



AQUIND Limited

PEIR CHAPTER 24

Socio-economics

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24 SOCIO-ECONOMICS

24.1 SCOPE OF THE ASSESSMENT

24.1.1 INTRODUCTION

24.1.1.1 This chapter of the PEIR provides the preliminary socio-economic EIA of the Proposed Development. The Proposed Development that forms the basis of this assessment is described in Chapter 3 Description of the Proposed Development.

24.1.1.2 The socio-economic assessment will consider the potential impacts associated with the activities listed below. All impacts are associated with the Proposed Development as a whole:

- Generation of direct, indirect and induced employment opportunities during construction;
- Disruption to local commercial businesses (including shops and other services) during construction;
- Disruption to users of community resources, including potential impacts on community severance, during construction;
- Disruption and changes in amenity value for users of recreational and open space, Public Rights of Way ('PRoW') and non-designated public routes during construction; and
- Disruption and changes in amenity value for users of recreational and open space, PRoW and non-designated public routes during operation.

24.1.1.3 The impact of the Proposed Development on agricultural land is assessed in Chapter 17 Soils and Agricultural Land Use.

24.1.2 STUDY AREA

24.1.2.1 The study area for this socio-economic assessment varies according to the receptor being considered. In the absence of statutory guidance on socio-economic assessments, reference has been made to planning policy, best practice guidance, and professional judgement and experience. The geographical scale of assessment is outlined in the Methods of Assessment section. No transboundary effects are anticipated, and are therefore not considered further within this assessment.

24.2 LEGISLATION, POLICY AND GUIDANCE

24.2.1.1 This assessment has taken into account the current legislation, policy and guidance relevant to socio-economics and the Proposed Development.

24.2.2 LEGISLATION

24.2.2.1 There are no legislative requirements which exist in relation to socio-economics, and therefore the assessment is guided by the national and local planning policy and guidance, as summarised in the following section.

24.2.3 PLANNING POLICY

National Planning Policy

- The Overarching National Policy Statement for Energy (NPS EN-1) (Department of Energy and Climate Change, 2011) was adopted in 2011. The NPS EN-1 sets out the Government’s national policy for “*the delivery of major energy infrastructure*”.
 - ¡ Paragraph 5.12.1 of the NPS EN-1 recognises that the construction, operation and decommissioning of energy infrastructure may have socio-economic impacts at local and regional levels. The NPS EN-1 further states that where the project is likely to have such impacts, an assessment of these impacts should be included within the Environmental Statement.
 - ¡ Paragraph 5.12.4 states that the assessment should consider all relevant socio-economic impacts, describe the socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development’s socio-economic impacts correlate with local planning policies.
- The revised NPPF (Ministry of Housing, Communities and Local Government, 2018) was adopted in July 2018. The NPPF sets out the Government’s economic, environmental and social planning policies for England. These policies outline the Government’s vision of sustainable development, and “*a framework within which locally-prepared plans for housing and other development can be produced*”.
 - ¡ At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11), with the purpose of the planning system to provide “*a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings*”. Furthermore, Paragraph 8 of the NPPF states that achieving sustainable development involves “*identifying and coordinating the provision of infrastructure*”.
 - ¡ Chapter 6 - ‘Building a strong, competitive economy’ outlines that planning policies should “*set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth*”.

ensuring the provision of good quality sports facilities and retaining open spaces, including children’s play spaces, which are valued by local communities.

Winchester City Council

- The Winchester District Local Plan Part 1 Joint Core Strategy (Winchester City Council, 2013) outlines the strategic vision, objectives and key policies needed to achieve sustainable development in the Winchester District to 2013. The following policies are of relevance to the Proposed Development and socio-economics:
 - Policy CP7: Open Space, Sport and Recreation states that “*there will be a presumption against the loss of any open space, sports or recreation facility (including built facilities)*”; and
 - Policy CP8: Economic Growth and Diversification outlines the Local Planning Authority’s support for economic development, diversification and opportunities to expand the economic base and foster innovation.

East Hampshire District Council

- The East Hampshire District Local Plan: Joint Core Strategy (East Hampshire District Council, 2014) provides a policy framework that is intended to shape and guide development in East Hampshire through to 2028. Of relevance to the Proposed Development and socio-economics is Policy CP5: ‘Employment and Workforce Skills’. It outlines that planning permission will be granted for development that improves workforce skills and employability and secures local skills and training provision and employment on significant development, particularly with regard to construction skills and employment.

24.2.4 GUIDANCE

- 24.2.4.1 There are no guidance documents of specific relevance to socio-economics used in the preparation of this Chapter. However, it has been prepared in accordance with the ‘Open space, sports and recreation facilities, public rights of way and local green space’ category of the National Planning Practice Guidance (Ministry of Housing, Communities and Local Government, 2016) and the Homes and Communities Agency Additionality Guide, A Standard Approach to Assessing the Additional Effect of Projects, 4th Edition (Homes and Community Agency, 2014).

24.2.5 SCOPING OPINION

- 24.2.5.1 As outlined within Chapter 1 Introduction, a Scoping Opinion was received by the Applicant from PINS on behalf of the SoS on 07 December 2018 including formal responses from statutory consultees and the MMO. The responses from PINS in relation to socio-economics, and how those requirements should be addressed by the Applicant, are set out below in Table 24.1.

24.2.5.2 Appendix 5.3 provides a complete set of responses in the PEIR to the contents of the Scoping Opinion.

Table 24.1 - PINS Scoping Opinion Response

Scoping Opinion Ref	Summary of Comment Received	How this has been addressed by the Applicant
4.22.1	<p>Paragraph 27.3.1 of the Scoping Report states that there are no private assets beyond agricultural land (to be considered in the Soils and Agricultural Land Use aspect chapter) and therefore, effects related to private or community assets will not be considered further. However, it is noted that paragraph 27.3.5 identifies “<i>changes in community severance and accessibility to private and community resources</i>” as a likely significant effect to be considered in the impact assessment. In the absence of clarity the Inspectorate cannot agree to scope this matter out at this stage.</p> <p>The ES should clearly identify impacts to private or community assets, where likely significant effects could occur.</p>	<p>Clarity is provided within this chapter of the PEIR to confirm the assets which will be considered within the ES. The ES will provide additional clarity and a definition of severance and accessibility.</p>
4.22.3	<p>The Scoping Report contains very limited information with regards to the timings of likely disruption and the likely community receptors that could be affected by community severance during the construction of the Proposed Development. The Scoping Report also appears to identify the same matter as a ‘likely significant effect’ at paragraph 27.3.5.</p>	<p>The ES will provide further clarity on the construction duration and activities. As there currently isn’t sufficient detail available at the PEIR stage to allow for a comprehensive assessment when these have been developed further a reassessment of the sensitivity of receptors will be undertaken. The results of this reassessment will be included within the ES.</p>

	In the absence of sufficient evidence to support the statements made, the Inspectorate cannot agree to scope this matter out. The ES should include an assessment of community severance on sensitive receptors, where likely significant effects could occur.	
4.22.5	The ES should clearly define and justify the study area applied to the assessment. It is noted that the Applicant intends to apply Design Manual for Roads and Bridges ('DMRB') Vol 11, Section 3, Part 8 guidance to the assessment of disruption and changes in amenity value for users of recreational/open space. The Inspectorate notes that DMRB Vol 11, Section 3, Part 8, Paragraph 2.2 states that community facilities 'and their catchment areas' should be addressed by such an assessment. The ES should clearly explain the selected study area.	As outlined the methodology section below, a study area of 500 m from the Site Boundary has been used to identify community resources. As there currently isn't sufficient detail available at the PEIR stage to allow for a comprehensive assessment when these have been developed further a reassessment of the study area will be undertaken. The results of this reassessment will be included within the ES.
4.22.6	<p>It is noted in this aspect chapter that reference is made to community assets, community resources, and community facilities. It is unclear whether these are referring to one and the same. The ES should make this clear and use consistent terminology.</p> <p>The Scoping Report does not describe the community (including amenity) receptors in any detail and no figures have been provided to show their location. The ES should clearly identify and justify the applicable receptors, together with the study area. The presentation of receptors and study areas on figures accompanying the ES should also be provided.</p>	<p>A definition of community resource is provided below in section 24.3 of this Chapter. Consistent terminology will be used in the ES.</p> <p>Appendix 24.2 identifies community resources within 500 m of the Proposed Development which will be refined as the design develops and included within the ES.</p>

<p>4.22.7</p>	<p>The Scoping Report refers to potentially significant increase in workers relocating to the area. The ES should provide information on the likely number of workers and the assumptions made in the impact assessment.</p>	<p>The level of detail regarding the construction stage required to undertake calculations relating to the specific numbers of construction workers was not available when scoping was undertaken and therefore information from the Applicant was used as a starting point. Employment generation will be considered in further detail within the ES.</p>
<p>4.22.8</p>	<p>The Scoping Report acknowledges that change to amenity value is concerned with changes in the degree and duration of a receptors exposure to traffic (fear/intimidation), noise, dirt and air quality. It goes on to state that air quality and noise and vibration will be considered elsewhere in the ES and will not be assessed within the Socio-economic chapter of the ES.</p> <p>Whilst the Inspectorate acknowledges that this will be the case, the Socio-economic chapter should in its assessment of impacts on amenity include appropriate cross-references the assessments presented elsewhere in the ES and consider the combination of these intra-related effects arising from the Proposed Development.</p>	<p>Appropriate cross references to other specialist chapters will be made within the ES.</p>
<p>4.22.9</p>	<p>It is unclear whether the different matters to be assessed within the Socio-economic aspect chapter will follow the same impact assessment methodology approach. The ES should clearly state the assessment criteria which the effects are to be assessed against and the value of receptors identified.</p>	<p>The proposed assessment methodology for the topics scoped in are outlined in section 24.3 below.</p> <p>This will also be outlined in the ES.</p>

24.2.6 CONSULTATION

- 24.2.6.1 Consultation is a key part of the DCO application process. Consultation will be undertaken once the PEIR is made publicly available and up to the point of DCO application submission. No consultation has been undertaken for the socio-economic assessment to date.
- 24.2.6.2 Full details of project consultation for all disciplines are presented within Chapter 6 Consultation.

24.3 METHODS OF ASSESSMENT

24.3.1 BASELINE DATA COLLECTION

Desk Study

- 24.3.1.1 The baseline data for the socio-economics chapter has been gathered through a desk based research exercise. Key data sources include (but are not limited to):
- Office of National Statistics ('ONS');
 - Census 2011; and
 - ONS Business Register and Employment Survey ('BRES').

Local Businesses

- 24.3.1.2 The construction stage of the Proposed Development will require construction activities to take place adjacent to the local highway network. Depending on the exact location of these construction activities, this has the potential to create disruption to local businesses within approximately 500 m of the Proposed Development due to highway and footway disruption during construction. Table 1 Appendix 24.1, identifies all businesses within 500 m of the Proposed Development. Those businesses closest to construction activities are likely to experience comparatively greater disturbance than those situated further away. It is anticipated that as the design develops, the list of businesses potentially impacted by the Proposed Development during construction will be refined. Therefore, the list provided in Appendix 24.1 is only indicative at this stage.

Community Resources

- 24.3.1.3 As mentioned above in 24.3.1.2 the construction stage of the Proposed Development will require construction activities to take place adjacent to the local highway network. Depending on the exact location of these construction activities, this has the potential to create disruption to community resources within approximately 500 m of the Proposed Development due to highway and footway disruption during construction. Table 1 Appendix 24.2, identifies all community resources within 500 m of the Proposed Development. The community resources identified comprise a range of facilities including, education, health and community facilities such as halls and libraries.

24.3.1.4 It is anticipated that as the design develops, the list of community resources potentially impacted by the Proposed Development during construction will be refined. Therefore, the list provided in Appendix 24.2 is only indicative at this stage.

Recreational and Open Space

24.3.1.5 The recreational and open space which exists within the Site Boundary is identified within a number of open space strategies or policy documents, dependent on its location and the local authority within which it falls:

- Sections 1 to 2 of the Proposed Development are located within WCC and EHDC and are identified within the Open Space, Sports and Recreation Study for East Hampshire District Council, 2008.
- Sections 3 to 10 of the Proposed Development are within the South Hampshire Sub-Region, as defined by the Partnership for Urban South Hampshire ('PUSH') Green Infrastructure Strategy 2017 which includes the WCC, HBC and PCC areas.

24.3.1.6 Those recreational and open spaces which are likely to be directly affected by the Proposed Development, lie within 500 m of the Site Boundary, or have the potential to be affected as a result of changes to access arrangements by road or footway have been included within this assessment.

24.3.2 ASSESSMENT METHODOLOGY

Construction

Employment Generation

24.3.2.1 The gross employment generated by the temporary construction stage can be estimated by applying an average gross output per construction industry employee to the estimated total construction cost. If appropriate, consideration will be given to the specialist nature of the works and the need to use non-local specialist resources. Leakage, displacement and multiplier effects are then taken into account to determine the total net employment.

Leakage

24.3.2.2 Leakage effects are the "*proportion of outputs that benefit those outside of the intervention's target area or group*" (English Partnerships Additionality guide 4th Edition, 2014). Analysis carried out on Census 2011 data indicates that 10% of people working in South East Region live outside the area. This corresponds to a low leakage rate as set out by English Partnerships Additionality Guidance, and implies that the majority of employment opportunities will go to people living within the target (effect) area.

Displacement

24.3.2.3 Displacement measures the extent to which the benefits of a project are offset by reduction of output or employment elsewhere. Additional demand for labour as a result of the construction stage of the Proposed Development cannot simply be treated as a net benefit as it has the potential to remove workers from other positions, and the net benefit is therefore reduced by the extent that this occurs.

24.3.2.4 While construction workers typically move between construction projects when delays occur or to help the workforce meet particular construction deadlines, the construction workforce within South East Region is likely to have a moderate level of mobility (the ability to move between projects). The English Partnerships Additionality Guidance provides guidance on the levels of displacement. Within the context of this construction project, a medium level of displacement of 50% is considered appropriate for this assessment.

Multiplier Effects

24.3.2.5 In addition to the direct employment generated by the Proposed Development itself, there may be an increase in local employment arising from “*further economic activity (jobs, expenditure or income) associated with additional local income and local supplier purchases*” (English Partnerships Additionality guide 4th Edition, 2014); the indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, part of the income of the construction workers and suppliers will be spent in South East Region generating further employment (induced or income multipliers). If appropriate, consideration will be given to the specialist nature of the works and the need to use non-local specialist resources.

24.3.2.6 The effects of the multiplier depend on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The English Partnerships Additionality Guidance provides a guide to the composite multipliers (the combined effect of indirect and induced multiplier effects) which should be applied. The Proposed Development passes through four Local Authority areas PCC, HBC, WBC and EHDC. Therefore, given the scale of the Proposed Development and economic linkages which will transcend Local Authority boundaries, the assessment will take account of impacts against the South East Region as a whole. In line with this guidance, within a South East context a ‘medium’ multiplier of 1.5 is considered appropriate for this assessment.

Disruption to Local Businesses

24.3.2.7 Although no land take from commercial properties is envisaged, the proposed construction works are likely to temporarily disrupt businesses along the Onshore Cable Route due to potential access restrictions to roads and footways and associated reduction in vehicle traffic and footfall. Similarly, during construction there may be potential access restrictions to roads and disruption from construction traffic. As the design of the Proposed Development evolves, the potential effects on businesses will be re-analysed so that the potential effects accurately reflect any changes to the design.

24.3.2.8 A qualitative assessment of changes to accessibility would consider disruption to access due to construction activities. This would include an assessment of:

- The current access arrangements to the business (i.e. the method of primary access by customers, including likely methods of travel and availability of parking);
- Distance of the business from the construction works associated with the Proposed Development; and
- The potential reduction in road and footway access due to the construction works and associated traffic impacts.

Changes in Community Severance and Accessibility to Community Resources

24.3.2.9 Although no land take from community resources is envisaged, the proposed construction works may temporarily disrupt community resources along the Onshore Cable Route due to potential access restrictions to roads, footways and other transport routes. Similarly, during construction there may be potential access restrictions to roads and disruption from construction traffic. For the purposes of this assessment, community severance is defined as the separation of residents from facilities and services that they use within their community, in this case because of the Proposed Development.

24.3.2.10 As the design of the Proposed Development evolves, the potential effects on accessibility to community resources and community severance will be re-analysed so that the potential effects accurately reflect any changes to the design.

24.3.2.11 A qualitative assessment of changes to accessibility to community resources and community severance would consider disruption due to construction activities. This would include an assessment of:

- The current access arrangements to the community facilities and use patterns i.e. the method of primary access by community receptors, including likely methods of travel, patterns of use and availability of parking);
- Distance of the community facilities from the construction works associated with the Proposed Development; and

- The potential reduction in access due to the construction works, associated traffic impacts and an assessment of whether this has any community severance effects.

Effects on Users of Recreational and Open Space and Pedestrian Routes

- 24.3.2.12 During construction, the Proposed Development would likely require temporary land take and changes to the access of recreational and open spaces and pedestrian public routes (including PRoW and non-designated public routes) within the Site Boundary. This has the potential to result in changes to the amenity value of open spaces, PRoW and access routes.
- 24.3.2.13 A 500 m study area around the Site Boundary will be used when considering temporary land take, changes in accessibility and the amenity value of open spaces and pedestrian routes. It is considered that this is the most likely area within which there are the potential receptors to be affected by construction of the Proposed Development.
- 24.3.2.14 A qualitative assessment of land take and changes to accessibility would consider disruption to the ability of users to undertake recreational activities within areas of open space, and the accessibility of pedestrian recreational routes due to construction activities. This would include an assessment of the availability of alternative open spaces, the remaining amount of space which would be available for users to undertake recreational activities in, the potential increase in journey time/length of route (where diversions would be implemented to pedestrian recreational routes), and the potential for amenity effects on users of open spaces or recreational routes.
- 24.3.2.15 Amenity can be described as the relative ‘pleasantness’ of a user’s experience including tranquillity and can typically be influenced by a number of factors which contribute this, including exposure to traffic, noise, and air quality. While noise and air quality effects as a result of the Proposed Development will be assessed elsewhere within the ES, the magnitude of these effects and the potential for amenity impacts to affect users of open space and recreational pedestrian routes will be considered on a qualitative basis.

Decommissioning

- 24.3.2.16 It is assumed that potential decommissioning impacts are likely to be similar to construction. Therefore, the methodology utilised for assessing construction impacts outlined above will also be used to assess potential significant impacts from decommissioning.

Operation

Effects on Users of Recreational and Open Space and Pedestrian Routes

- 24.3.2.17 During operation, the Proposed Development would likely require permanent land take and changes to the access of recreational and open spaces and pedestrian public routes (including PRow and non-designated public routes) within the Site Boundary. Similar to the methodology described above for during construction, a 500 m study area around the Site Boundary will be used when considering permanent land take, changes in accessibility, and the amenity value of open spaces and pedestrian routes.
- 24.3.2.18 A qualitative assessment of land take and changes to accessibility would consider disruption to the ability of users to permanently undertake recreational activities within areas of open space, and the accessibility of pedestrian recreational routes due to the location of the Converter Station Area. This would include an assessment of the availability of alternative open spaces, the remaining amount of space that would be available for users to undertake recreational activities in, the potential increase in journey time/length of route (where permanent diversions or closures to pedestrian routes) and the potential for amenity effects on users of open spaces or recreational routes.
- 24.3.2.19 The potential for amenity impacts to affect users of open space and recreational pedestrian routes will be considered on a qualitative basis utilising the methodology described above.

24.3.3 SENSITIVE RECEPTORS

- 24.3.3.1 This socio-economic assessment will seek to establish the potential economic and social impacts of the Proposed Development. As such, the impacts of the Proposed Development will be considered at varying spatial levels according to the nature of the impact.
- 24.3.3.2 A socio-economic receptor or resource, which generally include economic entities and users of social infrastructure provision, can experience a socio-economic effect in different ways including:
- As an economic financial gain or loss; and
 - As a gain or loss of a resource or access to a resource.
- 24.3.3.3 The sensitivity of receptors will be identified on a case by case basis with reference to relevant guidance, where applicable, and by employing professional judgements. The determination of sensitivity will vary depending on the type of receptor.

24.4 SIGNIFICANCE CRITERIA

- 24.4.1.1 The assessment of likely significant environmental effects as a result of the Proposed Development will take into account both construction and operational stages. The significance level attributed to each effect will be assessed based on the magnitude of change due to the Proposed Development and the sensitivity of the affected receptor. For socio-economics there is no accepted definition of what constitutes a significant, or not significant, socio-economic effect. It is, however, recognised that 'significance' reflects the relationship between the scale of the impact (magnitude) and the sensitivity (or value) of the impacted resource or receptor.
- 24.4.1.2 As such, effects will be assessed on the basis of:
- **Consideration of sensitivity of receptors:** specific values in terms of sensitivity are not attributed to socio-economic resources/receptors due to their diversity in nature and scale, however the assessment instead takes account of the qualitative (rather than quantitative) 'sensitivity' of each receptor and, in particular, on their ability to respond to change;
 - **Magnitude of impact:** this entails consideration of the size of the impact on people or business in the context of the area in which the effects will be experienced; and
 - **Scope for adjustment or mitigation:** this assessment is concerned in part with economies which adjust themselves continually to changes in supply and demand. The scope for the changes brought about by the Proposed Development to be accommodated by market adjustment will therefore be a criterion in assessing effect significance.
- 24.4.1.3 The assessment process aims to be objective and quantifies effects as far as practicable. However, some effects can only be evaluated on a qualitative basis. Effects are defined as follows:
- **Beneficial:** classifications of significance indicate an advantageous or beneficial impact on an area, which may be minor, moderate, or major;
 - **Negligible:** classifications of significance indicate imperceptible impacts on an area; and
 - **Adverse:** classifications of significance indicate a disadvantageous or adverse impact on an area, which may be minor, moderate or major.
- 24.4.1.4 The duration of effect is also an important consideration, with more weight given to permanent changes than to temporary ones. Temporary effects are considered to be those associated with the site preparation and construction works, and may be short, medium or long term. Permanent effects are generally those associated with the completed, operational development, and are assumed to be non-reversible.

24.4.2 SIGNIFICANCE OF EFFECTS

24.4.2.1 The following terms will be used to define the significance of the effects identified:

- **Major effect:** where the Proposed Development could be expected to have a considerable effect (either positive or negative) on receptors;
- **Moderate effect:** where the Proposed Development could be expected to have a perceptible effect (either positive or negative) on receptors;
- **Minor effect:** where the Proposed Development could be expected to result in a small, barely perceptible effect (either positive or negative) on receptors; and
- **Negligible:** where no discernible effect is expected as a result of the Proposed Development on receptors (i.e. the effect is insignificant).

ASSUMPTIONS AND LIMITATIONS

24.4.2.2 This chapter of the PEIR provides preliminary information as it relates to the Proposed Development to date and draws upon published data available at this point in the assessment process. The assessment has been carried out against a benchmark of the current socio-economic baseline conditions prevailing within and around the Proposed Development. As with any dataset, these may be subject to change over time, which may influence the findings of the assessment. As such, there may be statistical time lag associated with the assessment.

24.4.2.3 The information contained herein is intended to inform consultation responses at this stage. A more detailed assessment of potential significant effects as a result of the Proposed Development on identified sensitive receptors will be undertaken at subsequent stages to inform the ES.

24.4.2.4 Any additional information requirements identified at this PEIR stage will be considered and addressed along with specific mitigation measures as part of the assessments for the production of the ES.

24.5 BASELINE ENVIRONMENT

24.5.1.1 This section presents the current baseline with regard to the following socio-economic characteristics which are relevant to the Proposed Development:

- Population and labour force;
- The local and regional economy; and
- Recreational and open space.

POPULATION AND LABOUR FORCE

24.5.1.2 The 2017 ONS Population estimates for the four Local Authority areas within which the Proposed Development falls are outlined below in Table 24.2 as well as the population for South-East England and Great Britain. The population levels within HBC, WBC, and EHDC authorities are similar, however it is notable that within Portsmouth the population levels are almost twice as high, emphasising the

urbanised nature of the PCC area and the high population density compared with the more rural nature of the other authority areas.

Table 24.2 - Type Total population within the four Local Authority Areas compared to wider Britain (NOMIS, 2017)

Portsmouth City Council	Havant Borough Council	Winchester City Council	East Hampshire District Council	South-East England	Great Britain
214,718	125,065	123,879	119,392	9,080,825	64,169,395

24.5.1.3

The estimated working age population (residents aged 16-64 years old) as a percentage of the total resident population in 2017 for the four Local Authority areas, South-East England and Great Britain is shown in Table 24.3. There is a slightly higher proportion of working age residents within Portsmouth compared with the other three local authority areas, reflecting the higher concentration of employment, education, and leisure opportunities which are likely to attract a slightly younger population compared with the more rural areas of HBC, WBC, and EHDC which have a slightly older resident population.

Table 24.3 - Population aged 16-64 (% of residential population) (NOMIS, 2017)

Portsmouth City Council Area	Havant Borough Council Area	Winchester City Council Area	East Hampshire District Council Area	South-East England	Great Britain
67.4%	59.2%	60.7%	58.9%	61.8%	62.9%

Deprivation

24.5.1.4

The Indices of Multiple Deprivation (NOMIS, 2015) uses a combination of information relating to six measures or 'domains', to create an overall score of deprivation:

- Income;
- Employment;
- Health deprivation and disability;
- Education, skills and training;
- Barriers to housing; and
- Crime and living environment.

24.5.1.5 Deprivation is scored between 1 and 326 (representing the 326 local authorities within England), with a score of 1 being the most deprived and 326 being the least deprived. Table 24.4 outlines each Local Authority area's rank compared and deprivation 'Employment Rank'.

24.5.1.6 The WCC and EHDC areas fall within the 25% least deprived areas within England, whilst the PCC area falls within the 20% most deprived areas within England. HBC is located within the 40% of the most deprived areas within England. The employment deprivation ranking for each area correlates to these findings apart from the PCC area which has a comparatively lower employment deprivation when compared to its overall deprivation.

Table 24.4 - Indices of Multiple Deprivation (NOMIS, 2017)

Local Council Area	Local Authority rank (of 326 local authorities in England)	Employment Deprivation rank (of 326 local authorities in England)
Portsmouth City Council Area	63	147
Havant Borough Council Area	132	125
Winchester City Council Area	307	301
East Hampshire District Council Area	308	300

24.5.2 LOCAL AND REGIONAL ECONOMY

24.5.2.1 The proportion of individuals aged 16-64 that were estimated to be economically active according to 2018 data (2018, ONS) were: 78.1% in the PCC area; 78% in the HBC area; 82.2% WCC area; and 80.2% in the EHDC area. This is broadly in line with proportions of economic activity in the South-East (81.1%) and Great Britain (78.4%).

24.5.2.2 The NOMIS Job Densities Report (NOMIS, 2016), is available at a local authority-wide and sub-regional level and indicates the availability of employment and labour demand within an area. As of 2016, the job density levels (i.e. the ratio of total jobs to the working age population) in the four local authority areas are outlined in Table 24.5.

Table 24.5 - Population aged 16-64 (% of the resident population)

Local Council Area	Job Density
Portsmouth City Council Area	0.87
Havant Borough Council Area	0.70
Winchester City Council Area	0.70
East Hampshire District Council Area	0.83

24.5.2.3 Job density rates within the PCC and EHD areas are in line with the averages across the South-East (0.88) and Great Britain (0.84), whilst HBC and WCC have slightly lower job density statistics, suggesting a slightly lower availability of jobs.

24.5.2.4 Table 24.6 shows the proportion of employees working in each industry sector in 2016 (NOMIS, 2016).

Table 24.6 - Proportion of total employees in each industry sector (NOMIS, 2017)

Sector	PCC Area	HBC Area	WCC Area	EHDC Area	South East	Great Britain
B: Mining and quarrying	0.0	0.0	0.0	0.1	0.0	0.2
C: Manufacturing	8.6	9.1	4.9	9.3	6.2	8.1
D: Electricity, gas, steam and air conditioning supply	1.4	0.2	0.0	0.2	0.5	0.4
E: Water supply; sewerage, waste management and remediation activities	0.7	0.9	0.4	0.8	0.8	0.7
F: Construction	3.8	6.8	5.6	5.8	5.5	4.6
G: Wholesale and retail trade; repair of motor vehicles and motorcycles	14.3	15.9	16.0	18.6	16.3	15.3
H: Transportation and storage	3.8	2.3	3.7	2.9	4.6	4.9

I: Accommodation and food service activities	8.6	8.0	7.4	8.1	7.3	7.5
J: Information and communication	6.7	4.5	7.4	4.7	5.9	4.2
K: Financial and insurance activities	1.7	1.6	3.7	2.9	2.8	3.6
L: Real estate activities	1.2	1.4	1.5	1.6	1.6	1.6
M: Professional, scientific and technical activities	2.9	6.8	6.2	7.0	8.0	8.6
N: Administrative and support service activities	9.5	11.4	8.6	5.8	8.7	9.0
O: Public administration and defence; compulsory social security	6.7	2.8	3.7	4.1	3.2	4.3
P: Education	11.4	13.6	8.6	11.6	10.4	8.9
Q: Human health and social work activities	14.3	10.2	17.3	10.5	12.7	13.3
R: Arts, entertainment and recreation	2.9	1.8	2.5	1.9	2.7	2.5
S: Other service activities	1.9	1.8	2.2	2.9	2.5	2.1

24.5.2.5

Table 24.6 shows that the dominant industry in three of the four local authority areas (PCC, HBC and EHDC) is Sector G (wholesale and retail trade) which is consistent with the proportions within the South East (16.3%) and Great Britain (15.3%). In the WCC area Sector Q (Human health and social work activities) is the dominant industry (17.3%) which is higher than the neighbouring areas, the South-East and Great Britain. Sector G (wholesale and retail trade) is the second most dominant industry in WCC Area with 16% of the working age population working in this sector. All other sectors across the four local authority areas are broadly in line with South-East and Great Britain levels.

24.5.3 RECREATIONAL AND OPEN SPACE

24.5.3.1 Areas of recreational and open space and pedestrian recreational routes/PRoW within 500 m of Proposed Development are identified below and are shown on Figure 24.1.

Section 1 – Lovedean (Converter Station Area)

24.5.3.2 There are no formal areas of recreational or public space within 500 m of Section 1 of the Proposed Development, however, the following PRoW are within 500 m:

- PRoW 5 (also referred to as Monarch’s Way) is situated to the east of the Proposed Development;
- PRoW 21 and 6 (also referred to as Monarch’s Way) are situated to the north of the Proposed Development;
- PRoW 23 (also referred to as Monarch’s Way) is located to the north of the Proposed Development and a portion of this is within 500 m of the Site Boundary;
- PRoW 20 is to the west of the Proposed Development and provides a connection between The Crossway and White Horse Lane;
- PRoW 28 located to the east of the Proposed Development. The footpath starts at PRoW 16 and heads east to Broadway Lane; and
- PRoW 16 is a footpath that provides a connection between PRoW 28 and an unnamed road to the south of the Proposed Development PRoW runs through the Proposed Development.

24.5.3.3 There are also a number of non-designated recreational routes to the south-west of the Proposed Development through Crabdens Copse.

Section 2 - Anmore

24.5.3.4 There are no formal areas of recreational or public space within 500 m of Section 2. However, the following PRoW are within 500 m:

- PRoW 17 is located to the west of the Proposed Development and connects Edney’s Lane to Tanner’s Lane;
- A short portion of PRoW 18 is located within 500 m of the Proposed Development;
- PRoW 14 is located to the east of the Proposed Development and starts at Tanner’s Lane before heading west;
- PRoW 13 is located within Section 2 of the Proposed Development and starts from the end of PRoW 41 and heads north and then west; and
- PRoW 41 is a bridleway located to the east of the Proposed Development.

Section 3 – Denmead/Kings Pond Meadow

24.5.3.5 There are no formal areas of recreational or public space within 500 m of Section 3 apart from a portion of Wayfarers Walk, a Long-Distance Path, which is located to the west of the Proposed Development.

24.5.3.6 The following PRoW are within 500 m of the Proposed Development:

- PRoW 503 is located to the west of the Proposed Development;
- PRoW 4 is located to the west of the Proposed Development; and
- PRoW 3 is located to the south west of the Proposed Development.

Section 4 - Hambledon Road to Burnham Road

24.5.3.7 On the corner of Hambledon Road and Sickle Way (to the west of the Proposed Development) is an area of open space that contains a playground and pedestrian footpath that links Sickle Way to residential properties.

24.5.3.8 To the east of Hambledon Road is Jubilee Park which is accessed via Milton Road. Slightly further south, also to the east of the Proposed Development is Fielders Park which is a formal open space area that services the surrounding residential neighbourhood.

24.5.3.9 To the west of the Proposed Development is Purbrook Bowling Club which has a playground and open space directly adjacent to it. Purbrook Bowling Club, and the adjacent recreational places, are accessed via Purbrook Health Road which adjoins London Road (which Section 4 of the Proposed Development runs along).

24.5.3.10 To the south of Portsdown Hill Road is a lookout point in-between London Road and Hilltop Crescent. This is an informal recreation space that is accessible from Portsdown Hill Road and contains picnic benches with views out towards the sea.

24.5.3.11 Portsmouth Golf Course is located adjacent to the B2177 at the start of Section 4 of the route.

24.5.3.12 Wayfarers Walk is within 500 m of this section of the Proposed Development. Wayfarers walk is a Long-Distance Path.

24.5.3.13 The following PRoW are located within 500 m of Section 4 of the Proposed Development:

- PRoW 1 is to the west of the Proposed Development and provides a link between Closewood Road and four other PRoW further to the south;
- PRoW 10 is located to the east of the Proposed Development and connects Maurepas Way to Swiss Road;
- PRoW 11 is located to the west of the Proposed Development and starts at Maurepas Way and connects to PRoW 30;
- PRoW 30 starts west of the Proposed Development, at the end of PRoW 11, and then heads west;

- PRoW 15 is a bridleway and is located to the west of the Proposed Development and provides a route from London Road to PRoW 32 which is also to the west of the Proposed Development;
- PRoW 31 starts at the intersection of PRoW 32 and Restricted Byway 742 and then heads north west. This PRoW is located west of the Proposed Development;
- PRoW 32 starts at the end of PRoW 33b and heads south to connect to a network of PRoW;
- PRoW 33b is a footpath to the west of the Proposed Development and connects PRoW 34 and PRoW 32;
- PRoW 739 is a footpath that starts at PRoW and heads north and connects to PRoW 741;
- PRoW 741 is a Restricted Byway and heads west of the Proposed Development and connects to a network of PRoW;
- PRoW 18 starts to the north of Purbrook Gardens and then heads west from London and then connects to a network of PRoW to the west of the Proposed Development;
- PRoW 19 starts at London Road, heads west and crosses over Marrels Wood Road and connects to PRoW 35 before connecting to PRoW 33a and heading north;
- PRoW 21 is located to the east of the Proposed Development and connects Park Road to Fir Copse Road;
- PRoW 20 is located to the east of the Proposed Development and connects London Road to Park Road;
- PRoW 114a and 114b are both small lengths of footpath to the east of the Proposed Development and are located off Park Avenue which provide connections to nearby houses and a road called The Dale;
- PRoW 29 is a small section of footpath that heads south from a road called The Brow which located to the east of the Proposed Development;
- A portion of PRoW 28 is within 500 m west of the Proposed Development, the footpath starts on New Down Lane and continues north to Widley Farm;
- PRoW 21 which is the west of the Proposed Development and provides a link between the B217 to the north of Boundary Way. This PRoW changes name to PRoW 36 which continues north as PRoW and ends at Purbrook Health Road;
- PRoW 20 which starts at London Road and heads east for a short distance and connects to Park Road;
- PRoW 6 which links Farlington Avenue to Down End Road;
- PRoW 24 which is a short length of footpath connecting Drayton Lane and the B2177; and
- PRoW 22 which links Courtmount Grove and Cranborne Road.

Section 5 - Farlington

- 24.5.3.14 There is open space to the east of Farlington Road and west of Grant Road. The space consists of playing fields and a playground and is accessible from Eveleigh Road and Farlington Avenue.
- 24.5.3.15 The following PRoW are located within 500 m of Section 5 of the Proposed Development:
- PRoW 512 and 514 are situated to north of Portsdown Hill Road and provide a link between Portsmouth Golf Course and College Road;
 - PRoW 5 which is a small section of footpath that provides a link between Gillman Road and Portsdown Hill Road;
 - PRoW 31 is a small section of footpath which provides a link between Eastern Road and Copsey Grove;
 - PRoW 30 starts at Copsey Grove, crosses Eastern Road and then heads south to Nutbourne Road;
 - PRoW 7 which is a small portion of footpath at the northern most end of Copsey Grove; and
 - PRoW 8 which links Laburnum Avenue to Havant Road.

Section 6 – Zetland Field and Sainsbury’s Car Park

- 24.5.3.16 Within the Site Boundary of the Proposed Development is Zetland Field, an open space located to the east of the A2030 and north of Fitzherbert Road. Approximately 250 m to the west of the Proposed Development are the Springfield playing fields.
- 24.5.3.17 There are two PRoW within 500 m of Section 6 of the Proposed Development:
- PRoW 33 which provides a link from Fitzherbert Road, along the southern boundary of Zetland Field to Zetland Road; and
 - PRoW 34 is located to the west of the Proposed Development and provides a link from North to south between Homefield Road and Grove Road.

Section 7 - Farlington Junction to Airport Service Road

- 24.5.3.18 Farlington Marshes Nature Reserve is an area of reclaimed land in Langstone Harbour that is accessible from the A27 roundabout and is located to the west of the A2030 within 500 m of the Proposed Development. There is a popular walk within the Nature reserve which follows the route of the sea wall.
- 24.5.3.19 There are two informal open spaces to the west and east of Eastern Road:
- The open space to the east of Eastern Road comprises two football fields; and
 - The open space on the western side of Eastern road comprises a playground, playing fields, and a basketball court.

24.5.3.20 There is a long-distance walking route called Solent Way which starts at Farlington Marshes Nature reserve and runs south along the eastern coastline and then heads west along the Eastney foreshore. This walking route is within 500 m Sections 8 to 10 of the Proposed Development.

Section 8 - Great Salterns Golf Course to Velder Avenue/Moorings Way

24.5.3.21 To the west of Section 8 of the Proposed Development, to the north of Burrfields Road are the Admiral Lord Nelson Playing Fields. These facilities consist of an AstroTurf pitch and a multi-use game area. To the north and west of the Playing Fields is the South Sea Golf Course.

24.5.3.22 The Proposed Development is also within 500 m of:

- Great Salterns Recreation Area, located to the west of the A2030;
- Grounds to the west of Portsmouth College, including Baffins Pond;
- Milton Common;
- Tamworth Park; and
- Milton Cemetery.

24.5.3.23 PRoW 96, which runs south west for a short distance at the end of Rodney Road, is the only PRoW within 500 m of Section 8 of the Proposed Development.

Section 9 - Velder Avenue/Moorings Way to Bransbury Road

24.5.3.24 The University of Portsmouth Playing Fields are located within the Proposed Development Area and the Milton Locks Nature Reserve is directly adjacent to the Proposed Development Area. In addition, there are a number of formal and informal recreation spaces within 500 m of the Proposed Development:

- Bransbury Park;
- Milton Park;
- A dog park located between Fair Oak Road and The Driveway; and
- An open space between the dog park and Solent Drive.

24.5.3.25 The following PRoW are within 500 m of Section 9 of the Proposed Development:

- PRoW 46 which provides a link west to east from Milton Road to Perth Road; and
- PRoW 99 which runs from Milton Road east and links to Locksway Road.

Section 10 – Eastney (Landfall)

24.5.3.26 Accessible from Halliday Crescent there are a number of football fields and tennis courts which form a large open recreational space between Halliday Crescent and Dunn Close. This is Protected Open Space in accordance with the Portsmouth City Council Parks and Open Spaces Strategy (Portsmouth City Council, 2012).

- 24.5.3.27 Eastney Esplanade provides direct access to the Eastney Beach. There is a formal footpath that runs along the foreshore, between the road and the beach. From the formal footpath down to the beach there are a number of informal footpaths.
- 24.5.3.28 PRoW 101 and 102 are within 500 m of Section 10 of the Proposed Development. These two paths provide access between Halliday Crescent and Henderson Avenue at the southern and northern end of Halliday Crescent. Additionally, PRoW 44 is located to the west of the Proposed Development and connects Lidiard Gardens and Cromwell Road.

FUTURE BASELINE

- 24.5.3.29 The predicted percentage increase in population from mid-2016 to mid-2026 for the South-East of England is just over 6% which is slightly higher than the average for England which is 5.9%. The proportion of the population aged 65 and over is projected to increase by approximately 20% between mid-2016 and mid-2026 which is also slightly higher than the England average of 19.4% (NOMIS, 2017). Therefore, the population in the South-East of England is projected to increase, with a greater proportion of the population aged over 65. As such, the estimated working age population (residents aged 16-64 years old) as a percentage of the total resident population for the four Local Authority areas and the South-East of England is likely to decrease over the lifetime of the Proposed Development.
- 24.5.3.30 It is envisaged that over time there are likely to be changes to the locations and types of businesses near to the Proposed Development. This is difficult to predict and as such, the location and type of businesses should be reanalysed at a future date if further impacts are predicted.
- 24.5.3.31 Some areas of open space, recreation and pedestrian routes are likely to change dependent on the type and location of development in the area. However, there is a general trend towards protecting and enhancing areas of open and green space and enhancing connectivity between areas of recreational space, as demonstrated in the Portsmouth City Council Core Strategy (Portsmouth City Council, 2012).

ASSUMPTIONS AND LIMITATIONS

- 24.5.3.32 This chapter of the PEIR provides preliminary information as it relates to the Proposed Development to date and draws upon published data available at this point in the assessment process. The assessment has been carried out against a benchmark of the current socio-economic baseline conditions prevailing within and around the Proposed Development. As with any dataset, these may be subject to change over time, which may influence the findings of the assessment. As such, there may be statistical time lag associated with the assessment.

24.5.3.33 The information contained herein is intended to inform consultation responses at this stage. A more detailed assessment of potential significant effects as a result of the Proposed Development on identified sensitive receptors will be undertaken at subsequent stages to inform the ES.

24.5.3.34 Any additional information requirements identified at this PEIR stage will be considered and addressed along with specific mitigation measures as part of the assessments for the production of the ES

24.6 PREDICTED IMPACTS

24.6.1.1 This section presents the potential impacts arising from the Proposed Development during both construction and operation relative to the baseline socio-economic conditions described in the previous sections of this chapter.

24.6.2 EMPLOYMENT GENERATION DURING CONSTRUCTION

24.6.2.1 There is the potential for a beneficial impact during construction on the local economy as expenditure within the local supply chain is likely to increase during the construction works. Furthermore, construction employment represents a positive economic effect that can be estimated as a function of the scale and type of construction (including during decommissioning). The impact is likely to be on a Regional basis and not localised to the Converter Station Area or where construction works for the cable are taking place as the same people are likely to be employed for the duration of the construction period (three years). Furthermore, the expenditure within the local supply chain is likely to be spread throughout the Region, depending on the goods and services sought (indirect and induced impacts).

24.6.3 DISRUPTION TO LOCAL BUSINESSES DURING CONSTRUCTION

24.6.3.1 The businesses identified in Table 1 in Appendix 24.1 are located within 500 m to the Onshore Cable Corridor and Converter Station Area. Based on the current understanding of the Proposed Development (the design is still subject to refinement at the time of writing) there may be temporary disruption to access as works are undertaken on the carriageway which provides access for vehicle users, and the pedestrian footway which allows pedestrian access to these businesses. As noted above, as the design of the cable and construction access to the substation is developed, the identification of businesses will be subsequently refined.

24.6.3.2 It is assumed that during decommissioning there is also likely to be disruption to businesses from works associated with the removal of the cable and decommissioning of the Converter Station. As decommissioning is likely to take place at least 40 years in the future, baseline information will be required to be updated to accurately include the location of businesses and subsequently include the predicted impacts on them. The ES will consider potential impacts from decommissioning and it is assumed that these will be similar to construction impacts.

24.6.4 DISRUPTION TO RECREATIONAL OPEN SPACE AND PEDESTRIAN ROUTES DURING CONSTRUCTION AND OPERATION

Construction

24.6.4.1 During construction there is the potential for a temporary impact on access to recreational and open space areas and PRow located within 500 m of the Proposed Development.

24.6.4.2 There is also the potential for a change in amenity value due to the increase in construction traffic on nearby roads and noise, dust, vibration etc from the construction of the Proposed Development. As such, there is the potential for users of recreational and open areas to experience impacts associated with a loss of amenity. Similarly, users of PRow are likely experience impacts associated with a loss of amenity.

24.6.4.3 The areas of recreational open space are likely to be impacted by the construction of the Proposed Developed are listed below. The list will be amended and refined as the final cable route is chosen:

- Section 4 – the park on the corner of Hambledon Road and Sickle Way, Purbrook Heath Bowling Club, playground and open space and the lookout to the south of the B2177, in-between London Road and Hilltop Crescent;
- Section 5 – the open space to the east of Farlington Road, including the playing fields;
- Section 6 – Zetland Field;
- Section 7 – Farlington Playing Fields and Anchorage Lodge Community Playing Fields;
- Section 8 – Milton Common;
- Section 9 – Bransbury Park and the University of Portsmouth Grounds; and
- Section 10 - The area of recreational and open space accessible from Halliday Crescent, directly south of Bransbury Park.

Operation

24.6.4.4 During operation, there is also the potential for change in amenity for those recreational receptors utilising PRow within 500 m of the Converter Station Area. In particular, users of PRow HC04, PRow DC16, PRow WHC28 as they will be proximate to the proposed access track. However, as mitigation associated with this area of the Proposed Development is confirmed, this assessment will be confirmed.

24.6.4.5 As the design is further developed, a more detailed section by section consideration of the potential impacts will be able to be undertaken during both construction and operation. This will be considered further in the ES.

- 24.6.4.6 It is assumed that during decommissioning there is also likely to be disruption to open space and pedestrian routes associated with the potential impacts from removal of the cable and decommissioning of the Converter Station. As decommissioning is likely to be in least 40 years in the future, baseline information will be required to be updated to accurately include the location of open space and recreation areas to accurately reflect any changes and impacts on them.

Cumulative Impact Assessment

- 24.6.4.7 The cumulative impact assessment will be undertaken as part of the Environmental Statement once more detailed information about the Proposed Development is obtained. It is envisaged this will consider the potential impacts on recreational and open space and PRow in the context of other developments that are proposed within vicinity of the Proposed Development and which may have an effect on these spaces. The study area for these potential impacts will be the same as outlined above in Section 24.3.2 Assessment Methodology.

24.7 PROPOSED MITIGATION

24.7.1 CONSTRUCTION

- 24.7.1.1 Traffic management systems and diversion routes will be put in place to maintain access to commercial properties and recreational and open spaces. Where appropriate, access roads will be constructed/upgraded ahead of works on the Cable Route.
- 24.7.1.2 In relation to the potential impact on pedestrians utilising recreational space; in particular PRow, where possible, routes will be maintained. However, where diversions or closures are required, these will be clearly sign-posted. Alternative routes should aim to be as short as practicable and comparable to the length of existing routes where possible.
- 24.7.1.3 For those businesses which are likely to experience temporary disruption it is recommended that signposting indicating that businesses are 'still open' should be implemented.
- 24.7.1.4 Measures would be put in place, where possible, to maximise the potential for the workforce and project supply chain, to be sourced locally. Given the specialist nature of the works there may be the need to use non-local specialist resources.

24.7.2 OPERATION

- 24.7.2.1 There are not anticipated to be any additional mitigation measures required once the Proposed Development is complete and operational. However, upon finalisation of the design of the Proposed Development, this will be reanalysed depending on the significance of impacts which are found.

24.8 SUMMARY AND CONCLUSIONS

24.8.1.1 This PEIR chapter has analysed the potential socio-economic impacts of the Proposed Development on sensitive receptors. The scope of this assessment includes the consideration of:

- Direct, indirect and induced employment opportunities during construction;
- The potential disruption to local businesses (including shops and other services) during construction;
- The potential disruption to community resource and potential community severance effects during construction;
- The potential disruption and changes in amenity value for users of recreational and open space, PRow and non-designated public routes during construction; and
- The potential disruption and changes in amenity value for users of recreational and open space, PRow and non-designated public routes during operation.

24.8.2 BASELINE

24.8.2.1 Businesses closest to the Proposed Development have been identified on the basis that they have the potential to experience disruption due to highway and footway changes during construction. These are outlined in Table 1 in Appendix 24.1.

24.8.2.2 In the baseline section socio-economic characteristics are compared between the four Local Authority Areas. The variables considered are:

- Population and working age population;
- The Indices of Multiple Deprivation; and
- Local and Regional economy statistics (job density and industry sector statistics).

24.8.2.3 Socio-economic characteristics were generally consistent with Regional and National statistics although there are some exceptions in relation to job density, deprivation statistics and the most common industry sectors.

24.8.2.4 There are areas of recreational and open space and pedestrian recreational routes/PRow within 500 m of every section of the Proposed Development. Community Receptors within 500 m of the Proposed Development are identified in Appendix 24.2.

24.8.3 ASSESSMENT

24.8.3.1 The predicted effects from the Proposed Development are as follows:

- Although no land take from commercial properties is envisaged, the proposed construction works are likely to temporarily disrupt businesses along the Cable Route due to potential access restrictions to roads and footways and associated reduction in vehicle traffic and footfall;

- There is the potential for beneficial effects during construction on the local economy as expenditure within the local supply chain is likely to increase, if appropriate, during the construction works; and
- During construction, the Proposed Development would likely require temporary land take and changes to the access of recreational and open spaces and pedestrian public routes (including PRoW and non-designated public routes); This has the potential to result in changes to the amenity value of open spaces, PRoW and access routes. During operation, depending on the final design, there is also potential for there to be an impact on access and amenity of these spaces, primarily at the Converter Station Area in Section 1 of the Proposed Development.

24.8.4 MITIGATION

24.8.4.1 Potential proposed mitigation includes:

- It is anticipated that traffic management systems and diversion routes will be put in place to maintain access to commercial properties, and recreational and open spaces;
- PRoW and footpaths should remain open where possible. If diversions and closures of PRoW are required these are to be clearly sign-posted;
- For those businesses which are likely to experience temporary disruption, it is recommended that signposting indicating that businesses are 'still open' should be implemented; and
- Although it is recognised that some non-local specialist resources will be required, measures would be put in place, where possible, to maximise the potential for the workforce and project supply chain, to be sourced locally.

24.9 ASSESSMENTS AND SURVEYS STILL TO BE UNDERTAKEN

24.9.1.1 Assessment of the potential impacts on socio-economic receptors during the Construction and Operational Stages of the Proposed Development will be undertaken in accordance with the methodologies outlined in section 24.3 above.

24.9.1.2 An integral part of understanding the potential temporary impacts during construction on businesses, open space and recreational areas and PRoW will be the duration of construction activities. Therefore, as the design evolves, the identification of sensitive receptors and associated potential impacts will be revisited. This will take into consideration the proximity of these sensitive receptors to the Proposed Development and the nature and duration of construction activities.

24.9.1.3 In the EIA the potential economic impacts will be quantified in terms of both indirect and direct employment opportunities that will result during construction of the Proposed Development.

REFERENCES

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- Department of Energy and Climate Change 2011 Overarching National Policy Statement for Energy (EN-1)
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- Portsmouth City Council 2012 Portsmouth City Council Parks and Open Space Strategy
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