAL RESIDENTS

15.11.2.1. INTRODUCTION OF IMPACT

220. The Onshore Scheme’s operation could lead to an increase of jobs for local residents within the local level WSA of Northumberland. However, through experience in similar developments, the assessment assumes there would be no permanent workforce on site and occasional maintenance.
221. The Applicant engaged in early stage discussions with suppliers on matters relating to labour, skills and inward investment and also attending a local Cramlington skills fair, to discuss avenues for local benefits in terms of skills, labour and education in Northumberland. As well as undertaking local stakeholder mapping exercises to maximise local benefits.

15.11.2.2. MAGNITUDE OF IMPACT

222. During the operational phase of the Onshore Scheme, it is expected that there would be no permanent workforce needed on site, therefore, no impact would occur.
223. The engagement of Tier 1 suppliers and the process of understanding how to maximise local opportunity would be beneficial, however, this would not be factored into the assessment because it is not yet a firm commitment,.

15.11.2.3. SENSITIVITY OF THE RECEPTOR

224. The labour markets of the local WSA spatial areas is considered to be of crucial importance. The retention and creation of jobs creation are identified as key issues within policies for the local authority (NCC, 2022a) levels.
225. The local labour market is deemed to be of high vulnerability, low recoverability, and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.2.4. SIGNIFICANCE OF THE EFFECT

226. Although the sensitivity of the receptor would be High, there is not expected to be any permanent workforce, therefore no impact, which would result in **no effect**.


15.11.2.5. SECONDARY MITIGATION AND RESIDUAL EFFECT

227. No secondary mitigation is considered necessary because there is likely to be no effect.

EFFECTS ON RECREATIONAL ACTIVITIES

15.11.2.6. INTRODUCTION OF IMPACT

228. The recreational assessment assumes that any impacts related to construction would be reinstated, that NCR 1 would be physically unrestricted by the Onshore Scheme, that no visible developments would be located on the coastal area and that the Onshore Converter Station would be located on land north of East Sleekburn in proximity to the existing NSL substation as per Volume 4, Figure 5.1 (Indicative Zones of Infrastructure), along with adequate screening maintained.

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229. The evidence presented within the baseline analysis indicates that there are two recreational receptors that may be affected by the operation of the Onshore Scheme, which include:

- PRowS; and
- NCR 1.

15.11.2.7. MAGNITUDE OF IMPACT

230. The analysis as part of the baseline research has identified two different recreational assets to assess within the LAI. The magnitude will be in reference to the greatest level of effect of the presence of the Onshore Converter Station .

231. Table 15.23 identifies and assesses the potential magnitude of the impact of the operation of the Onshore Scheme on recreational activities.

Table 15.23 Magnitude of the operational phase impacts on recreational activities

Receptor	Magnitude	Justification
PRowS	Negligible	There are two PRowS that are located within the LAI, and neither would be directly impacted by the operation of the Onshore Scheme. In addition to this, the surrounding area is generally industrial in character hence the small residential population are less likely to use these paths for recreation. The only impacts identified would be visual, which are assessed in Chapter 7: Landscape and Visual Amenity. The magnitude of the impact is considered to be Negligible.
NCR 1	Negligible	The NCR 1 is located within the Onshore Scheme boundary however, would not be directly impacted by the operation of the Onshore Converter Station . NCR 1 is part of a much longer route, meaning any view of the Onshore Converter Station would be brief and within the context of a wider industrial area. The visual impacts are assessed in Chapter 7: Landscape and Visual Amenity. The magnitude of the impact is considered to be Negligible.


232. The impact is predicted to be of local spatial extent, long term duration, intermittent and low reversibility. It is predicted that the impact will affect the receptor indirectly. The magnitude is therefore considered to be Negligible.

15.11.2.8. SENSITIVITY OF THE RECEPTOR

233. An assessment based upon the magnitude of impacts and sensitivities of PRow and NCR 1 has been undertaken to give the significance of effects shown in Table 15.24.

Table 15.24 Sensitivities of recreational assets – operational phase

Receptor	Sensitivity	Justification
PRow	Low	The sensitivity of the PRowS is considered Low as these are not regionally or nationally promoted routes but are important locally.
NCR 1	High	NCR 1 connects the northern and southern coasts of the UK to Europe, it is promoted nationally and considered to be an important recreational offer, as well as a potential draw for tourists.

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234. The receptors consist of various sensitivities, as per the EIA Regulations the highest level of sensitivity would be used to summarise the overall impact on recreational receptors: High.
235. The receptor is deemed to be of high vulnerability, high recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.11.2.9. SIGNIFICANCE OF THE EFFECT

236. The analysis of the magnitude of impacts and sensitivities of the three different recreational assets within the LAI have been combined to give the significance of effects shown in Table 15.25.

Table 15.25 Significance of operational phase recreational effects

Receptor	Significance	Justification
PRoW	Negligible to Minor	Overall, the magnitude of the impact is deemed to be Negligible, and the sensitivity of the receptor is considered to be Low. The effect would, therefore, be negligible to minor adverse , which is not significant in EIA terms.
NCR 1	Minor	Overall, the magnitude of the impact is deemed to be Negligible, and the sensitivity of the receptor is considered to be High. The effect would, therefore, be minor adverse , which is not significant in EIA terms.

237. Table 15.25 sets out the individual effects for each of the recreational impacts and shows that the level of effect, and therefore significance, was greatest for the NCR 1.
238. The assessment considers the worst-case scenario of the range of receptors assessed. Overall, the magnitude of the impact is deemed to be Negligible, and the sensitivity of the receptor is considered to be High. The effect will, therefore, be of **minor adverse significance**, which is **not significant** in EIA terms.


15.11.2.10. SECONDARY MITIGATION AND RESIDUAL EFFECTS

239. No secondary mitigation is considered necessary because the likely effect is not significant. The effect therefore remains as **minor adverse**, which is **not significant** in EIA terms.

EFFECTS ON TOURISM RECEPTORS

15.11.2.11. INTRODUCTION OF IMPACT

240. The tourism assessment assumes that land would be reinstated and no visible developments would be located on the coastal area and that the Onshore Converter Station would be located on land north of East Sleekburn, as per Volume 4, Figure 5.1: Indicative Zones of Infrastructure. As shown in the visualisation (Figure 7.15, EIA Volume 4, ES Figures), the Onshore Converter Station envelope would occupy a very small horizontal extent within the view and would provide only slightly apparent influence, characteristic of a number of prominent built forms seen in views inland at this location and from a short section of the England Coast Path to the north.
241. The evidence presented within the baseline analysis indicates that there are two tourism receptors that may be affected by operation and maintenance activities, which are:

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- Cambois Beach; and
- Cambois Colliery Wheel.

15.11.2.12. MAGNITUDE OF IMPACT

242. During the operational phase of the Onshore Scheme, it is assumed that no visible developments would be located on the coastal area. As both identified receptors are located at the coast, no impact would occur.

15.11.2.13. SENSITIVITY OF THE RECEPTOR

243. The analysis as part of the baseline research has identified two different tourism assets to assess within the LAI. The sensitivity will be in reference to the results of the baseline research and in reference to the approach set out in section 15.9.

244. Table 15.26 identifies and assesses the sensitivities of the tourism activities.

Table 15.26 Sensitivities of tourism assets – operational phase

Receptor	Sensitivity	Justification
Cambois Beach	Low	Cambois Beach is not a recipient of the blue flag of Seaside Awards, has no Bathing Water rating and is considered to be in a region with an abundance of high quality beaches, including locally. It is therefore considered to be of local importance and Low sensitivity.
Cambois Colliery Wheel	Low	The sensitivity of Cambois Colliery Wheel is considered Low, as it is unlikely to draw in visitors itself from outwith the local area, does not include parking, is located on slightly overran land at the side of a road and is considered to be of local importance.

245. The receptors consist of various sensitivities, as per the EIA Regulations the highest level of sensitivity would be used to summarise the overall impact on recreational receptors: Low.

246. The receptor is deemed to be of low vulnerability, high recoverability and low value. The sensitivity of the receptor is therefore, considered to be Low.

15.11.2.14. SIGNIFICANCE OF THE EFFECT


247. As it is assumed that no visible developments would be located on the coastal area and therefore no impact, this results in **no effect**.

15.11.2.15. SECONDARY MITIGATION AND RESIDUAL EFFECTS

248. No secondary mitigation is considered necessary because the likely effect is **no effect**.


15.11.3. Potential Effects During Decommissioning

249. In general, the scale and type of effects expected during the decommissioning stage would be expected to be similar to those anticipated to occur during the construction stage, but to a lesser degree. As the end of the development life would likely be up to 35 years from the date of the beginning of operation,

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it is recognised that standard industry practice, rules and legislation will change over this time, meaning that no descriptive decommissioning plans or policies can be prepared at this stage. The detail and scope of decommissioning works will be determined by the relevant legislation and guidance at the time of decommissioning and will be agreed with the regulator with decommissioning plan provided.

250. At the end of the operational lifetime of the Onshore Scheme, the operator will develop and agree a solution for the onward handling of the onshore infrastructure with the regulator. This decision will be based on the advice from the regulator at the time and informed by the prevailing environmental regulatory requirements at that time, and relevant best practice.
251. Decommissioning of the Converter Station would involve the main components being dismantled and removed for recycling or disposal in accordance with the relevant waste disposal regulations. Decommissioning of underground cables would involve disconnection from operational cable, with options for leaving redundant cable in-situ or removal. Removal would involve similar activities to construction.
252. The approach to decommissioning will align with regulatory guidance, requirements, and industry best practices at the time of decommissioning and will be agreed with the relevant stakeholder and regulatory bodies.
253. Whilst details regarding the decommissioning of the Onshore Scheme are currently unknown, considering the worst-case assumption (which would be the removal and reinstatement of the current land use at the Converter Station Zone) it is anticipated that the impacts would be similar to or less than those assessed during construction.
254. It is assumed that the proposed Onshore Converter Station would be removed and reused or recycled, underground cables would be disconnected from the operational cables, with options for leaving redundant cable in-situ or removal, and that transition bays, Joint Bays and cable ducts (where used) would be left in situ. With the decommissioning phase assessment assumptions set out in Table 15.9.
255. A high level estimate indicates that overall decommissioning stage expenditure could amount to around 75% of installation stage expenditure (in terms of current prices). However, the considerable potential for future technological innovation and progress relating to decommissioning activities over the next 35 years means that it is not currently possible to predict the likely duration of expenditure that would be required to decommission the Onshore Scheme.
256. Another principal source of uncertainty concerns the potential future locations of a decommissioning supply chain that would have the equipment, skills, expertise, and workforce to undertake decommissioning activities relevant to the Onshore Scheme. For this reason, it is not possible to predict with any certainty the likely spatial pattern of expenditure required to decommission the Onshore Scheme (and, in turn, the business activity and employment that would stem from this expenditure).
257. The consequence of these types of uncertainty means that it is not possible to produce quantified estimates of the employment and GVA consequences of a decommissioning stage of the Onshore Scheme in the same way that has been done for the construction and operational stages. However, given that decommissioning stage expenditure is likely to be less than construction, the scale of impacts for the various receptors are likely to be commensurately reduced.
258. In the absence of detailed information regarding decommissioning works, the impacts for employment and GVA during the decommissioning of the Onshore Scheme are considered most likely to be similar to those identified for the construction stage, and specifically the installation stage, but reduced by around 25% in magnitude compared to the construction and installation stage. The impacts for

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employment and GVA during the decommissioning stage would therefore be expected to be Negligible for Northumberland, the North East region, and for the UK as a whole and not significant in EIA terms.

259. The removal of the Onshore Converter Station would have visual, noise and access implications locally, which could restrict or reduce the amenity of nearby recreational receptors, such as the NCR 1, however these would also be of a temporary nature and difficult to determine due to the temporal scale of the operational phase. It is likely this would be a **minor adverse** and **not significant** in EIA terms, as far as effects on recreational and tourism receptors are concerned.
260. If removed, the removal of the underground cables is expected to occur via ‘pulling’ at the link box locations. This technique would be vastly less intrusive than the initial implementation and, as such, the tourism and recreational receptors along the HVDC/HVAC Cable Routes and Landfall would expect to have a maximum of minor adverse, ranging down to no effect. The overall impact here could be considered to be **minor adverse** and **not significant** in EIA terms.
261. If the secondary mitigation proposed in section 15.11.1.15 in relation to impacts related to closures of the NCR 1 and King Charles III England Coast Path, then it is likely that the level of effect for decommissioning would be reduced to non-significant.
262. In conclusion, on the basis that the magnitude of impact for all effects considered will mirror (but is likely to be lower than) the magnitude relating to the Onshore Scheme’s construction phase, and that the sensitivity of each receptor is assumed not to change, no significant effects have been identified assuming that the outlined embedded mitigation shown on Table 15.14 Table 15.14 are adhered to, which is a reasonable assumption..

15.11.3.1. SECONDARY MITIGATION AND RESIDUAL EFFECTS

263. No secondary mitigation is considered necessary because the likely effect is not significant. The effect therefore remains as **minor adverse** and **not significant** in EIA terms.


15.12. Proposed Monitoring

264. With the addition of secondary mitigation, no significant effects were identified throughout the assessment portion of the Chapter, therefore, no future monitoring to test the predictions made within the assessment of likely significant effects on socio-economic, tourism and recreational receptors is considered necessary.

15.13. Cumulative Effects Assessment

15.13.1. Methodology

265. The Cumulative Effects Assessment (CEA) takes into account the impact associated with the Onshore Scheme together with other relevant plans, developments and activities. Cumulative effects are therefore the complete set of effects arising from the Onshore Scheme together with the effects from a number of different developments, on the same receptor. Please see Volume2, Chapter 3 of this ES for detail on the CEA methodology.
266. The developments selected as relevant to the CEA presented within this Chapter are based upon the results of a screening exercise and the development of a ‘long list’ of cumulative developments relevant

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to the Onshore Scheme (see Volume 3, Technical Appendix 3.1). Each development has been considered on a case by case basis for screening in or out of this Chapter's assessment based upon data confidence, effect-receptor pathways and the spatial/temporal scales involved, to create the 'short list' as summarised in Table 15.27. This approach was agreed during Scoping and further consultation and technical engagement undertaken with consultees, as detailed in Table 15.3..

267. Developments presented within the 'long list' (see Volume 3, Technical Appendix 3.1) have been scoped out of the socio-economic, tourism and recreation CEA as they are likely to have no impact due to one, or more, of the following reasons:

- They have no 'onshore' element so would not be in competition for resources, including labour and materials, nor would they have a measurable impact on onshore tourism or recreation;
- They are assumed to have been constructed prior to the development of the Onshore Scheme, therefore would not be in competition for resources;
- They are beyond the boundaries of the LAI, therefore, would not have a cumulative impact on tourism and recreation receptors;
- They are assumed to be no longer progressing with development;
- They are of a small enough scale to not compete for resource or have a significant (unmitigated) impact on tourism and recreation receptors; and
- They involve development which would have a beneficial, although negligible, impact to tourism and recreation.

268. The specific projects scoped into the CEA for socio-economic, tourism and recreational receptors are outlined in Table 15.27.



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Table 15.27 List of other developments considered within the CEA for Socio-Economics, Tourism and Recreation

Development / Plan	Status	Distance from the Site (km)	Description of Development / Plan	Dates of Construction	Dates of Operation	Overlap with the Onshore Scheme
Cambois Connection Marine Scheme	Application	c.0 km	Offshore works (below MHWS therefore has overlap with the Onshore Scheme at the intertidal) associated with the Cambois Connection project (whilst subject to separate consents) is linked to the Onshore Scheme.	Construction 2025 onward	Anticipated to be operational from 2030	Overlap in intertidal area.
Land At Former Power Station Site on Northern Side of Cambois	Consented	c.0 km	Erection of battery manufacturing plant with ancillary offices, together with associated development and infrastructure works (including site preparation works, ground modelling, drainage, landscaping, vehicular access, cycle and pedestrian access, parking provision, substation and other associated works).	Unknown	Unknown	Construction phase likely to overlap.
Land To North of Spring Ville East Sleekburn	Consented	c 0.1 km	Proposed residential development for 48 dwellings with associated access and an area of public open space.	Unknown	Unknown	Construction phase likely to overlap.
Former Vald Birn Foundry Cambois	Application	c.0.1 km	Screening Opinion under Environmental Impact Assessment Regulations. Residential development and associated infrastructure.	Unknown	Unknown	Construction phase likely to overlap.
Land North of Blyth Power Station Substation, East Sleekburn	Consented	c.0 km	Erection of building for manufacturing of subsea cables, with ancillary offices and outdoor cable storage, together with associated development and infrastructure works including vehicular accesses off Brock Lane, landscaping and vehicular parking.	Under construction	2027	Construction phase likely to overlap.

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15.13.2. Potential Effects During Construction

CUMULATIVE IMPACTS ON WSA ECONOMY AND EMPLOYMENT

15.13.2.1. INTRODUCTION OF IMPACT

269. The identified cumulative developments, including the Cambois Connection Marine Scheme, each have the potential to cause some cumulative impacts with regards to the economy and employment of the WSA during construction. From an employment and economic perspective, the cumulative assessment is principally to do with potential competition for resources: i.e., mainly workforce and supply chain capacity during the construction phase. Although these factors are also relevant during the operational stage, they would not be expected to be as significant because annual operational expenditure is lower, much of the work would be undertaken by a permanent workforce, and episodes of major maintenance (shutdowns, etc.) can usually be scheduled in advance to avoid competition for specialist resources.

15.13.2.2. MAGNITUDE OF IMPACT

270. Potential competition from similar developments could mean that the assumptions made for the construction phase assessment would more likely be at the lower end of the range assumed, or the lowest end of the range assumptions would now need be further lowered for the cumulative assessment. This, in turn, could mean that the level of effect identified in the construction phase would also be lower for the cumulative assessment as the competition would result in further displacement of local and regional GVA and employment.


271. For the Onshore Scheme, effects on the economy and labour market were considered to be negligible when assessing it alone. The type of industry and the specialist nature of many of the materials and workforce needed for the Onshore Scheme indicate a low likelihood of potential competition from the cumulative developments listed on Table 15.27. Other, less or non-specialist materials and roles are likely to be of greater supply throughout the spatial extents assessed in the construction phase and therefore, less likely to be impacted by scarcity or demand.

272. If there were to be competition from similar developments, and the local and regional proportions of GVA and employment were reduced, this would still be unlikely to alter the level of effect. Even with competition, beneficial impacts would still be expected, however, they would still be Negligible. The other developments / plans noted in Table 15.27 would not therefore result in an increase in magnitude of impact on WSA economy and employment receptors.

273. The cumulative impact is predicted to be of local and regional spatial extent, short term duration, intermittent and low reversibility. It is predicted that the impact will affect the receptor directly and indirectly. The magnitude is therefore, considered to be Negligible.

15.13.2.3. SENSITIVITY OF RECEPTOR

274. Economic growth is a matter of high importance at international and national level for all levels of government throughout the world. This is through each of the relative WSA spatial areas having major policies specifically aimed at securing economic growth at a national level (HM Treasury, 2022a), regional level (North East LEP, 2022) and local level (NCC, 2018). The economy at all spatial areas is

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of critical importance to the community, businesses and governments, where major impacts could be felt at larger scales than where they were originally initiated.

275. The relative labour markets of the three defined WSA spatial areas are each considered to be of crucial importance. The retention and creation of jobs creation are identified as key issues at the various levels of government considered in the assessment, including at the national (DWP, 2023), regional (North East LEP, 2022), and local (NCC, 2022a) levels. On this basis, the sensitivity of the receptor (i.e., employment) is therefore considered to be High at all 3 spatial levels outlined.
276. The labour market and economy is deemed to be of high vulnerability, low recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.13.2.4. SIGNIFICANCE OF EFFECT

277. As the cumulative developments are unlikely to be in direct competition for much of the local markets, as well as the Negligible impact of the Onshore Scheme on the local markets, it is expected that the increases to local and regional GVA and employment as a result of the cumulative developments would likely be of a beneficial nature.
278. Overall, the magnitude of the cumulative impacts is deemed to be Negligible, and the sensitivities of the receptors are considered to be High. The cumulative effects are, therefore, of **minor beneficial significance**, which is **not significant** in EIA terms.


15.13.2.5. SECONDARY MITIGATION AND RESIDUAL EFFECT

279. No secondary mitigation is considered necessary because the likely effect is not significant. The effect therefore remains as **minor beneficial** and **not significant** in EIA terms.

CUMULATIVE EFFECTS ON TOURISM RECEPTORS AND RECREATIONAL ACTIVITIES

15.13.2.1. INTRODUCTION OF IMPACT

280. The identified cumulative developments, including the Cambois Connection Marine Scheme, each have the potential to cause some cumulative impacts with regards to coastal tourism and/or recreation impacts during construction. These impacts have, however, already been mitigated by design through the Applicant's commitment to use of trenchless techniques at the Landfall (refer to section 15.3.1).
281. The impacts relating to the usage of the beach would therefore not change, each would close off the same areas and the cables originating offshore would bypass the intertidal area to the Landfall.
282. The evidence presented within the baseline analysis indicates that there are several recreational receptors that may be affected by construction activity within the LAI, which include:
- Formal recreational facilities;
 - Informal recreational facilities;
 - PRow;
 - Long-distance walking routes; and
 - NCR 1.

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283. As well as two tourism receptors that may be affected by construction activity:

- Cambois Beach; and
- Cambois Colliery Wheel.

284. The three formal recreational facilities identified in the baseline environment section 15.7.1.2.1, The Fifth Point, Forward Fitness North East and Bounce, are considered to be unimpacted by the cumulative developments due to distance and being indoors. The Wansbeck Estuary is considered to be beyond the area of impact of the cumulative developments. Cambois Colliery Wheel could be impacted by one cumulative development, the residential development at Former Vald Birn Foundry.

285. The Fifth Point, a diving centre, is located in Blyth, approximately 1 km to the south-west of the Onshore Scheme boundary. The centre hosts scuba diving training, on-site, with its own training tank. They also host diving trips to various local locations. It is thought that these trips and training would need to be booked and planned in advanced, therefore, could draw in tourists from elsewhere in the North East region. As such, it is considered to be of regional importance and Medium sensitivity, as per Table 15.12.

286. Forward Fitness North East is a gym located approximately 1 km to the south west of the Onshore Scheme boundary. This is considered to be used mainly by local residents and is considered to be of local importance and Low sensitivity, as per Table 15.12.

287. Approximately 650 m to the south of the Onshore Scheme boundary is Bounce, a children’s amusement centre. This would likely be utilised by residents within the local areas and is considered to be of local importance and Low sensitivity, as per Table 15.12.

15.13.2.2. MAGNITUDE OF IMPACT

288. Table 15.28 identifies and assesses the potential magnitude of the cumulative impacts of the construction of the Onshore Scheme on the tourism and recreational receptors.



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Table 15.28 Cumulative construction phase magnitude of impacts on tourism and recreation

Receptor	Magnitude	Justification
PRoW	Low	<p>There are two PRoWs that are located within the Onshore Scheme boundary and would be directly impacted by the construction works. The development at ‘Land At Former Power Station Site on Northern Side of Cambois’ would also directly impact one of the PRoWs, 600/062. The application for this development found that the impacts related to the PRoW were not significant and proposed a minor re-routing to mitigate safety concerns. It is assumed a development of this scale would have to maintain adequate procedures for any temporary construction-related closures or diversions.</p> <p>The magnitude of the cumulative impacts of the cumulative development and Onshore Scheme is considered to be Low.</p>
King Charles III England Coast Path	Low	<p>Whilst the King Charles III England Coast Path passes in close proximity to the Onshore Scheme and the cumulative developments, it is not expected that there would be direct impacts caused to the Path or restrictions needed to be in place. The magnitude of the cumulative impacts is considered to be Low.</p> <p>There would be views of various construction sections of the Path however, these would be temporary in nature and visual impacts are assessed in Chapter 7: Landscape and Visual Amenity.</p> <p>There would also be further impacts to amenity related to the noise of the construction, however, these are assessed in Chapter 14: Noise and Vibration.</p>
NCR 1	Low	<p>NCR 1 forms part of the existing road network and would have similar impacts to that of the King Charles III England Coast Path. The magnitude of the cumulative impacts is considered to be Low.</p> <p>There would be views of various construction sections of the Route however, these would be temporary in nature and visual impacts are assessed in Chapter 7: Landscape and Visual Amenity.</p> <p>There would also be further impacts to amenity related to the noise of the construction, however, these are assessed in Chapter 14: Noise and Vibration.</p>
Cambois Beach	Low	<p>Cambois Beach would not directly be impacted by the cumulative construction, however, users of the Beach may experience indirect adverse visual impacts. Impacts as a result of the Onshore Scheme are considered to be of a temporary and reversible nature and low.</p> <p>The cumulative impacts are also considered to be of an indirect, temporary and reversible nature, therefore the magnitude of impact is considered to be Low.</p> <p>Visual impacts are assessed in Chapter 7: Landscape and Visual Amenity.</p>

289. The assessment considers the reasonable worst-case scenario of the range of receptors assessed. As with the construction phase of the Onshore Scheme, the magnitude of the impacts on the linear recreational routes is Low with the designed-in measures adopted as part of the Onshore Scheme presented in Table 15.14. This is because the impacts would be temporary in nature and would mainly result in indirect impacts, however, there is a lack of understanding as to how any potential route closures or diversions would be managed, communicated and agreed.

290. The cumulative impact is predicted to be of local spatial extent, short term duration, intermittent and high reversibility. It is predicted that the impact will affect the receptors indirectly. The magnitude is therefore, considered to be Low.

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15.13.2.3. SENSITIVITY OF RECEPTOR

291. The sensitivities identified are as a result of the baseline research and in reference to the approach set out in section 15.9. Table 15.29 lists the sensitivities of the tourism and recreational assets.

Table 15.29 Sensitivities of tourism and recreational assets – cumulative construction phase assessment

Receptor	Sensitivity	Justification
PRoW	Low	The sensitivity of the PRoWs is considered Low as these are not regionally or nationally promoted routes but are important locally.
King Charles III England Coast Path	High	The sensitivity of the King Charles III England Coast Path is considered High, as when it is complete, it will be the longest managed coastal path in the world. It is promoted nationally and is considered to be of national importance.
NCR 1	High	NCR 1 connects the northern and southern coasts of the UK to Europe, it is promoted nationally and considered to be an important recreational offer, as well as a potential draw for tourists.
Cambois Beach	Low	Cambois Beach is not a recipient of the blue flag of Seaside Awards, has no Bathing Water rating and is considered to be in a region with an abundance of High quality beaches, including locally. It is therefore considered to be of local importance and Low sensitivity.

292. The recreational receptors consist of various sensitivities, the highest level of sensitivity used to summarise the overall impact on recreational receptors is High. The recreational receptors are deemed to be of high vulnerability, high recoverability and high value. The sensitivity of the recreational receptors are therefore, considered to be High.


293. The tourism receptor is deemed to be of low vulnerability, high recoverability and low value. The sensitivity of the tourism receptor is therefore, considered to be Low.

15.13.2.4. SIGNIFICANCE OF EFFECT

294. The analysis of the magnitude of cumulative impacts and sensitivities of the tourism and recreational assets within the LAI have been combined to give the significance of effects shown in Table 15.30.

Table 15.30 Significance of cumulative construction phase tourism and recreational effects

Receptor	Significance	Justification
PRoW	Negligible to minor adverse	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be Low. The effect will, therefore, be negligible to minor adverse , which is not significant in EIA terms.
King Charles III England Coast Path	Minor to moderate adverse	Overall, the magnitude of the impact is deemed to be Medium, and the sensitivity of the receptor is considered to be High. The effect will, therefore, be minor to moderate adverse , which is not significant in EIA terms.

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Receptor	Significance	Justification
NCR 1	Minor to moderate adverse	Overall, the magnitude of the impact is deemed to be Medium, and the sensitivity of the receptor is considered to be High. The effect will, therefore, be minor to moderate adverse , which is not significant in EIA terms.
Cambois Beach	Negligible to minor adverse	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be Low. The effect will, therefore, be negligible to minor adverse , which is not significant in EIA terms.

295. As shown in Table 15.30, the level of effect, and therefore significance, are highest for the King Charles III England Coast Path and NCR 1 due to the unforeseen impacts on recreational users and tourists as a result of abrupt closure or diversions to the respective linear route.

296. Overall, the greatest magnitude of cumulative impacts is deemed to be Low, and the highest sensitivity of the receptors is considered to be High. The effect will, therefore, be of **minor to moderate adverse** significance, which is **not significant** in EIA terms.

15.13.2.5. SECONDARY MITIGATION AND RESIDUAL EFFECT

297. No secondary mitigation is considered necessary because the likely effect is not significant. The effect therefore remains as **minor to moderate adverse** and **not significant** in EIA terms.

15.13.2.6. EFFECTS DURING OPERATION

CUMULATIVE IMPACTS ON RECREATIONAL RECEPTORS


298. It is considered that the tourism assets identified in the baseline, as a result of the operational phase assessment, would have no cumulative effects.

299. The recreational assessment assumes that any impacts related to construction would be reinstated, NCR 1 would be physically unrestricted by the Onshore Scheme which, when combined with having no permanent operational staff beyond routine maintenance means that the Onshore Scheme would not cause any permanent restrictions, diversions or closures.

300. It is further assumed that there would be no visible elements of the Onshore Scheme located on the coastal area and that the Onshore Converter Station would be located on land north of East Sleekburn identified on Figure 15.1, Voume 4. The separation of between the Onshore Scheme and the coastal area negates the direct impacts on Cambois beach, Wansbeck Estuary and the formal recreational facilities identified in the baseline environment section 15.7.1.2.1, The Fifth Point, Forward Fitness North East and Bounce, through the distance, as well as reducing indirect impacts on further receptors, King Charles III England Coast Path through the combination of natural screening and that provided by the location of the North Sea Link converter station.

301. The evidence presented within the baseline analysis indicates that the recreational receptors that may be affected by the operation of the Onshore Scheme, which include:

- PRowS; and
- NCR 1.

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302. It is noted that impacts could occur on a receptor such as the King Charles III England Coast Path, however, these would not be as a result of cumulative impacts, but entirely due to the other development(s), regardless of the development of the Onshore Scheme, so are, therefore, not considered to be an impact of the Onshore Scheme together with other plans or projects.

15.13.2.7. MAGNITUDE OF IMPACT

303. Table 15.31 identifies and assesses the potential magnitude of the cumulative impacts of the operation of the Onshore Scheme on recreational activities.

Table 15.31 Cumulative operational phase magnitude of impacts on recreation

Receptor	Magnitude	Justification
PRoW	Low	There are two PRoWs that are located within the Onshore Scheme boundary, and neither would be directly impacted by the operation of the Onshore Scheme. Both would also be located on the boundaries of a cumulative development. The impacts identified would be visual, which are assessed in Chapter 7: Landscape and Visual Amenity and noise which is assessed in Chapter 13: Noise and Vibration, although it is noted the surrounding area is generally industrial in character. The magnitude of the impact is considered to be Low.
NCR 1	Low	There would be no direct impacts to the NCR and no restrictions would need to be put in place. The views of the Onshore Converter Station and nearby cumulative developments would be intermittent, partially screened, within the context of a wider industrial area and part of a much longer route. Visual impacts are assessed in Chapter 7: Landscape and Visual Amenity. The magnitude of the impact is considered to be Low.

304. The cumulative impacts are predicted to be of local spatial extent, long term duration, intermittent and low reversibility. It is predicted that the impacts will affect the receptors indirectly. The magnitude is therefore, considered to be Low.


15.13.2.8. SENSITIVITY OF RECEPTOR

305. The sensitivity will be in reference to the results of the baseline research and in reference to the approach set out in section 15.9. Table 15.32 identifies and assesses the sensitivities of the recreational activities.

Table 15.32 Sensitivities of tourism and recreational assets – cumulative operational phase assessment

Receptor	Sensitivity	Justification
PRoW	Low	The sensitivity of the PRoWs is considered Low as these are not regionally or nationally promoted routes but are important locally.
NCR 1	High	NCR 1 connects the northern and southern coasts of the UK to Europe, it is promoted nationally and considered to be an important recreational offer, as well as a potential draw for tourists.

306. The receptor with the highest level of sensitivity is the NCR 1, which is High.

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307. The receptor is deemed to be of high vulnerability, high recoverability and high value. The sensitivity of the receptor is therefore, considered to be High.

15.13.2.9. SIGNIFICANCE OF EFFECT

308. The analysis of the magnitude of impacts and sensitivities of the five different recreational assets within the LAI have been combined to give the significance of effects shown on Table 15.33.

Table 15.33 Significance of cumulative operational phase tourism and recreational effects

Receptor	Significance	Justification
PRoW	Negligible to Minor	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be Low. The effect will, therefore, be negligible to minor adverse , which is not significant in EIA terms.
NCR 1	Minor to Moderate	Overall, the magnitude of the impact is deemed to be Low, and the sensitivity of the receptor is considered to be High. The effect will, therefore, be minor to moderate adverse . The level of effect and therefore significance in this case would be subject to professional judgement. It is considered that the ability to maintain access via the PAMP in consultation with NCC and relevant stakeholders and intermittent nature of the impact, as well as the reversibility, would mean that this is not significant in EIA terms.

309. As noted in Table 15.33, the level of effect, and therefore significance, for the NCR 1, the highest effected receptor, would be subject to professional judgement. It is considered that the ability to maintain access via the PAMP in consultation with NCC and relevant stakeholders and intermittent nature of the impact, as well as the reversibility, results in this being a not significant effect.

310. Overall, the greatest magnitude of cumulative impacts is deemed to be Low, and the highest sensitivity of the receptors is considered to be High. The effect will, therefore, be of **minor to moderate adverse** significance, which is **not significant** in EIA terms.


15.13.2.10. SECONDARY MITIGATION AND RESIDUAL EFFECT

311. No secondary mitigation is considered necessary because the likely effect is not significant. The effect therefore remains as **minor beneficial** and **not significant** in EIA terms.

15.13.3. Potential Effects During Decommissioning

15.13.3.1. CUMULATIVE EFFECTS DURING DECOMMISSIONING

312. As noted in the decommissioning phase assessment, the scale and type of effects expected during the decommissioning stage would be expected to be similar to those anticipated to occur during the construction stage, but to a lesser degree. As the end of the development life would likely be up to 35 years from the date of the beginning of operation, it is recognised that standard industry practice, rules and legislation will change over this time, meaning that no descriptive decommissioning plans or policies can be prepared at this time. The detail and scope of decommissioning works will be determined by the relevant legislation and guidance at the time of decommissioning and will be agreed with the regulator with decommissioning plan provided.

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313. When regarding cumulative developments, the understanding of what the potential decommissioning cumulative impacts would be, related to socio-economic, tourism and recreational receptors is also not precisely clear at this stage. It is assumed that the magnitude of impact for all effects considered will mirror (but is likely to be lower than) the magnitude relating to the Onshore Scheme's construction phase and that the sensitivity of each receptor is also assumed not to change, therefore, with appropriate secondary mitigation in place, no significant effects would be expected to occur.

15.14. Inter-Related Effects

314. Inter-related effects are the potential effects of multiple impacts affecting one receptor or a group of receptors. Inter-related effects include interactions between the impacts of the different stages of the Onshore Scheme (i.e., interaction of impacts across construction, operation and maintenance and decommissioning), as well as the interaction between impacts on a receptor within a stage of the Onshore Scheme. A description of the likely inter-related effects arising from the Onshore Scheme on socio-economic, tourism and recreational receptors is provided below.

315. The inter-related effects have come as a result of the impacts related to tourism and recreational receptors. The assets would be visually impacted by the sight of the construction during the construction phase, and the sight of the Onshore Converter Station during the operational phase, which has been assessed in Chapter 7: Landscape and Visual Amenity.

316. Further impacts related to the construction phase are the reduction of recreational and/or tourism amenity as a result of construction noise, as well the possible closure, diversion or severance of linear recreational routes, which are assessed in Chapter 13: Noise and Vibration and Chapter 12: Traffic and Access, respectively.


15.15. Summary of Impacts, Mitigation Measures, Likely Significant Effects and Monitoring

317. Information on Socio-Economics, Tourism and Recreation within the defined Study Areas were collected through desktop review. Table 15.34 presents a summary of the potential impacts, mitigation measures and the conclusion of likely significant effects in EIA terms. The impacts assessed include:

- WSA economy;
- WSA economy;
- WSA housing and local services;
- Access to job opportunities by local residents;
- LAI Recreational activities; and
- LAI Tourism receptors.

318. Overall, it is concluded that there will be no likely significant effects arising from the Onshore Scheme during the construction, operation and maintenance or decommissioning phases. Table 15.35 presents a summary of the potential cumulative impacts, mitigation measures and the conclusion of likely significant effects on socio-economic, tourism and recreational receptors in EIA terms. The cumulative effects assessed include:

- WSA Economy and Employment; and
- Tourism and Recreation.

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319. Overall, it is concluded that there will be no likely significant cumulative effects from the Onshore Scheme alongside other developments / plans.

Table 15.34 Summary of potential likely significant environmental effects, mitigation and monitoring (construction)

Description of Impact	Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
WSA Economy	Negligible	High	Minor beneficial and not significant	None proposed	No change	None proposed
WSA Employment	Negligible	High	Minor beneficial and not significant	None proposed	No change	None proposed
WSA Housing and Local Services	Negligible	High	Minor adverse and not significant	None proposed	No change	None proposed
Access to Job Opportunities by Local Residents	Negligible	High	Minor beneficial and not significant	None proposed	No change	None proposed
Recreational receptors	Low	High	Minor to moderate adverse and not significant	None proposed	No change	None proposed
Tourism receptors	Low	Low	Minor adverse and not significant	None proposed	No change	None proposed

Table 15.35 Summary of potential likely significant environmental effects, mitigation and monitoring (operation and maintenance)


Description of Impact	Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
WSA Economy and Employment	No impact	High	No effect	None proposed	No change	None proposed
WSA Housing and Local Services	No impact	High	No effect	None proposed	No change	None proposed
Access to Job Opportunities by Local Residents	No impact	High	No effect	None proposed	No change	None proposed
Recreational receptors	Negligible	High	Minor adverse and not significant	None proposed	No change	None proposed
Tourism receptors Tourism receptors	No impact	Low	No effect	None proposed	No change	None proposed

Table 15.36 Summary of likely significant cumulative environment effects, mitigation and monitoring (construction)

Description of Impact	Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
WSA Economy and Employment	Negligible	High	Minor beneficial and not significant	None proposed	Minor beneficial and not significant	None proposed
Public Rights of Way	Low	Low	Negligible to minor adverse and not significant	None proposed	Negligible to minor adverse and not significant	None proposed
King Charles III England Coast Path	Low	High	Minor to moderate adverse and not significant	None proposed	Minor to moderate adverse and not significant	None proposed
National Cycle Route 1	Low	High	Minor to moderate adverse and not significant	None proposed	Minor to moderate adverse and not significant	None proposed
Cambois Beach	Low	Low	Negligible to minor adverse and not significant	None proposed	Negligible to minor adverse and not significant	None proposed

Table 15.37 Summary of likely significant cumulative environment effects, mitigation and monitoring (operation)

Description of Impact	Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
Public Rights of Way	Low	Low	Negligible to minor adverse and not significant	None proposed	No change	None proposed
National Cycle Route 1	Low	High	Minor to moderate adverse and not significant	None proposed	No change	None proposed

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Classification: Final		
Status: Final		

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