



**SCOTTISHPOWER
RENEWABLES**

East Anglia ONE North and East Anglia TWO Offshore Windfarms

Applicants' Responses to Examining Authority's Written Questions

Volume 17 – 1.17 Socio Economic Effects

Applicants: East Anglia ONE North Limited and East Anglia TWO Limited
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Applicable to East Anglia ONE North and East Anglia TWO



Revision Summary				
Rev	Date	Prepared by	Checked by	Approved by
001	02/11/2020	Paolo Pizzolla	Lesley Jamieson / Ian Mackay	Rich Morris

Description of Revisions			
Rev	Page	Section	Description
001	n/a	n/a	Final for Deadline 1



This document is supported by the following appendices:

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2	East Anglia ONE Substation Detailed Design Document
3	Email Correspondence with Whale and Dolphin Conservation
4	Ecological Mitigation Works
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Glossary of Acronyms

AA	Appropriate Assessment
AADT	Annual Average Daily Traffic
ADD	Acoustic Deterrent Devices
AEOI	Adverse Effect on Integrity
AIL	Abnormal Indivisible Load
AIS	Air Insulated Switchgear
ALC	Agricultural Land Classification
ALO	Agricultural Liaison Officer
ANO	Air and Navigation Order
AONB	Area of Outstanding Natural Beauty
APP	Application Document
AST	Assured Shorthold Tenancies
ATC	Automatic Traffic Counts
BCT	Bat Conservation Trust
BEIS	Department of Business Energy and Industrial Strategy
BMV	Best and Most Versatile
BoR	Book of Reference
BT	British Telecom
CA	Compulsory Acquisition
CCS	Construction Consolidation Sites
Cd	Candela
CfD	Contract for Difference
CIA	Cumulative Impact Assessment
CIEEM	Chartered Institute of Ecology and Environmental Management
CION	Connection and Infrastructure Options Note
COCP	Code of Construction Practice
dB	Decibels
DCO	Development Consent Order
DML	Deemed Marine Licence
DMO	Destination Management Organisation
DMRB	Design Manual for Roads and Bridges
EA	Environment Agency
EIA	Environmental Impact Assessment
EM	Explanatory Memorandum
EMP	Ecological Management Plan
ES	Environmental Statement
ESC	East Suffolk Council
ESCA	European Subsea Cables Association
ESDAL	Electronic Service Delivery for Abnormal Loads
ETG	Expert Topic Group
ExA	Examining Authority
ExQs	Examining Authorities First Written Questions
FID	Final Investment Decision
FRA	Flood Risk Assessment
GEART	Guidelines for the Environmental Assessment of Road Traffic
GIS	Gas Insulated Switchgear
GLVIA	Guidelines for Landscape and Visual Impact Assessment
Ha	Hectares
HDD	Horizontal Directional Drilling



HE	Historic England
HGV	Heavy Goods Vehicle
HRA	Habitats Regulations Assessment
ICPC	International Cable Protection Committee
IPSIP	In Principle Site Integrity Plan
Km	Kilometres
kV	Kilovolt
LAT	Lowest Astronomical Tide
LCA	Landscape Character Assessment
LCT	Landscape Character Type
LiDAR	Light Detection and Ranging
LIQ	Land Interest Questionnaire
LLFA	Lead Local Flood Authority
LMP	Landscape Management Plan
LPA	Local Planning Authority
LSE	Likely Significant Effects
LVIA	Landscape and Visual Impact Assessment
M	Metres
MCA	Marine Coastguard Agency
MCTC	Manual Classified Turning Counts
MHWS	Mean High Water Springs
MMMP	Marine Mammal Mitigation Protocol
MMO	Marine Management Organisation
MoD	Ministry of Defence
MoU	Memorandum of Understanding
MW	Megawatt
MWh	Megawatt Hours
NALEP	The New Anglia Local Enterprise Partnership
NATS	National Air Traffic Service
NCTA	National Coastal Tourism Academy
NE	Natural England
NGET	National Grid Electricity Transmission
Nm	Nautical Miles
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
OAMP	Outline Access Management Plan
OCTMP	Outline Construction Traffic Management Plan
OFTO	Offshore Transmission Owner
OLEMS	Outline Landscape and Ecological Management Strategy
OMLP	Outline Management and Landscape Plan
ORJIP	Offshore Renewables Joint Industry Programme
OTP	Outline Travel Plan
PD	Procedural Decision
PEIR	Preliminary Environmental Impact Report
PEMP	Project Environmental Management Plan
PIL	Persons with an interest in Land
PPG	Planning Practice Guidance
PRoW	Public Right of Way
PS	Policy Statements
PTP	Port Travel plan



PVA	Population Viability Analysis
RAG	Red Amber Green
RLoS	Radar Line of Sight
RR	Relevant Representation
RSPB	Royal Society for the Protection of Birds
RTD	Red Throated Diver
RWS	Rijkswaterstaat
SAC	Special Area of Conservation
SCC	Suffolk County Council
SCCAS	Suffolk County Council Archaeology Service
SCHAONB	Suffolk Coats and Heaths Area of Outstanding Natural Beauty
SLVIA	Seascape, Landscape and Visual Impact Assessment
SMP	Shoreline Management Plan
SNS	Southern North Sea
SoCG	Statement of Common Ground
SoS	Secretary of State
SPA	Special protected Area
SPR	ScottishPower Renewables
SSSI	Site of Special Scientific Interest
STEM	Science, Technology and Engineering and Mathematics
SuDS	Sustainable Urban Drainage System
SZC	Sizewell C
TCE	The Crown Estate
TH	Trinity House
TMZ	Transponder Mandatory Zone
TP	Temporary Purchase
TPO	Tree Purchase Order
TWT	The Wildlife Trust
UK	United Kingdom
UKCP	United Kingdom Climate Projections
UXO	Unexploded Ordinance
VP	Viewpoint
WQ	Written Question
WR	Written Representation
WSI	Written Scheme of Investigation
ZTV	Zone of Theoretical Visibility



Glossary of Terminology

Applicants	East Anglia TWO Limited / East Anglia ONE North Limited
Cable sealing end compound	A compound which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
Cable sealing end (with circuit breaker) compound	A compound (which includes a circuit breaker) which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
Construction consolidation sites	Compounds associated with the onshore works which may include elements such as hard standings, lay down and storage areas for construction materials and equipment, areas for vehicular parking, welfare facilities, wheel washing facilities, workshop facilities and temporary fencing or other means of enclosure.
Construction operation and maintenance platform	A fixed offshore structure required for construction, operation, and maintenance personnel and activities.
The Councils	East Suffolk Council and Suffolk County Council
Development area	The area comprising the onshore development area and the offshore development area (described as the 'order limits' within the Development Consent Order).
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO windfarm site	The offshore area within which wind turbines and offshore platforms will be located.
European site	Sites designated for nature conservation under the Habitats Directive and Birds Directive, as defined in regulation 8 of the Conservation of Habitats and Species Regulations 2017 and regulation 18 of the Conservation of Offshore Marine Habitats and Species Regulations 2017. These include candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas.
Generation Deemed Marine Licence (DML)	The deemed marine licence in respect of the generation assets set out within Schedule 13 of the draft DCO.
Horizontal directional drilling (HDD)	A method of cable installation where the cable is drilled beneath a feature without the need for trenching.
HDD temporary working area	Temporary compounds which will contain laydown, storage and work areas for HDD drilling works.



Inter-array cables	Offshore cables which link the wind turbines to each other and the offshore electrical platforms, these cables will include fibre optic cables.
Jointing bay	Underground structures constructed at intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
Link boxes	Underground chambers within the onshore cable route housing electrical earthing links.
Meteorological mast	An offshore structure which contains metrological instruments used for wind data acquisition.
Mitigation areas	Areas captured within the onshore development area specifically for mitigating expected or anticipated impacts.
Marking buoys	Buoys to delineate spatial features / restrictions within the offshore development area.
Monitoring buoys	Buoys to monitor <i>in situ</i> condition within the windfarm, for example wave and metocean conditions.
National electricity grid	The high voltage electricity transmission network in England and Wales owned and maintained by National Grid Electricity Transmission
National Grid infrastructure	A National Grid substation, cable sealing end compounds, cable sealing end (with circuit breaker) compound, underground cabling and National Grid overhead line realignment works to facilitate connection to the national electricity grid, all of which will be consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order but will be National Grid owned assets.
National Grid overhead line realignment works	Works required to upgrade the existing electricity pylons and overhead lines (including cable sealing end compounds and cable sealing end (with circuit breaker) compound) to transport electricity from the National Grid substation to the national electricity grid.
National Grid overhead line realignment works area	The proposed area for National Grid overhead line realignment works.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia TWO / East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order.
National Grid substation location	The proposed location of the National Grid substation.
Natura 2000 site	A site forming part of the network of sites made up of Special Areas of Conservation and Special Protection Areas designated respectively under the Habitats Directive and Birds Directive.
Offshore cable corridor	This is the area which will contain the offshore export cables between offshore electrical platforms and landfall.
Offshore development area	The East Anglia TWO / East Anglia ONE North windfarm site and offshore cable corridor (up to Mean High Water Springs).

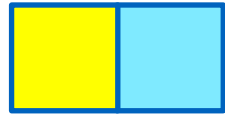


Offshore electrical infrastructure	The transmission assets required to export generated electricity to shore. This includes inter-array cables from the wind turbines to the offshore electrical platforms, offshore electrical platforms, platform link cables and export cables from the offshore electrical platforms to the landfall.
Offshore electrical platform	A fixed structure located within the windfarm area, containing electrical equipment to aggregate the power from the wind turbines and convert it into a more suitable form for export to shore.
Offshore export cables	The cables which would bring electricity from the offshore electrical platforms to the landfall. These cables will include fibre optic cables.
Offshore infrastructure	All of the offshore infrastructure including wind turbines, platforms, and cables.
Offshore platform	A collective term for the construction, operation and maintenance platform and the offshore electrical platforms.
Onshore cable corridor	The corridor within which the onshore cable route will be located.
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
Onshore development area	The area in which the landfall, onshore cable corridor, onshore substation, landscaping and ecological mitigation areas, temporary construction facilities (such as access roads and construction consolidation sites), and the National Grid Infrastructure will be located.
Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia TWO / East Anglia ONE North project from landfall to the connection to the national electricity grid.
Onshore preparation works	Activities to be undertaken prior to formal commencement of onshore construction such as pre-planting of landscaping works, archaeological investigations, environmental and engineering surveys, diversion and laying of services, and highway alterations.
Onshore substation	The East Anglia TWO / East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Onshore substation location	The proposed location of the onshore substation for the proposed East Anglia TWO / East Anglia ONE North project.
Platform link cable	Electrical cable which links one or more offshore platforms. These cables will include fibre optic cables.
Safety zones	A marine area declared for the purposes of safety around a renewable energy installation or works / construction area under the Energy Act 2004.
Scour protection	Protective materials to avoid sediment being eroded away from the base of the foundations as a result of the flow of water.
Transition bay	Underground structures at the landfall that house the joints between the offshore export cables and the onshore cables.
Transmission DML	The deemed marine licence in respect of the transmission assets set out within Schedule 14 of the draft DCO.

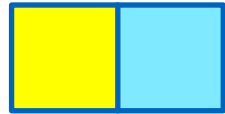


ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
1.17 Socio-Economic Effects			
1.17.1	The Applicant	<p>1</p> <p>2</p> <p>Cumulative Effects ES Chapter 30 [APP-078] identify, in Tables 30.84, which build out scenario for EA1N and EA2 provides the worst-case in relation to onshore construction employment, offshore construction employment, tourism employment and tourism and recreation employment. They conclude, in relation to tourism and socio-economic effects, moderate and major beneficial significance. The Offshore Cumulative Impact Assessment (CIA) [APP-477] includes a number of offshore windfarms that are screened into the assessment as set out in Table 2.1 of Appendix 14.4. An arbitrary 10nm distance to screen projects into the assessment has been used, but this is not explained.</p> <p>Explain your criteria in relation to screening in projects into the assessment and any confirmation of approach through consultation you received.</p>	<p>Table 30.84 of Chapter 30 Tourism, Recreation and Socio-Economics (APP-078) provides the rationale for the cumulative scenarios for the Projects only (i.e. whether sequential or concurrent build has the greatest effect). In terms of employment we state:</p> <p><i>“Building both projects concurrently would sustain a larger demand for labour that would put a larger demand on the local and regional labour market.”</i></p> <p>This is true for onshore and offshore employment and related effects upon the hospitality sector.</p> <p>The criteria for screening other projects into the socio-economic CIA for construction employment was based upon major infrastructure projects in the region that were likely to be constructed in the same timeframe as the Projects. This is the reason that consideration, for example, of the consented Lake Lothing Crossing was excluded as this is expected to complete construction prior to the start of the Projects' onshore works¹.</p>

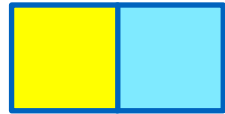
¹ Lake Lothing Third Crossing Document 6.1 Environmental Statement, section 5.6.2 Construction Programme
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010023/TR010023-000280-6.1%20-%20Environmental%20Statement.pdf>



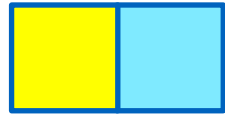
ExA. Question Ref.	Question addressed to	ExA. Question		Applicants' Response
				<p>The CIA does not include the proposed interconnectors (Nautilus and Eurolink) or other mooted connections at Friston for the reasons stated in Chapter 5 EIA Methodology (APP-053) (paragraph 86).</p> <p>The assessment therefore considers the likely developments with which the Projects' construction would overlap and with which there is potential to draw from the same pool of labour, namely Sizewell C and Norfolk Boreas.</p> <p>The Applicants note that the assessment methodology for this assessment (including the CIA) has been agreed with SCC and ESC within the relevant SoCG as submitted at Deadline 1 (ExA.SoCG-1.D1.V2).</p> <p>The Applicants are unsure as to the reference in the question to Appendix 14.4 (APP-477) as this relates only to the assessment for Shipping and Navigation. The criteria for Shipping and Navigation are unrelated to the socio-economics CIA. In addition for clarity, Appendix 14.4 (APP-477) screens wind farms as far as 90nm from the Projects into the shipping and navigation CIA (Table 1.1).</p>
1.17.2	The Applicant	1	2	<p>Cumulative Effects</p> <p>Local hotel accommodation is likely to be in demand during the peak summer season and at varying degrees around the year focused on school holidays. SCC raise concerns over cumulative pressures on</p> <p>The Applicants have submitted a Socio-Economics and Tourism Clarification Note</p>

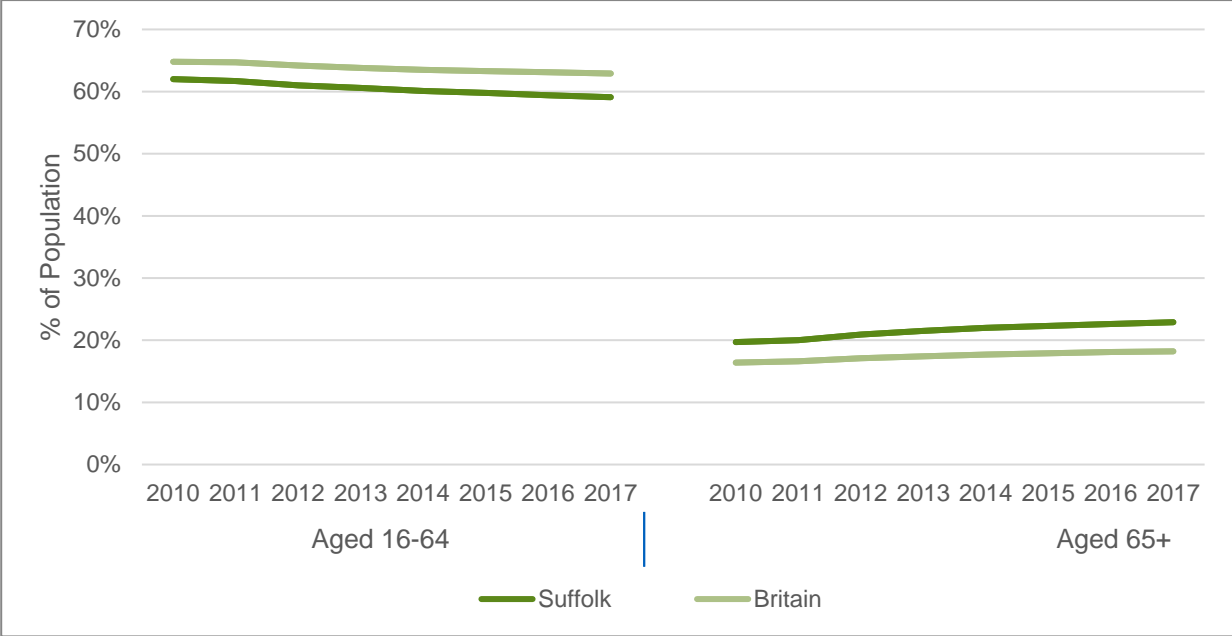


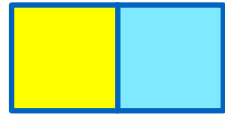
ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
		<p>workforce, supply chain and accommodation for workers, including Sizewell C [RR- 007]. The ExA note the applicant's statement [AS-036] that workers for Sizewell C will choose to stay within the rental market.</p> <p>a) Do you consider enough accommodation would be available locally for any necessary construction workers who may be from outside of the area to stay in, particularly in peak times, and considering both projects and other local schemes such as Sizewell C? Can the Applicant secure any mitigation to promote the use of rental rather than holiday accommodation?</p> <p>b) Provide further evidence on cumulative pressures on the local workforce and supply chain were the schemes and Sizewell C to be consented, such as potential overall numbers of construction required, including potential numbers which may be from out of the local area and thereby require accommodation.</p> <p>In carrying out the CIA what information have the Applicants been provided by Sizewell in relation to accommodation use by their workforce?</p>	<p>(SZC CIA) (ExA.AS-17.D1.V1) at Deadline 1 which deals with the matters raised.</p> <p>In summary, the Applicants have considered the following documents from SZC:</p> <ul style="list-style-type: none"> •Volume 2 Main Development Site Chapter 9 Socio-economics (SZC APP-195) •Volume 2 Main Development Site Chapter 9 Socio-economics Appendices 9A - 9F (SZC APP-196) •Volume 10 Project-wide, Cumulative and Transboundary Effects, Chapter 4 Assessment of Cumulative Effects with Other Plans, Projects and Programmes (SZC APP-578) <p>Although there are changes to the worker numbers presented for SZC in the SZC application documentation compared to those used by the Applicants in their Applications, the Applicants do not consider that these would materially change the conclusions presented in the Applications. There would be excess demand only in peak season and only in the scenario where the Projects are constructed in parallel and this coincides with the SZC civils peak. This scenario is unlikely given the published construction programmes for the three projects.</p>



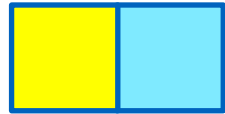
ExA. Question Ref.	Question addressed to	ExA. Question		Applicants' Response
				<p>The Applicants have concluded this both from a review of the SZC CIA conclusions and by taking the SZC project-alone numbers and re-running the cumulative assessment presented in the Applications.</p> <p>The Applicants continue to discuss tourism matters with SCC/ESC.</p>
1.17.3	The Applicant	1	2	<p>Human Capital [ES Chapter 30 [APP-078] Plate 30.4 shows population trends in Suffolk and Britain. However, the colours on the key do not correspond with the graph.</p> <p>Provide a correct graph/key for Plate 30.4.</p>
Updated Plate 30.4				



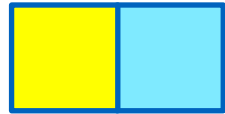
ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
 <p>Plate 1.1 Population Trends in Suffolk and Britain</p>			
1.17.4	The Applicant	<p>1 2</p> <p>Ports ES Chapter 30 [APP-078] states that if a port in the area were to be used for load out, then the most likely location is Great Yarmouth or Lowestoft, noting that qualification levels in these areas are lower than average and both are relatively deprived socio-economically when compared to national Indices of Multiple Deprivation (IMD) statistics and that either would benefit from investment that could lead to longer term employment. SCC consider that Lowestoft should be used as the base and marshalling port.</p>	<p>a) No port(s) have been selected at this time. Such facilities would be provided or brought into operation by means of one or more planning applications or as port operations with permitted development rights. The EIA therefore considers the impacts of constructing and operating the onshore infrastructure only.</p> <p>Requirement 36 of the draft DCO (APP-023) requires a Port Travel Plan (PTP) to</p>



ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
		<p>The ExA note that you state that the Applicant will continue to engage with the local Councils with respect of base and marshalling ports [AS-036]</p> <p>a) Can you confirm which port(s) would be the projects' base, marshalling and load out port(s) at this stage? Has the choice of such base(s) been assessed in terms of traffic and transport? If this is not possible, what measures might be included in the projects to secure economic benefits to ports and address relevant matters including labour force skills and training? How would the final ports be chosen?</p>	<p>be submitted to and approved by the relevant planning authority in consultation with the relevant highway authority. SCC have requested that an outline PTP be prepared by the Applicants and this will be submitted at Deadline 2 following consultation with SCC on a draft of this plan.</p> <p>b) The Applicant has made a commitment to both ESC and SCC to maximise local skills, training and economic benefits through the signing of a Memorandum of Understanding (MoU). The MoU includes an objective to use best endeavours to use ports in East Suffolk and Great Yarmouth during the construction, operations and maintenance phase, provided there is a commercially acceptable agreement.</p> <p>SPR has strong ties to the local communities throughout East Anglia through various outreach routes, such as working with East Coast College Offshore Wind Skills Centre as the Lead Industry Partner, delivering STEM and inspiration activity to over 3,500 local school children and a partner in the local STEM Hub – ensuring communication between education and industry.</p>



ExA. Question Ref.	Question addressed to	ExA. Question		Applicants' Response
1.17.5	The Applicant, SCC, ESC	1	2	<p>Memorandum of Understanding (MoU) A MoU is discussed to ensure a commitment for local authorities and the applicant to maximise education, skills and economic benefits of the projects. Such a MoU is welcomed by SCC.</p> <p>a) How would such an MoU be enacted, and would it be binding?</p> <p>b) Have means of securing it directly (through for example discharge of a requirement or conclusion of a Planning Obligation under the Town and Country Planning Act 1990) been considered and would they be necessary?</p> <p>Please update the ExA on the progress of the MoU. Have the New Anglia Local Enterprise Partnership been involved?</p> <p>a) The MoU is an agreement which has been signed by Suffolk County Council, East Suffolk Council and ScottishPower Renewables (UK) Limited (SPR). During the construction of East Anglia ONE, SPR and SCC collaborated under an MoU to maximise education, skills and economic benefits. The MoU successfully captured the importance of collaboration between both parties. The MoU has now been updated in respect of the Projects and East Anglia Three and it establishes the commitment for all parties to continue to develop the close working relationship with the intention to work in partnership to maximise the benefits of the SPR East Anglia Offshore Wind Projects. This ensures a collaborative and cohesive approach towards the delivery of the associated skills activity within the communities most closely associated with our projects.</p> <p>A strong working relationship has been established since works commenced on East Anglia ONE and the Applicants will build on this relationship through the delivery of the Projects and East Anglia THREE.</p>



ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
			<p>b) Securing the commitments made within the MoU through the formal planning process was considered, however based on the outputs to date this was deemed not necessary. The MoU promotes collaborative working between parties, ensuring that outreach, activity and action all remain relevant in addressing the local needs as they evolve.</p> <p>The flexible nature of the MoU, particularly during COVID, has allowed the Applicants to create new methods of engagement and provide support in order to continue to deliver on the key principles of the MoU.</p> <p>Progress continues to be made on the delivery of the MoU objectives following its update to include East Anglia ONE North and TWO. Regular meetings have been scheduled between SCC, ESC and the Applicants and an agenda has been agreed. In addition to this, as detailed within the MoU, bi annual meetings will take place, with all relevant parties in attendance.</p> <p>The New Anglia Local Enterprise Partnership (NALEP) are a stakeholder of the Applicant and the NALEP's regional strategy is taken into account and discussed alongside the strategy of other</p>



ExA. Question Ref.	Question addressed to	ExA. Question		Applicants' Response
				stakeholders, during the regular dialog with SCC and ESC.
1.17.6	The Applicant	1	2	<p>Tourism ES Chapter 30 [APP-078] makes reference to a survey of Trip Advisor reviews , which identified that independent reviews of coastal tourism assets with a view of offshore windfarms shows that of 12,710 reviews (as of 28th of May 2019) only 92 reviewers mention windfarms or wind turbines (or derivatives of these terms) at all, with positive and negative opinions then relatively evenly split. The ES states that this indicates that the majority of visitors (99.72%) to the coast of England either do not hold strong enough opinions about the location of offshore wind development to comment, do not feel negatively towards, or did not notice or see the infrastructure.</p> <p>a) Is this survey any more substantially based than a straight search of TripAdvisor reviews? Has this method of determining impact of offshore wind turbines on tourism been endorsed by other bodies or research?</p> <p>b) Is there any more directly relevant research available, either nationally or at a more local level in which specific questions regarding tourists perceptions/views of wind farms have been asked (as opposed to just whether they are mentioned specifically in general TripAdvisor reviews)?</p>

² National Coastal Tourism Academy (NCTA) (2015) The Customer Journey: An analysis of decision making at a coastal resort. [Online]. Available at: https://issuu.com/nationalcoastaltourismacademy/docs/customer_journey_issueu



ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
		c) Could there be a difference between tourist perceptions of wind farms cumulatively i.e. could more wind farms visible along a coast lead to more negative views of wind farms than a single visible wind farm?	<p>infrastructure constructed by the National Grid undertaken in 2014.</p> <p>TripAdvisor has been used in previous studies as highlighted in the Chapter³, also see TripBarometer⁴ for further examples of the use of TripAdvisor data.</p> <p>b) As stated in (a) 24 studies were reviewed as part of the literature review for Chapter 30 ((APP-078).</p> <p>In addition, Biggar Economics have undertaken a study considering changes in visitor behaviour or spending in other areas where there has been offshore wind farm development provided in the Tourism Impact Review (Appendix 13) of this Document). The areas chosen were selected to match the wind farms used in the Applicants' TripAdvisor review discussed above. The key finding was that tourism employment trends in the studied areas did not suggest any relationship with the construction of the offshore wind farms, for either designated landscapes or other</p>

³ Conlon, G. and M Halterbeck (2017) Review of the evidence on the economic impact of the revised hotel proposal for the Royal High School, Edinburgh, London Economics

⁴ <https://www.tripadvisor.com/TripAdvisorInsights/tripbarometer>

<https://www.tripadvisor.com/TripAdvisorInsights/wp-content/uploads/2018/01/TripBarometer-2016-Traveler-Trends-Motivations-Global-Findings.pdf>

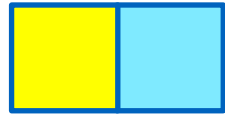


ExA. Question Ref.	Question addressed to	ExA. Question		Applicants' Response
				<p>coastal areas. Typically, employment changed in line with the wider region during the construction period.</p> <p>c) One of the locations considered in the <i>Tourism Impact Review (Appendix 13</i> of this Document) is the Wash, which is adjacent to the Norfolk Coast AONB. There are four offshore wind farms in the Wash between 17km and 33km of the Norfolk Coast AONB. Wind farms have been operational in the Wash since 2011. In the period of the analysis, which is between 2009 and 2018 (covering both construction and operation), there were only two years in which there was no construction activity of offshore wind farms. Overall, during the period of offshore wind farm construction, the trends in employment in tourism-related sectors in North Norfolk broadly reflect those in the county of Norfolk and the East of England. There is no relationship between the construction of any of the wind farms and changes in visitor, or potential visitor, spending.</p>
1.17.7	The Applicant	1	2	<p>Tourism SCC state that [RR-007] the potential impact on tourism is not adequately addressed within the application document set, especially when taking into consideration the visitor survey undertaken by the Destination Management Organisation (2019).</p> <p>Mention of the DMO report was omitted from the response. The response should have included text to reflect that the DMO report was published in late September 2019 (although the report itself is dated April 2019, see press</p>

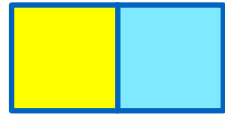


ExA. Question Ref.	Question addressed to	ExA. Question		Applicants' Response
				<p>The ExAs cannot find reference to the survey noted by the County Council in your response [AS-036]</p> <p>Respond to the point of SCC, or point the ExA to your response to this.</p> <p>release dated 25th September 2019⁵), after the EIAs for the Projects had been approved and were in the process of final review. Therefore, it was not practicable to include the DMO Report findings in the EIA.</p> <p>The Applicants would have included the findings of the DMO Report within the EIA if available within the timescales of the assessment. It is the Applicants' view that this would have provided extra context on receptor sensitivity (taken as a generalised Suffolk coast visitor) but not ultimately changed the conclusions of the impacts of the Projects.</p> <p>The Applicants note that although the DMO Report tried to disentangle Projects from the Sizewell C development (SZC), the headline results on impact are based on the cumulative position and not the Projects alone. There is no attempt to assess the impact of the Applicant's projects without SZC. The DMO Report cannot be used to support any conclusions with regard to the Applicant's projects alone.</p>
1.17.8	The Applicant	1	2	<p>Tourism</p> <p>ES Chapter 30 [APP-078] considers possible or potential effects on Tourism in the area of the proposals via two possible pathways:</p> <ul style="list-style-type: none"> - direct effects during construction of the <p>a) Whilst the pathway suggested is plausible this was not raised as a concern in the DMO Report.</p>

⁵ <https://www.thesuffolkcoast.co.uk/shares/Energy-Infrastructure-projects-to-impact-Suffolk-coast-tourism---Final.pdf>



ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
		<p>proposed developments through disturbance; and</p> <ul style="list-style-type: none"> - the perception of large-scale developments as being an adverse impact on the area as a tourist destination. <p>This latter pathway is described as depending on two factors:</p> <ul style="list-style-type: none"> - that a development would have to be in the public eye and known to potential visitors; or - visitors already in the area would need come into contact with construction activity or traffic effects and link that to the Project. <p>Is there a potential third pathway consisting of an effect on future tourist numbers due to contact with the constructed proposals? For instance, while the development may not necessarily impinge on the consciousness of a potential tourist, once they have been to the area once and seen the project(s), their experience may reduce their likelihood of making a return visit and cause them to holiday elsewhere in future.</p> <ul style="list-style-type: none"> a) Is this a potentially relevant significant effect and, if so b) Does the applicant consider that such an assessment is necessary? If not, please justify. 	<p>The main concerns raised in the DMO Report were disruption to the natural beauty of the area, and traffic and congestion; notably most participants travelling to the Suffolk Coast by car (79-97%). The main concerns voiced by visitors and businesses were similar - loss of tranquillity, traffic congestion, loss of AONB, damage to habitats and road obstructions. All of these concerns are impacts assessed within the Project EIA. These concerns match those raised by the DMO to the Applicants in pre-application consultation.</p> <p>There were no reported concerns regarding operation effects (onshore or offshore) in the DMO Report. This supports the assumptions within the EIA on long term tourism effects.</p> <p>In addition, the studies of other areas (adjacent to the North Norfolk Coast AONB) in the Tourism Impact Review (Appendix 13) of this Document include a long period after the construction of wind farms in the Wash (adjacent to the North Norfolk Coast AONB) with no effect on changes in visitor, or potential visitor, spending.</p>



ExA. Question Ref.	Question addressed to	ExA. Question	Applicants' Response
			<p>The Applicants would also highlight that such changes in behaviour would be likely to be evidenced by poor reviews or mentions on TripAdvisor, of which our review found no evidence.</p> <p>b) The <i>Tourism Impact Review (Appendix 13</i> of this Document) whilst not intended to do so, effectively assesses this pathway.</p>