

Vattenfall Wind Power Ltd
Thanet Extension Offshore Wind Farm

Environmental Statement Volume 3
Chapter 4: Tourism and Recreation

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Vattenfall Wind Power Ltd
Thanet Extension Offshore Wind Farm
Volume 3
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4 TOURISM AND RECREATION

4.1 Introduction

- 4.1.1 This chapter of the Environmental Impact Assessment (EIA) provides a detailed account of the tourism and recreation interests within the vicinity of Thanet Extension Offshore Wind Farm (Thanet Extension) based on literature review, desk-based research, consultations and fieldwork within the study area. The chapter then presents the findings of the EIA for the construction, Operation and Maintenance (O&M) and decommissioning phases of Thanet Extension (both alone and cumulatively) on the tourism and recreation receptors identified.
- 4.1.2 This chapter should be read in conjunction with the Tourism and Recreation Technical Baseline report (Volume 5, Annex 4-1, Document Ref: 6.5.4.1), Volume 2, Chapter 1: Offshore Project Description, and Volume 3, Chapter 1: Onshore Project Description (Document Ref: 6.2.1 and 6.3.1 respectively). Volume 3, Chapter 3: Socio-economics (Document Ref: 6.3.3) should also be consulted for a high level consideration of tourism and recreation where those receptors considered in a detailed site specific context in this chapter are considered in a wider regional context with regards to gross value added.
- 4.1.3 The following sections of this chapter include:
- A summary of relevant legislation and planning policy;
 - A description of the methodology for the assessment including details of the study area and the approach to the assessment of effects;
 - A summary of consultation with stakeholders;
 - A review of baseline (existing) conditions;
 - Details of the measures proposed as part of the project to avoid or reduce environmental effects, including mitigation and design measures that form part of the project (embedded mitigation);
 - An assessment of the likely effects for the construction, O&M and decommissioning phases of the project, taking into account the measures proposed;
 - Identification of any further mitigation measures or monitoring required in relation to likely significant effects;
 - Assessment of any cumulative effects with other proposed developments; and
 - Conclusions as to any residual effects.

4.2 Statutory and policy context

Tourism and Recreation Statutory Context

- 4.2.1 The informal recreation that has been considered is that which takes place on publicly accessible land and water. It is subject to several key pieces of legislation; for the purposes of this study the main Acts are:
- National Parks and Access to the Countryside Act 1949 (NPACA49);
 - Highways Act 1980 (HA80);
 - Wildlife and Countryside Act 1981 (WACA81);
 - Road Traffic Regulation Act 1984 (RTRA84);
 - Countryside and Rights of Way Act 2000 (CROW);
 - Planning Act 2008 (PA08); and
 - Marine and Coastal Access Act 2009 (MACA09).
- 4.2.2 National planning policies of relevance to tourism and recreation include:
- National Planning Policy Framework (NPPF);
 - Planning Practice Guidance (PPG); and
 - National Policy Statement for Energy (NPS EN1).
- 4.2.3 Several local planning policies are also relevant to this chapter and the following policy documents have been considered:
- Thanet District Council – Open Space, Sport and Recreation Assessment 2005;
 - Thanet District Transport Plan 2005 - 2011;
 - Thanet Cycling Plan (December 2003);
 - Feet First Strategy (February 2005);
 - Draft Thanet Local Plan to 2031 Preferred Options Consultation January 2015;
 - Dover District Local Development Framework Core Strategy (Adopted February 2010);
 - Dover District Council Parks and Amenity Open Space Strategy (October 2013); and
 - Countryside and Coastal Access Improvement Plan 2013 - 2017.

4.2.4 The most important single document considered with respect to countryside access is Kent County Council’s ‘Countryside and Coastal Access Improvement Plan’ (Kent County Council, 2013). This document is Kent’s version of a Rights of Way Improvement Plan (ROWIP). ROWIPs were required to be drawn up and regularly reviewed by each Local Highway Authority (LHA) under CROW. Kent’s ROWIP was the result of extensive consultation, and also consideration of all relevant local policies, including those covering Thanet and Dover districts. This plan covers the period 2013 to 2017, and at the time of writing (May 2018), the updated plan is still under development. To avoid unnecessary repetition only the key policies from the ROWIP have been reproduced in Table 4.1 below.

Table 4.1: Legislation and policy context

Policy/legislation	Key provisions	Where provision is considered
NPACA49	<p>Part III – Nature Conservation: enabled the setting up of Local and National Nature Reserves (NNR), including Pegwell Pay NNR.</p> <p>Part IV – Public Rights of Way (PRoW) (Long-distance routes): provided the mechanism for the creation of long-distance routes, now more commonly known as ‘National Trails’, including the England Coast Path (ECP) National Trail.</p> <p>Part IV also imposed a duty to prepare definite maps and statements recording PRoW.</p> <p>Part V – Access to Open Country: enabled the provision of access to open land through access agreements or access orders. This part also provided a mechanism for the acquisition of land for access purposes.</p>	<p>The parts listed have played an important role in the establishment of many of the access resources that may be affected by the proposed development. Matters relating to the resources created under NPACA49 are considered in the assessment of construction (section 0), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.</p>
HA80	<p>s.130 Protection of PRoW.</p> <p>s.131 Penalty for damaging highway etc.</p> <p>This Act has the effect of prohibiting any works affecting PRoW without the LHA consent.</p>	<p>This is considered in section 0 as these provisions are essentially embedded mitigation, being part of the legislative landscape in which the scheme will operate and subject to the powers being sought by the DCO application.</p>

Policy/legislation	Key provisions	Where provision is considered
WACA81	<p>s.35 & 36 NNRs and Marine Nature Reserves</p> <p>s.60 Regulation of traffic on PRoW: clarified that users of PRoW are covered by RTRA84 (as a successor act to the RTRA1967).</p>	<p>Pegwell Bay NNR is a key asset for recreation. The effects of construction activity on access to recreation assets are assessed in section 0. Sections 4.11 and 4.12 assess the effects of O&M and decommissioning respectively.</p>
RTRA84	<p>s.14 Temporary prohibition or restriction on roads: The provisions in this Section of the Act will be needed to enable development that crosses or is contiguous with PRoW.</p>	<p>Matters relating to RTRA84 are considered in the Access Management Strategy (Document Ref: 8.4).</p>
CROW	<p>Part I – Access to the countryside: establishes concept of access land.</p> <p>Part II – Rights of Way Improvement Plans: stipulated that LHA must draw up a ROWIP and regularly review it.</p>	<p>Matters relating to the resources created under CROW are considered in the assessment of construction (section 0), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.</p>
PA08	<p>s.132 Commons, open spaces: This section applies to open spaces, and states that an order granting development consent will be subject to special parliamentary procedures unless the developed land is no less advantageous, replacement land is provided, or the area lost is less than 200 square metres. Pegwell Bay Country Park is considered to be open space within the meaning of the Act.</p> <p>s.136 PRoW: This section allows PRoWs that are not vehicular highways (i.e. not byways) to be stopped up, provided that an alternative is provided.</p>	<p>The potential loss of open space and mitigation/ replacement is considered in section 0.</p> <p>The provision of alternative PRoWs is considered in Section 0 embedded mitigation.</p>
MACA09	<p>Part 9 Coastal Access: Provisions under this part of the Act place a duty on Natural England to create the ECP and accompanying ‘coastal margin’.</p>	<p>The effects of construction activity on the ECP are assessed in section 0. The effects of O&M activity are assessed in section 4.11. The effects of decommissioning on tourism are assessed in section 4.12.</p>

Policy/legislation	Key provisions	Where provision is considered
NPS EN1	5.10.2 The Government’s policy is to ensure there is adequate provision of high quality open space (including green infrastructure) and sports and recreation facilities to meet the needs of local communities. Open spaces, sports and recreational facilities all help to underpin people’s quality of life and have a vital role to play in promoting healthy living. Green infrastructure in particular will also play an increasingly important role in mitigating or adapting to the impacts of climate change.	This policy reflects the general importance that is placed on the provision of high quality, public, open space. From this it is understood that any diminution of access to open space, whether in time or extent, is to be avoided as far as is possible NPS EN1 is considered in the development of embedded mitigation and possible enhancements (section 0).
NPS EN1	5.10.20 Where green infrastructure is affected, the Infrastructure Planning Commission (IPC) should consider imposing requirements to ensure the connectivity of the green infrastructure network is maintained in the vicinity of the development and that any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space including appropriate access to new coastal access routes.	This policy has guided the consideration of embedded mitigation (see section 0 below).
NPS EN1	5.10.24 Rights of way, National Trails and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The IPC should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails and other rights of way. Where this is not the case, the IPC should consider what appropriate mitigation requirements might be attached to any grant of development consent.	This policy is fundamental to the purpose of this report and has been a material consideration throughout (see primarily section 0 below).

Policy/legislation	Key provisions	Where provision is considered
NPS EN1	5.12.3 This assessment should consider all relevant socio-economic effects, which may include effects on tourism.	The effects of construction activity on tourism are assessed in section 0. The effects of O&M activity are assessed in section 4.11. The effects of decommissioning on tourism are assessed in section 4.12.
NPPF	70. Planning policies and decisions should: guard against the unnecessary loss of valued facilities and services. 74: Existing open space should not be built on unless: the loss resulting from the development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. 75. Planning policies should protect public rights of way and access 114. Local planning authorities should: set out a strategic approach in their local plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure; and maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, particularly in areas defined as Heritage Coast, and improve public access to and enjoyment of the coast.	70, 74 and 75, These provisions have informed the approach to the management of access and the ECP as described in the Access Management Strategy (Document Ref: 8.4). 114. This provision has been taken into account in consideration of the Dover and Thanet District plans. This policy has guided the consideration of embedded mitigation (see section 0 below).
PPG	This includes open space, sports and recreation facilities, PRoWs and local green space as one of the guidance categories addressed. The guidance states that open space should be taken into account in the planning for new development and in considering proposals that may affect existing open space.	PPG has been taken into consideration in the development of the Access Management Strategy (Document Ref: 8.4).

Policy/legislation	Key provisions	Where provision is considered
<p>Countryside and coastal Access Improvement Plan</p>	<p>M3 – Officers will proactively seek opportunities to improve the accessibility of the network</p> <p>D2 – Secure the protection and enhancement of the access estate through commenting on and influencing emerging planning policy documents and planning applications that may impact on access to green space and the PRow network.</p> <p>N4 – Work closely with Natural England to establish the English National Coastal Trail and other routes requested by communities.</p> <p>ST6 – Effectively manage resources through prioritising popular routes and routes where public safety is at risk.</p> <p>E4 – Aim to deliver wider environmental benefits through the delivery of improvement schemes using guidance included within the Good Design Guide.</p>	<p>These policies will guide the LHA’s approach to, and expectations of, the proposed development. They are of particular importance with respect to consideration of mitigation and possible enhancements. Embedded mitigation is discussed in section 0.</p>

4.2.5 There is no nationally approved method for undertaking an assessment of either tourism or informal access and recreation, however, there are a number of standards relating to aspects of PRow and access land. These are:

- British Standard for Gaps, Gates and Stiles BS709:2006 – This standard is about ensuring the least restrictive access infrastructure is used in any given situation, and ensuring that the access provided is adequately maintained. The standard sets out minimum dimensions for structures and a hierarchy for their use; Gaps>Gates>Kissing Gates>Stiles. Note that stiles should only be used in exceptional circumstances;
- Countryside for All – First published as the ‘BT Countryside for All Good Practice Guide’ in 1997, this guide is maintained by the Fieldfare Trust and is now known as ‘A Good Practice Guide to Countryside Access for Disabled People’. The guide presents a benchmark of best practice for the provision of countryside access for disabled people, helping to ensure compliance with the requirements of the Equality Act 2010; and

- Best Value Performance Indicator 178 (BVPI178) – BVPI178 was developed by the Audit Commission as part of a suite of performance indicators for local government known as the Comprehensive Performance Assessment. BVPI178 is now redundant for its original purpose but is still used by some local highway authorities as the only national comparator for management of PRow networks. Individual paths were assessed for ease of use by the public. ‘Easy to use’ means that: the path is free from unlawful obstructions; the surface and lawful barriers are in good repair and to a satisfactory standard; and paths are signed where they leave a metalled road. Although no longer carrying official weight, the ‘easy to use’ standard is a useful way of determining that a path is of an adequate standard for public use.

4.2.6 The Thanet coast is also covered by a number of best-practice codes for various types of coast user; those relevant to the study area include:

- Bait digging (with a supplementary ‘Pegwell Bay Bait and Bird Agreement’);
- Marine wildlife watching;
- Powercraft activities;
- Shore angling;
- Thanet dog-walking code;
- Wind-powered activities; and
- Sandwich and Pegwell Bay kite-surfing agreement.

4.2.7 The user-codes are available on the North East Kent Marine Protected Area website at: <http://nekmpa.org.uk/factfile/thanet-coastal-codes/>. The site also lists the main locations for a number of activities that take place around the Thanet coast. For Pegwell Bay these are: Dog walking; bait digging; field trips to the country park; and car parking.

4.2.8 The Bait digging code is aimed at professional bait collectors as well as anglers collecting for their own use. There are no noteworthy implications for recreational visitor management arising from the Bait-digging code. However, the Dog-walking code gives advice to users to keep their animals from disturbing the birds using Pegwell Bay. Following the Dog-walking code will require any diversions of the public to be to the landward side of the construction work wherever possible.

Tourism and Recreation National Delivery Context

4.2.9 In 2015, the newly elected Conservative Government launched a ‘Five Point Plan’ backing the tourism sector and encouraging the sector’s benefits to be felt across the whole country (rather than focusing primarily on London). The following is an overview of five key points identified in the action plan:

- **Tourism landscape:** this sets out the government’s ambition to strengthen co-ordination and collaboration of the tourism offers and their promotion.

- **Skills and jobs:** boost apprenticeships and attracting more people to careers in tourism. The tourism sector supports around one-in-ten jobs nationally, and evidence shows that the sector was growing at twice the national average.
- **Common sense regulation:** examine the scope for deregulation and cut the domestic regulation burden on businesses, with the government promising to keep its regulatory framework under review to ensure that common sense prevails and that no opportunities are missed to protect and grow the tourism sector.
- **Transport:** make it easier for visitors to explore the country by rail, bus and coach. The action plan highlights that it is difficult to think of the tourism industry without thinking about transport.
- **A GREAT welcome:** working with the UK Border Agency to ensure that standards are maintained and people are processed efficiently and with a smile, whilst also driving continuous improvements in the UK’s visa service.

4.2.10 Following the EU referendum in June 2016, the government updated the ‘Tourism Action Plan’ to reflect some of the new challenges and opportunities Brexit would bring, especially a reduction in ‘red tape’ (excessive bureaucracy), whilst also forging new partnerships in upcoming and developing markets. Furthermore, this update sought to work with the emerging Industrial Strategy to ensure that the tourism sector is more internationally competitive and resilient, whilst also ensuring that its growth delivers for everyone.

4.2.11 Despite the update, the Tourism Action Plan maintained the key points identified a year earlier, and encouraged a collaborative approach between the country’s devolved administrations, tourism bodies and the wider industry to ensure that growth in the sector generates opportunities for everyone up and down the country.

4.2.12 At the local level the Economic Growth Strategy for Thanet indicates that the district is home to a number of tourism-related assets some of which include heritage assets and distinctive Georgian and Regency architecture. Whilst acknowledging the role the sector plays locally; the Strategy suggests that seaside tourism is facing a number of challenges associated with low pay and seasonality. The Strategy identifies investment in the tourism sector over the past few years as one of the key weaknesses seen locally, especially since recent growth in private investment needs additional support and requires further development. Furthermore, the strategy points out that hotels are at capacity during peak times, and argues that there is lack of high quality accommodation locally.

4.3 Consultation and scoping

4.3.1 The Planning Inspectorate’s (PINS) scoping opinion was brief in its consideration of tourism, PRoW, green infrastructure and recreation. Table 4.2 below sets out the key points raised by the Scoping Opinion paper.

Table 4.2: Summary of key points raised by Scoping Opinion relating to tourism, PRoW, green infrastructure and recreation

Paragraph in Scoping Opinion	Key issue(s) raised	Section where comment addressed
3.109	A number of the identified viewpoints are from PRoW and other recreational areas and the Secretary of State (SoS) would expect the interrelationship between the Seascape, Landscape and Visual (SLVIA) and the assessment of tourism and recreational impacts to be considered (Section 4.3 of the Scoping Report under ‘wider scheme aspects’). The SoS also noted the omission of the ECP from the list of key walking routes identified.	The inter-relationship between tourism and recreation assets (PRoW) and SLVIA is addressed when assessing the impacts of construction (section 0), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension. Inter-relationships are furthermore highlighted in section 4.14 of the chapter.
3.203	Paragraph 946 of the Scoping Report states that the spatial scope of the construction noise assessment would be “400 m from the cable corridor routes where significant activities could affect noise sensitive receptors. The ES should clearly set out what ‘significant activities’ would comprise, and should include for potential recreational users of PRoW.	This point is addressed when assessing the construction impacts of Thanet Extension (see section 0).
3.233	The SoS welcomes the proposed tourism and recreation assessment. The Applicant should agree the baseline and methodology with the relevant local authorities, the LEP and other key stakeholders including but not limited to Natural England and Historic England. Dover City Council have identified a number of attractions that they believe should be included in the assessment (see Appendix 3 of this Opinion). Furthermore, they note that the assessment should include recreational use of the river and the SoS agrees with this.	A wide range of (statutory and non-statutory) stakeholders have been consulted (see Table 4.3). In addition, the various tourism and recreation assets listed in Appendix 3 of the Scoping Opinion (Document Ref: 6.8.1) have been included in the baseline assessment (see section 4.7). These assets have been considered when assessing the impacts of construction (section 0), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.

4.3.2 The principal consultees with respect to informal recreation in the study area are:

- Natural England (responsible for the establishment of the ECP);
- Kent County Council (the LHA with responsibility for PRoW, the registration authority for Commons and for Town and Village Greens and, furthermore, Kent County Council owns and manages Pegwell Bay Country Park);
- Thanet District Council, Canterbury City Council, and Dover District Council;
- Sandwich Port and Haven Commissioners (SPHC) - The SPHC are responsible for licensing boats on the River Stour; and
- Environment Agency (EA) - Its remit includes fisheries management on the River Stour.

4.3.3 For the Baseline Report and this EIA, consultation has been carried out with representatives of all of the above, as well as:

- Sustrans;
- Thanet Coast Project (TCP); and
- Visit Kent.

4.3.4 Consultation with the above organisations was by telephone call followed up, where appropriate, by further clarification email(s).

4.3.5 Table 4.3 below summarises the outcomes of the consultations that have fed into the characterisation of the existing environment and the potential magnitude of impacts and significance of effects. These consultations relate to informal, non-statutory consultees. In addition, Table 4.3 outlines the key comments from statutory and non-statutory consultees as part of the Section 42 (S42) consultation process on the Preliminary Environment Information Report (PEIR).

Table 4.3: Summary of consultation relating to recreation and tourism

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
Onshore Recreation		
20/04/17 Baseline information gathering	Natural England – Email correspondence: An email enquiry was made to seek access to any data that Natural England might hold with respect to the ECP at Pegwell Bay No usage data is available for the ECP in the study area.	No data was available, and usage of the ECP has been inferred from car parking data supplied by KCC (see Figure 4.1 and Table 4.8).

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
10/05/17 Baseline Report	Natural England – An email letter was sent to Natural England reviewing method and results to date and asking for advice any perceived about omissions and any other comments it might have. No further information was supplied or comments made.	As Natural England declined to comment, it has been assumed that it was happy with the method used, as described in section 4.11.
18/04/17 Baseline information gathering	Kent County Council (Rights of Way) – Telephone call and follow-up email seeking information: Data supplied for a people counter installed on public footpath TR15 during 2013 and 2014. Maps were also supplied showing: promoted routes; PRoW; cycle routes; and the ECP.	The data supplied has been used in the baseline characterisation and in the PEIR and this EIA in section 4.7.
10/05/17 Baseline Report	Kent County Council (Rights of Way Section) – Telephone call made to KCC followed by an email letter reviewing method and results to date and asking for advice about omissions and any other comments: Response received making reference to the Countryside and Coastal Access Plan (the County’s ROWIP).	KCC declined to comment about the method used and it has been assumed that it is comfortable with the method as described in section 4.11.
18/04/17 Baseline information gathering	Kent County Council (Country Parks) – Telephone call and email requesting information about usage of Pegwell Bay Country Park: Data supplied from car park ticket sales for visits during 2016.	Information used in section 4.7 below.
21/04/17 Baseline information gathering	Kent County Council (Transport Planning) – An email enquiry to Sustrans was forwarded to Kent County Council’s Transport Planner: Data supplied for a cycle counter sited on the A256 near Richborough Port. The data supplied covered the period January to September 2016 (both months inclusive).	Information used in section 4.7 below.

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
09/05/17 Baseline Report	Thanet District Council - Telephone call followed by an email letter reviewing method and results to date and asking for omissions or comments: No comments made by the Council but suggestion made that the TCP team should be contacted.	The TCP team was contacted on 10/05/17 (as described below). As no specific comments were received, it is assumed that the Council is comfortable with the method as described in section 4.11.
10/05/17 Baseline Report	Dover District Council – Telephone call made by the Applicant to the Council seeking someone to consult with. A return phone call or email was promised, but no further contact information was made.	As no contact was put forward by the Council, there has been no feedback received as to whether or not the Council approves (or otherwise) of the method described in section 4.11.
18/04/17 Baseline information gathering	Sustrans – Telephone call seeking user data and information about key routes: Advice received from Sustrans that the Viking Coastal Trail in the study area does not have counters run by Sustrans, but that KCC may have access to the data. (This enquiry was forwarded by Sustrans to Kent County Council’s Transport Planner).	Data on usage of the Viking Trail was received from KCC and has been used to inform the resources that could be affected by the proposed development in Table 4.8.
10/05/17 Baseline Report	TCP – Email letter sent to TCP reviewing method to be used as well as results to date, and asking for its advice about potential omissions, any comments it would like to make and suggestions for further data that should be sought: TCP suggested a number of possible data sources and made reference to several coastal user codes.	The use of best practice codes for coast users has been used as per Table 4.1 above.
23/05/17 Baseline information gathering	EA – Telephone call seeking information about angling on the Stour: EA issues rod licences but most fishing is privately let and further membership/ licences are needed. No information about angling numbers.	N/A

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
23/05/17 Baseline information gathering	SPHC – Telephone call to the Harbour Master seeking information about boat use: Information on boat numbers and patterns of use supplied. Information supplied about angling on the lower reaches of the River Stour.	Information used in sections 4.10 to 4.12 below.
Offshore and Inshore Recreation		
26/07/17 Consultation with Kite Surf Centre	A centre located in Rye. Frequents Thanet’s shores a couple of times a year. Do not envisage Thanet Extension to impact their recreational activities in the short or the long-term. Aware of wind farms in Europe whereby the combination of land structure and proximity, size of wind farms to have had impact on wind speeds and waves that have impacted similar recreational activities but believe this not to be applicable for the coastline at Thanet.	Incorporated into assessment of offshore recreation impacts in sections 4.10 to 4.12.
27/07/17 Consultation with Joss Bay Surf School	Located in Margate. Been in business for 30 years. Involved in instructing in over 3,000 surf lessons a year for roughly 5,000 students. Daily users of Joss Bay on the Thanet shoreline. Can not foresee Thanet Extension impacting their business nor activities. There have been examples where wind farms impact the size of swells and affect surfing but this has not been the case for Thanet and cannot see how the extension would change this.	Incorporated into assessment of offshore recreation impacts in sections 4.10 to 4.12.
27/07/17 Consultation with Kent Scuba Diving Club	Located in Margate. Around 130 members. Rarely use the shores of Thanet. No plans to relocate during construction or change activities in the long-term if Thanet Extension becomes operational.	Incorporated into assessment of offshore recreation impacts in sections 4.10 to 4.12.

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
27/07/17 Consultation with Broadstairs Sailing Club	Located in Broadstairs. Their sailing activities occur very near the coast, as long as development or O&M do not take place onshore or within one mile from the shoreline then there would be no impact. Recognised some may dislike the issues around aesthetics but do not feel this is an issue.	Incorporated into assessment of offshore recreation impacts in sections 4.10 to 4.12.
27/07/17 Consultation with Canterbury and District Angling Association	Located in Canterbury. Angling activities take place inland and far away from Thanet. Do not see how Thanet Extension would impact their association.	Incorporated into assessment of offshore recreation impacts in sections 4.10 to 4.12.
28/07/17 Consultation with Minnis Bay Windsurfing Club	Located in Birchington. Has 65 family memberships (around 80 - 90 users). They use the shoreline daily and have a clubhouse on the promenade. As long as proposed works do not cross Minnis Bay, particularly during construction period, do not anticipate interference with recreational activities. The current Thanet Offshore Wind Farm (TOWF) does not impact them much and they do not envisage the expansion having much effect. Some members might go out of other bays closer to Margate, but it is quite rare.	Incorporated into assessment of offshore recreation impacts in sections 4.10 to 4.12.
05/10/17 Consultation with Ramsgate Small Boat Owners Association	The Association's members use an area that is 12 miles wide and c. 20 miles each way of the Port of Ramsgate. The area is used daily throughout the year (especially by fishermen who make up c. 50% of membership), but most of the activity is concentrated at weekends. The Association has c. 130 members with c. 70 boats in total. TOWF does not impact the association's activity and it is expected that this doesn't change as a result of Thanet Extension. Acknowledged that there may be some disruption during offshore construction, but are keen to work with Harbour (as their landlord) should they be required to relocate during construction activity	Incorporated into assessment of offshore recreation impacts in sections 04.10 to 4.12.

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
05/10/17 Consultation with Kent Surf School	No response after being approached for consultation by email and telephone.	N/A
05/10/17 Consultation with Kent Kite Surfing School	No response after being approached for consultation by email and telephone.	N/A
05/10/17 Consultation with Broadstairs and St Peters Sea Angling Society	No response after being approached for consultation by email and telephone.	N/A
05/10/17 Consultation with Sheerness Sea Angling Club	No response after being approached for consultation by email and telephone.	N/A
05/10/17 Consultation with Royal Temple Yacht Club	No response after being approached for consultation by email and telephone.	N/A
05/10/17 Consultation with Royal Canoe Club	No response after being approached for consultation by email and telephone.	N/A
05/10/17 Consultation with Herne Bay Angling Association	No response after being approached for consultation by email and telephone.	N/A

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
Tourism		
25/07/17 Consultation with Visit Kent	Good communication with residents and businesses will be key when discussing any disruptions caused by Thanet Extension. No other concerns were raised.	VWPL will ensure that a good level of communication with residents and businesses is maintained during the construction, O&M and decommissioning phases.
Section 42 Consultation on PEIR		
Dover District Council	Suggested that the use of the Country Park for most onshore work will make sections of the park largely unusable for over a year, with access to the park and through the site severely constrained.	The effects of construction, O&M and decommissioning of Thanet Extension are assessed in sections 4.10 to 4.12 below.
Dover District Council	Respondent argues that the short, medium and long-term impacts on the Bay Point Sports Club need to be considered	The Bay Point Sport Club is a private members' club, not a community facility, and the impact of construction activity has been identified as a commercial one. VWFL is seeking a voluntary agreement with the land owners which, if required would deliver this point. As such, no further action is required with regards to this point in this chapter of the EIA.
Dover District Council	Respondent argues that the impact on the users and tourists to Pegwell Bay Country Park and the immediate area has been undervalued in the assessment of impacts and assessment.	The EIA considers the individual elements of the Country Park, and assesses the effects of construction, O&M and decommissioning in sections 4.10 to 4.12 below.

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
Kent County Council	The PEIR has considered the potential impacts of the project on the public access to the coast and countryside. The PRoW network is heavily used by the public and provides significant opportunities for outdoor recreation and active travel. It is argued that existing PRoWs are retained during this project and to ensure the long-term operation does not have a detrimental impact on the paths or the user experience.	The effects of construction, O&M and decommissioning of Thanet Extension are assessed in sections 4.10 to 4.12 below. No PRoW will be lost, and embedded mitigation is provided in section 0, with additional detail provided the Access Management Strategy (Document Ref: 8.4) prepared as part of the EIA process.
Kent County Council	The England Coast Path is not yet fully operational (as part of the approved route – through Richborough Port – is not accessible due to commercial activity). There is however a possibility that this opens, and as such should be considered in the EIA.	The effects of construction, O&M and decommissioning of Thanet Extension on the England Coast Path and other PRoWs are assessed in sections 4.10 to 4.12 below.
Kent County Council	The respondent suggests that efforts should be made to minimise patch closures and retain access along popular routes. Where temporary closures are required, convenient diversion routes should be provided to reduce disruption to path users.	Section 0, embedded mitigation outlines the mitigation measures (including provision of temporary routes) that will be put in place during construction activity. Furthermore, the Access Management Strategy (Document Ref: 8.4) delivered as part of the EIA will outline additional measures to ensure that adverse effects are minimised.

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
Kent County Council	The respondent argues that proposals to install a berm alongside the Nemo link will have a significant and compound impact that creates a cumulative, and negative impacts on Pegwell Bay Country Park.	Cumulative impacts of the construction, O&M and decommissioning of Thanet Extension are considered in section 4.13. Embedded mitigation (see section 0) will ensure that where the cable crosses PRowS, ramps with the appropriate gradients are installed.
Kent County Council	It is suggested that Thanet Extension will significantly impact on the operation of the Country Park as a business during the construction, as well as post-construction. It is anticipated that visitor numbers will decrease resulting in reduced income for KCC and the onsite refreshments operator.	The impacts generated by the construction and O&M of Thanet Extension are considered in sections 4.10 and 4.11 below.

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
Kent County Council	In order to monitor path use before, during and after the construction phase of the project, KCC requests that people counters are installed on PRowS and the England Coast Path at key gateway locations. Electronic people counter sensors are recommended, as these counters will be able to operate 24 hours a day and will capture sporadic path users. The data obtained from these counters can be used to assess the impact of the Thanet Windfarm Extension on the PRowS and the England Coast Path.	<p>The data that the counters would provide would be interesting but it would be of little use for determining the application - in as much as it would rely on the scheme being completed and operational for several years before usable data was obtained. Short-term monitoring could be carried out but it must be questioned as to whether the data arising would be significantly better than that used in the assessment.</p> <p>Visitors surveys have consistently shown that the majority of users arrive by car. This is effectively monitored through the ANPR system at the car park.</p> <p>No PRow will be lost, and embedded mitigation is provided in section 4.9, with additional detail provided in the Access Management Strategy (Document Ref: 8.4) prepared as part of the EIA process.</p>

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
Thanet District Council	Is there opportunity for links to be developed with Further Education (FE) colleges within Thanet District, and support local apprenticeships	Whilst this is not directly relevant to tourism and recreation, it is important to note that VWPL already engages with local communities (including local colleges) and will continue to develop partnerships to enhance local education and training opportunities wherever possible.
Thanet District Council	The respondent would welcome the provision of a visitor centre within the district for use by the local population and visitors to the area, to access educational information about the wind farm, and facilitate engagement with the project.	VWPL already has a high level of engagement with the local community and will seek to strengthen this as work on Thanet Extension progresses. The provision of a visitor centre is however, not relevant to this tourism and recreation study, and as such not included in this assessment. This will be discussed/ negotiated separately between VWPL and Thanet District Council
Thanet District Council	The respondent wishes to raise concerns about the impact the worst-case scenario proposal may have on tourism, primarily in relation to key coastal views from beaches within the District.	The relationship between views of Thanet Extension and the various offshore, onshore and inshore receptors is addressed in sections 4.10, 4.11 and 4.12 below. The inter-relationships between this and other chapters is also addressed in section 4.14.

Date and consultation phase/ type	Consultation and key issues raised	Section where comment addressed
Thanet District Council	Concern is raised regarding the disruption to the enjoyment of the area whilst land based construction takes place. It is however acknowledged that this impact would be limited to the period of construction	This is considered in the assessment of construction, O&M and decommissioning of Thanet Extension (see section 4.10, 4.11 and 4.12 below). Section 4.9 sets out a series of embedded mitigation measures specifically aimed at reducing this disruption. Furthermore, the Access Management Strategy (Document Ref: 8.4) submitted alongside this study sets out a series of proposals for reducing disruption and managing access during the construction and O&M phases of Thanet Extension.
Natural England	Consultee raises concerns around whether the impacts in Pegwell Bay Country Park might displace visitors to more sensitive areas of the coast, particularly where there could be designated site impacts.	This is considered in the assessment of construction, O&M and decommissioning of Thanet Extension (see sections 4.10 to 4.12). Furthermore, the Access Management Strategy (Document Ref: 8.4) prepared as part of the EIA will offer solutions to ensure that disruptions are minimal and minimise the number of displaced visitors to other (potentially sensitive) areas.

4.4 Scope and methodology

4.4.1 There are four main study areas which will be relevant for the assessment of tourism and recreation impacts:

- Direct onshore recreational effects of Thanet Extension will focus on a study area covering a 1 km buffer around the Pegwell Bay landfall and onshore boundary of the order limits to the grid connection at Richborough Port. A distance of 1 km is considered to be the reasonable limit of significant impacts for onshore recreational effects;
- Direct offshore recreational effects of Thanet Extension will focus on a study area encompassing the area of the offshore wind farm itself and cable landfall area during the O&M phase, and extended to also include the construction buffer zone during construction and decommissioning phases;
- Indirect onshore and offshore recreational effects will be based on the Zone of Theoretical Visibility (ZTV), extending 45 km out from the area of the proposed development as shown in Figure 12.4 in Volume 2, Chapter 12: Seascape, Landscape and Visual Impact Assessment (Document Ref: 6.2.12). Within this area, consideration will need to be given to the potential impacts where the project is perceptible, as well as the potential impacts on tourism and recreation activities associated with airborne and subsea noise, suspended sediments, and traffic; and
- Effects on the tourism economy will focus on the primary land area within the ZTV, which includes the local authority areas of Thanet, Canterbury and Dover. **Table 4.4** below sets out the relevant study areas for each of the receptors identified as part of the tourism and recreation assessment.

Table 4.4: Study areas for each of the receptors identified for Thanet Extension

Receptors	Study Area(s)
1. Direct effects on onshore recreational and utility users as a result of loss of amenity land, closure or diversion of PRoW and disruption to tourism assets and attractions	1 km buffer around landfall option and onshore boundary of the DCO limits
2. Direct effects on offshore and inshore recreational users	Wind farm area, cable landfall area, and construction buffer zone
3. Indirect effects on onshore and offshore recreational users	ZTV
4. Effects on the tourism economy	Thanet, Canterbury and Dover Districts

4.4.2 The baseline for the tourism and recreation assessment has been defined through a series of datasets, including a desk-based study of onshore and offshore activities and resources, walkover surveys, and requests for stakeholders’ data about the study area.

4.4.3 The following is a list of resources used as part of the desk-based review of tourism and onshore and offshore recreation activities:

- Review of relevant legislation;
- Review of applicable national and local policies;
- Analysis of tourism sector data from Destination Research (2016) (based on the Cambridge Economic Impact Model) and the Business Register and Employment Survey (Office for National Statistics, 2015);
- Examination of Ordnance Survey (OS) Explorer map (sheet 150) at 1:25,000 scale;
- Identification of PRoW, access land, country parks and other access opportunities on the Kent Landscape Interactive Map (<http://webapps.kent.gov.uk/KCC.KLIS.Web.Sites.Public/ViewMap.aspx>);

- Internet searches: Interrogation of Natural England’s MAGIC¹ website (<http://www.natureonthemap.naturalengland.org.uk>) for access resources, including: Town or Village Greens; Doorstep Greens; Millennium Greens; country parks; and registered common land;
 - Internet searches for promoted tourism activities and destinations using the Google search engine;
 - Internet searches for promoted recreational resources such as promoted walking, cycling, horse-riding and canoeing/ kayaking routes using the Google search engine;
 - Internet searches based upon activities including: walking, cycling, horse-riding, swimming, canoeing/ kayaking, kite-surfing, bird-watching, power-boating, sailing, scuba diving, beach fishing;
 - Examination of aerial photography and ‘Streetview’ via Google Maps; and
 - Walkover surveys: The desk-based research was used to identify recreational resources within the onshore recreation study area (including 1 km buffer around landfall option and onshore construction buffer zone). On-site visits followed in April 2017, and March 2018 following submission of the PEIR and review of the Red Line Boundary (RLB). The purpose of the walkover survey in March 2018 was to refresh information in the baseline and the rest of the EIA assessment in light of the completion of the Nemo link.
- 4.4.4 During the survey itself, all items of interest were photographed and their location plotted using a hand-held GPS unit. Attributes were recorded, where appropriate, using a standard recording form that also acted as an aide-memoire at each site. The survey enabled:
- The verification of features found from the desk-based study;
 - Identification of additional features, such as events occurring on the resources;
 - Observations of the levels of public use of specific resources. Where people were not seen on a resource during the survey, level of use was tentatively estimated from indications of use on site, for example, well-worn paths or polished stile rails. It will be appreciated that it is difficult to infer levels of use on sealed tracks or on non-wearing resources such as the River Stour or the sea; and
 - Observations of the types of use being made of resources.

4.4.5 Requests for stakeholder’s data from within the study area: For example, data from automatic counters or any surveys that might have been carried out in the area which could provide quantitative evidence for characterising the use of particular resources. Requests for data and the organisations concerned have been listed in Table 4.3 above. Data were provided by KCC covering the returns from a traffic counter placed on the cycle route RR15 as well as parking tickets purchased at Pegwell Bay Country Park during both 2016 and 2017. Anecdotal evidence of numbers of users of the cycle path and of boat traffic on the River Stour was provided by the Sustrans Regional Manager and the Sandwich Port and Haven Harbour Master respectively. These data were used to infer the number of users of key recreational resources as shown in Table 4.8

4.4.6 With the exception of the walkover survey, no new surveys were undertaken and this report relies upon the data uncovered through the searches described above.

4.5 Assessment criteria and assignment of significance

4.5.1 The assessment of the proposed development’s effects on tourism and recreation resources has been based on the value of sensitivity of the receptor and magnitude of the predicted impact. A significance matrix based on the characteristic of the impact (magnitude) and the sensitivity of the receptor has been applied in the manner outlined below in Table 4.7.

Sensitivity of receptor

4.5.2 There are no nationally agreed criteria for defining sensitivity thresholds for tourism and recreation receptors. However, Table 4.5 below sets out the definitions of sensitivity that have been used for this assessment. The definitions, whilst often necessarily qualitative, set out what the assessors consider to be appropriate descriptive boundaries for the necessary categorisation of sensitivity into high, medium, low and/ or negligible. The boundaries set are consistent with those used in similar EIAs with which the assessors have been involved in their professional experience.

¹ MAGIC stands for Multi-Agency Geographic Information for the Countryside

Table 4.5: Sensitivity/ importance of the environment

Receptor sensitivity/ importance	Onshore and offshore recreation receptors - definition	Tourism receptors – definition
High	A receptor is considered to be of high sensitivity where effects could be felt by users of a type that are identified as having a high priority in policy (e.g. mobility-impaired users) and/ or are especially dependent on the recreation resources which the affected area has to offer because there are no alternative resources available regionally. An example would be walkers or cyclists that have set out to use a particular promoted route, such as the ECP or National Cycle Network (NCN) route 1.	A receptor is considered to be of high sensitivity where tourism is identified as being a high-ranking policy priority for the local authority area (as a result of economic potential and/ or need). This is relevant where the study area has highly concentrated employment in the tourism in comparison with the GB average. Location Quotient (LQ) for direct tourism sector employment across the local authority is in excess of 1.3; i.e. employment is 30% more concentrated in tourism study area than it is nationally.
Medium	A receptor is considered to be of medium sensitivity where effects could be felt by users of a type that are identified as having a medium priority in policy (e.g. users of promoted routes, such as the Viking Trail or Saxon Shore Way) and/ or are largely dependent on the recreation resources which this area has to offer and have few alternative resources available within the district.	A receptor is considered to be of medium sensitivity where tourism is as a policy priority (as a result of economic potential and/ or need). Moderately concentrated tourism employment in the tourism study area in comparison to the GB average. LQ for direct tourism sector employment across the local authority between 1.0 and 1.3; i.e. employment is up to 30% more concentrated in tourism study area than it is nationally.

Receptor sensitivity/ importance	Onshore and offshore recreation receptors - definition	Tourism receptors – definition
Low	A receptor is considered to be of low sensitivity where effects could be felt by users of a type that are of low priority in policy and/ or are not particularly dependent on the specific recreational resources which the area has to offer and have some alternative resources available within the district. For example, casual walkers or cyclists not intent upon using a specific promoted route could have a number of alternative routes available to them; anglers may have a selection of reaches or beach-casting locations available within the district.	A receptor is considered to be of low sensitivity where tourism is not identified as a policy priority. Small concentration of direct tourism employment in the tourism study area in comparison to the GB average. LQ for direct tourism sector employment is between 0.7 and 1.0; i.e. employment is up to 30% less concentrated in tourism study area than it is nationally.
Negligible	A receptor is considered to be of negligible sensitivity where effects could be felt by those given no specific mention in policy or casual and/ or local users with many alternative recreational resources available to them. For example, dog-walkers in a locality well supplied with PRow.	A receptor is considered to be of negligible sensitivity where tourism is not identified as a policy priority. No concentration of tourism employment in the tourism study area in comparison to the GB average LQ for direct tourism sector employment is below 0.7.

Magnitude of impact

- 4.5.3 The magnitude (or scale) of change (negative or beneficial) on recreational and tourism resources is set out in Table 4.6 below.
- 4.5.4 It should be noted that in certain cases impacts on tourism and recreation receptors may not be readily quantifiable in advance (albeit retrospectively they might be quantifiable). For instance, it may be possible to correlate changes in parking receipts with the timing and location of works showing, retrospectively, the possible impact of the works). However, for the purposes of predicting impacts (and in the absence of robust data) it is necessary to use descriptive assessments based upon professional judgement.
- 4.5.5 The descriptors to be used are explained in Table 4.6. The descriptors are concerned with impacts that will be adverse, but it should be noted that, though less common, impacts can also sometimes be beneficial, for example, where temporary closure of one resource encourages users to explore other facilities available to them.

Table 4.6: Magnitude of impact

Magnitude	Onshore and Offshore Recreation Receptors - Definition	Tourism Receptors - Definition
High	Proposals would cause a substantial change (30 - 100%) to existing patterns and levels of use of recreational resources either permanently or for a significant period of time (several months to permanent) and only poor-quality alternatives are available. For example, if a strategically important route is closed for several months during the peak season and the only alternative provision is alongside a busy road with restricted accessibility.	Permanent or temporary change in visitor appeal and of activity resulting in a lasting effect on the success of the destination or area and the associated economic value.
Medium	Proposals would cause a modest change (10 - 30%) to existing patterns and levels of use of recreation resources for a limited period of time (a few weeks only). For example, there may be a temporary reduction in levels of use and displacement to alternative resources, particularly amongst users for whom the resource is only marginally preferable to others available to them.	Some measurable change in visitor appeal and activity and the associated economic value, with no lasting effect on the success of the tourism destination or area; Some measurable change in attributes, quality or vulnerability; minor change of, or alteration to, one (maybe more) key characteristics, features or elements.
Low	Proposals would cause a slight (< 10%) or short-term (< one month) change to existing patterns and levels of use of recreation resources, with a slight reduction in overall numbers and a low level of displacement.	Minor change in visitor appeal, activity or economic value; Minor alteration to one or more characteristics, features or elements.
Negligible	No discernible changes in levels or patterns of use are expected.	No discernible change from baseline.

Assessment of significance

4.5.6 Magnitude and sensitivity are combined as shown in Table 4.7 to determine the overall significance of the effects. Given the nature of tourism and recreation receptors, the significance level of the effects can be minor, moderate, major or negligible. For each receptor, the assessment identifies whether the effects are beneficial, negligible or adverse along with the significance. Any effects with a significance level of moderate and/ or major are defined as being significant for the purposes of the EIA.

Table 4.7: Matrix used for the assessment of significance showing the combination of receptor sensitivity and the magnitude of effect, along with whether an effect is adverse or beneficial

		Sensitivity			
		High	Medium	Low	Negligible
Negative Magnitude	High	Major	Major	Moderate	Minor
	Medium	Major	Moderate	Minor	Negligible
	Low	Moderate	Minor	Minor	Negligible
	Negligible	Minor	Minor	Negligible	Negligible
Beneficial Magnitude	Negligible	Minor	Minor	Negligible	Negligible
	Low	Moderate	Minor	Minor	Negligible
	Medium	Major	Moderate	Minor	Negligible
	High	Major	Major	Moderate	Minor

Note: Shaded cells are defined as significant effect

4.6 Uncertainty and technical difficulties encountered

4.6.1 There is a paucity of quantitative data to describe recreation resources and receptors within the study area. That data which does exist is for only limited periods of time. For the purposes of this study, assumptions have been made that:

- The data that does exist is representative of the typical situation and is not significantly out of date;
- Where data does not exist to the contrary, resources and receptors conform to national norms; and
- Activities which did not show up in the internet searches, either on websites or on forums, as taking place in the vicinity of the study area are of insignificant public interest.

4.6.2 Where uncertainties exist, worst-case scenarios have been adopted.

4.7 Existing environment

Onshore recreation

4.7.1 Table 4.8 below sets out a list of recreational resources that are considered to be potentially affected by the proposed cable route. This list is based on the updated RLB and design changes made following submission of the PEIR for Section 42 (S42) consultation, and in response to those consultation responses received. The table includes descriptions of the resources and their estimated levels of use. The locations of the resources are shown in Figure 4.2 below.

4.7.2 It is noteworthy that nearly all of the PRoW surveyed are well maintained, well-signed and free from obstructions, that is, they would score as ‘pass’ under BVPI178. The only two exceptions found were the eastern end of TE26 and the Richborough Port section of the ECP.

4.7.3 Nearly all of the resources identified appear to be heavily used; however, they all seem to be operating within their carrying capacity, aided by good levels of maintenance. It is very unlikely that the proposed development would, in the long-term, cause any significant changes in patterns of use or cause the resources to pass a tipping point resulting in their degradation.

4.7.4 Please note that paths TR11, TR33 and TE39 which were included in the PEIR, are no longer within the buffer zone of influence under the revised RLB. Therefore, these paths have been removed from further consideration as part of the EIA process.

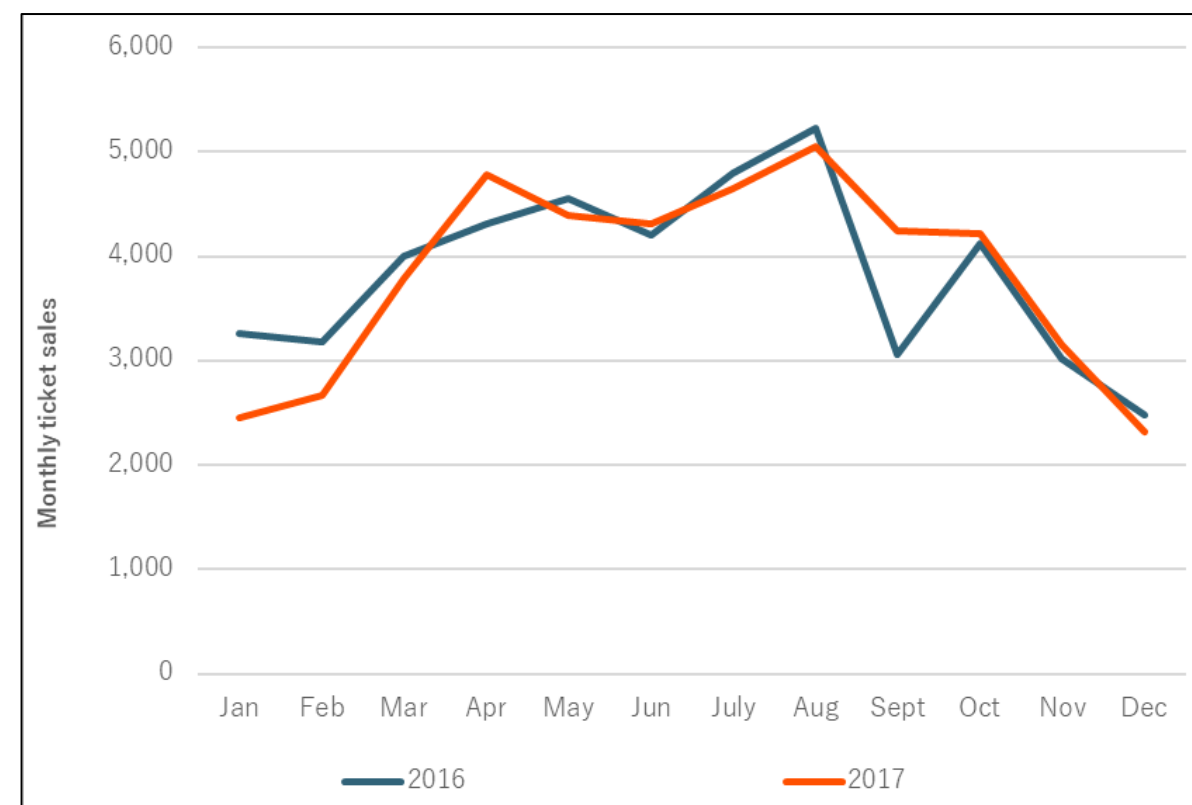


Figure 4.1: Monthly ticket sales for Pegwell Bay Country Park for 2016 and 2017 respectively.

Source: Kent County Council

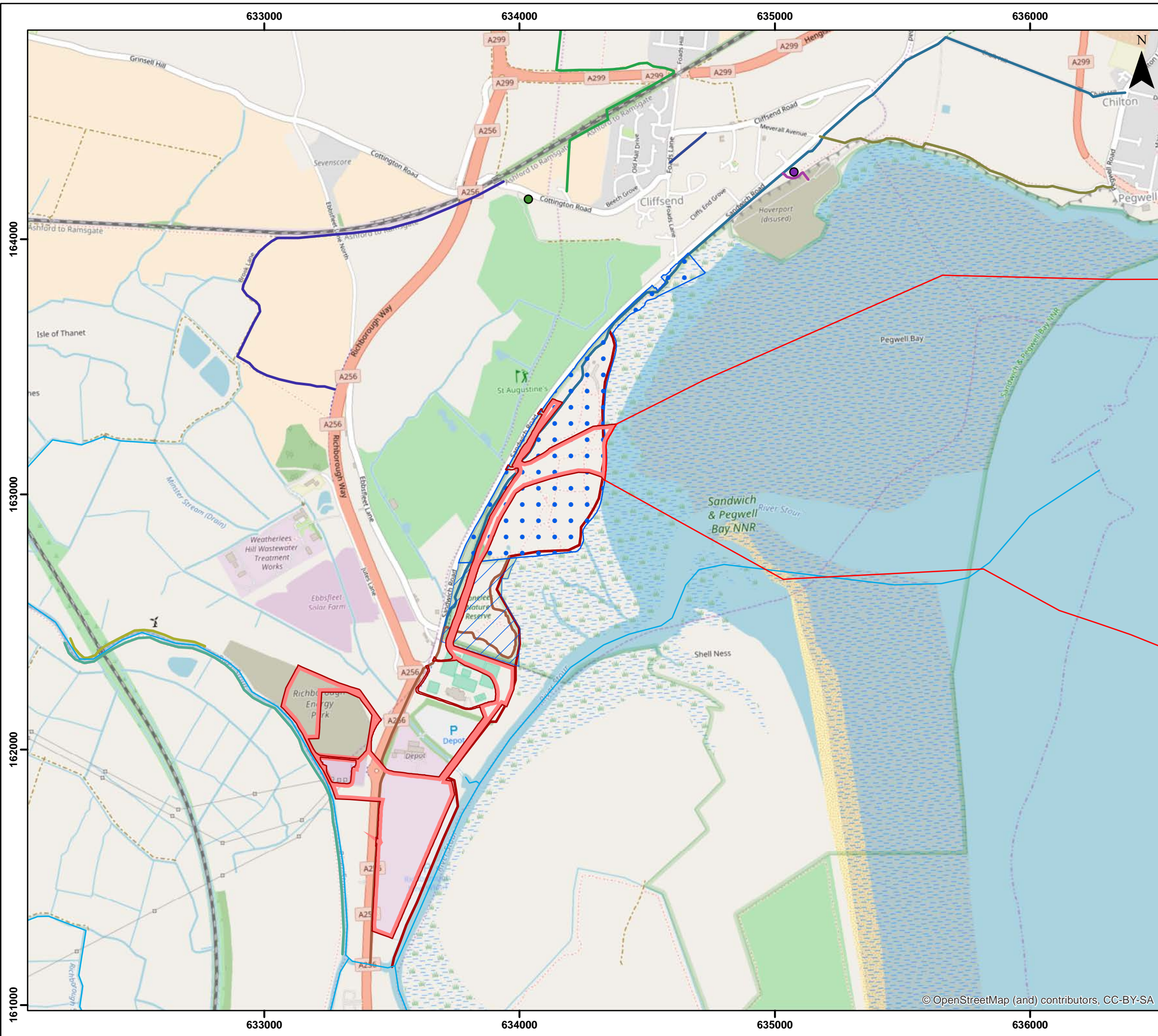
Table 4.8: Resources that could potentially be affected by cable route through Pegwell Bay

Resource	Description	Level of use
TR32	A cross-field public footpath heading north from Cottington Road, Cliffs End to the railway embankment and underpass.	Heavily used - the route shows clearly on aerial photography.
RR15	Sustrans Regional Route 15, the Viking Coastal Trail. Promoted as a multi-user trail for walkers and cyclists, describing a loop around the Isle of Thanet. The route follows close beside the Sandwich Road and Ramsgate Road, providing an access route to the Viking Ship picnic site, Pegwell Bay Country Park and the Stonelees Nature Reserve (abutting the Pegwell Bay Country Park).	Observations during the survey suggest that the cycle route is heavily used, with 30 - 50 cyclists per hour and similar numbers of walkers. Sustrans' Regional Manager, during consultation, suggested there are 100,000 – 200,000 users per annum. (D. Young, Sustrans, pers.comm.) A cycle-traffic counter operated by Kent County Council recorded 34,300 cycle movements during 183 days of recording between 1/ 1/ 16 and 15/ 9/ 16. This suggests annual cycle trips totalling about 67,000 (as only cyclists were counted, not pedestrians, this record fits well with the Sustrans' estimate). (K. Cullen, Kent County Council, pers. comm.)
Thanet Coastal Path	This promoted walking route follows a permissive route from the southern end of Pegwell Bay Country Park until it joins TR15 at the northern end of Pegwell Bay. The route is a mixture of stretches of tarmac and road-planning constructed paths.	The route shows signs of heavy use, but is well-maintained. It is expected that a high proportion of visitors to the Pegwell Bay Country Park will use this path – suggesting upwards of 100,000 users per annum. (See Pegwell Bay Country Park.)
ECP	The ECP National Trail follows the Thanet Coastal Path around Pegwell Bay from TR15 southwards. At the southern end of the Pegwell Bay Country Park, the 'Alternative ECP' heads west to join the RR15 alongside Sandwich Road. The designated (but incomplete) ECP route carries on due south but becomes less well defined before becoming impassable near to the River Stour at the northern end of Richborough Port.	The ECP (on the Alternative route) is heavily used, although it is not possible to say what proportion of users are following which of the several assets (Thanet Coastal Path, Stonelees Nature Reserve, Pegwell Bay Country Park) in this vicinity. A study for Natural England (TSE Research, 2015) showed that generally only 14% of users are on a National Trail because of its designation. Therefore, it is expected that 86% of use is by people who are not explicitly following the ECP. That is, for the large majority if users of the ECP they will be using the section of the National Trail because it is a convenient route through PBCP and/ or Stonelees NR, or because they are following the Thanet Coastal Path rather than because of its designation as part of the ECP.
TE26	Public footpath. This path follows the left (West) bank of the River Stour from Pluck's Gutter to just west of the proposed Onshore Substation. The path is completely blocked at its eastern end, about 50 m west of the rail-bridge.	The path within the study area is lightly to rarely used.
EE42	Public footpath – part of the Saxon Shore Way, closely following the right (East) bank of the River Stour.	The path appears to be moderately well used and is clearly defined on the ground.
Viking Ship Picnic Site	This open grassland area has parking, toilets, a small café and children's play equipment – as well as a replica Viking ship.	The site is seasonally heavily used and this is reflected in the café only being open from 1 April to 30 September each year. About 40 people were at the site during the walkover survey and advice from the café manager was that this was a quiet day. It is expected that usage would be very heavy during summer school holidays.
St. Augustine's Cross and Well	This small, Historic England site has a layby for two cars only. The site is well maintained and has interpretive plaques and board.	It is considered that visits to the site will only be light to moderate as the site itself does not lead on anywhere. As such, visitors are likely to be those with a strong historical interest.
Pegwell Bay Country Park	Pegwell Bay Country Park is a popular venue with a number of facilities including seats, a bird hide and toilets. The park has several tracks around it and is used weekly for 'ParkRun' events.	Information from Kent County Council (L. Grover, Kent County Council, pers. comm.) shows that 46,195 and 46,021 parking tickets were sold during 2016 and 2017 respectively. The figure for 2017 includes the period during which construction on the Nemo link was in progress. This year-on-year consistency is mirrored on a month-by-month basis as shown in Figure 4.1.

Resource	Description	Level of use
		<p>The park's management suggests that the number of tickets issued equates to about 115,500 visits (at 2.5 occupants per car). The monthly breakdown shows year-round use, but with higher numbers in the summer than the winter. Tickets issued varied from a low 2,500 in December to a high of 5,200 in August, with an average monthly figure of 3,850 tickets sold, suggesting an average of 9,600 visitors per month or 320 per day. However, daily figures vary between weekday and weekend days, with an average of 116 tickets (or 290 people) on weekdays, 160 tickets (or 400 people) on Saturdays and 143 tickets (or 358 people) on Sundays.</p> <p>It is not known what level of use was experienced from visitors who walked or cycled to the Country Park during 2016 and 2017, however a visitor survey from 2012, (Dover District Council, 2012) found that 91% of visitors to Pegwell Bay arrived by car. Therefore, it is reasonable to assume that the parking figures presented in Figure 4.1 are representative of total visitor patterns.</p> <p>The absence of change in visitor numbers during the construction period of the Nemo link suggests that there is a high degree of resilience to this type of disturbance amongst visitors to the Country Park.</p>
Stonelees Nature Reserve	Stonelees Nature Reserve is continuous with the southern end of the Pegwell Bay Country Park and access to the reserve is through it. The reserve is ancient dune pasture that supports a wealth of wild flowers and associated insects.	Well-worn paths around the reserve, including the ECP, suggest that use is heavy.
Pegwell Bay	An extensive fringe of saltmarsh with limited access opportunities to the tidal mud and sand flats that make up the majority of the NNR.	<p>The northern part of Pegwell Bay gets occasional use for kite-surfing lessons. Internet searches suggest that it also gets some use by kite-surfers outside of lessons. However, the negative comments about conditions posted on several internet forums suggest that such use will be occasional.</p> <p>There are regular guided canoe safaris across the Bay. These are run every weekend and daily during summer holiday periods. It is probable that there are also independent canoeists using the Bay during the summer months, but no evidence has been found to determine numbers.</p> <p>The seascape and wildlife are enjoyed from many points around the Bay, including a hide on the Pegwell Bay Country Park.</p> <p>Swimming and scuba diving are not significant activities in the vicinity of the landfall point because of muddy conditions and poor access.</p>
The River Stour	<p>The river in the study area is at its confluence with the sea and is tidal.</p> <p>Although historically a commercial waterway, boat traffic is predominantly for pleasure, but with some regular commercial wildlife cruises operating on a year-round basis.</p> <p>The navigation is administered by the Sandwich Port and Haven Commissioners and, beyond the river mouth, consists of a buoyed passage that is moving north by about 30 m per annum.</p>	<p>The river is a well-used waterway, popular with local and visiting boats. Information from the SPHC is that: About 500 boats are registered with the navigation authority over the full length; Total boat journey numbers average 25 - 50 per day (out and back) during the summer, with a peak of an estimated 100 passages on a warm summer Sunday; peak weekly traffic is on Sundays; few boats use the river below Sandwich in winter, although wildlife cruises do continue.</p> <p>Angling is infrequent on the lower, tidal reaches.</p> <p>There are no recognised swimming spots on the lower, tidal reaches.</p>

THANET EXTENSION OFFSHORE WIND FARM

Figure 4.2
Location of Onshore Recreation Assets That Could Potentially Be Affected By Cable Run Through Pegwell Bay

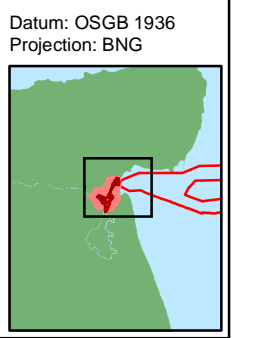


Legend

- Offshore Red Line Boundary
- Onshore Red Line Boundary
- Pegwell Bay Country Park
- Stonelees Nature Reserve
- St Augustine's Cross & Well
- Viking Ship Picnic Site
- River Stour boundary and key tributaries

Rights of Way

- ECP
- ECP alternative route
- EE42
- RR15
- TE26
- TE39
- TR11
- TR15
- TR32
- TR33



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Offshore recreation

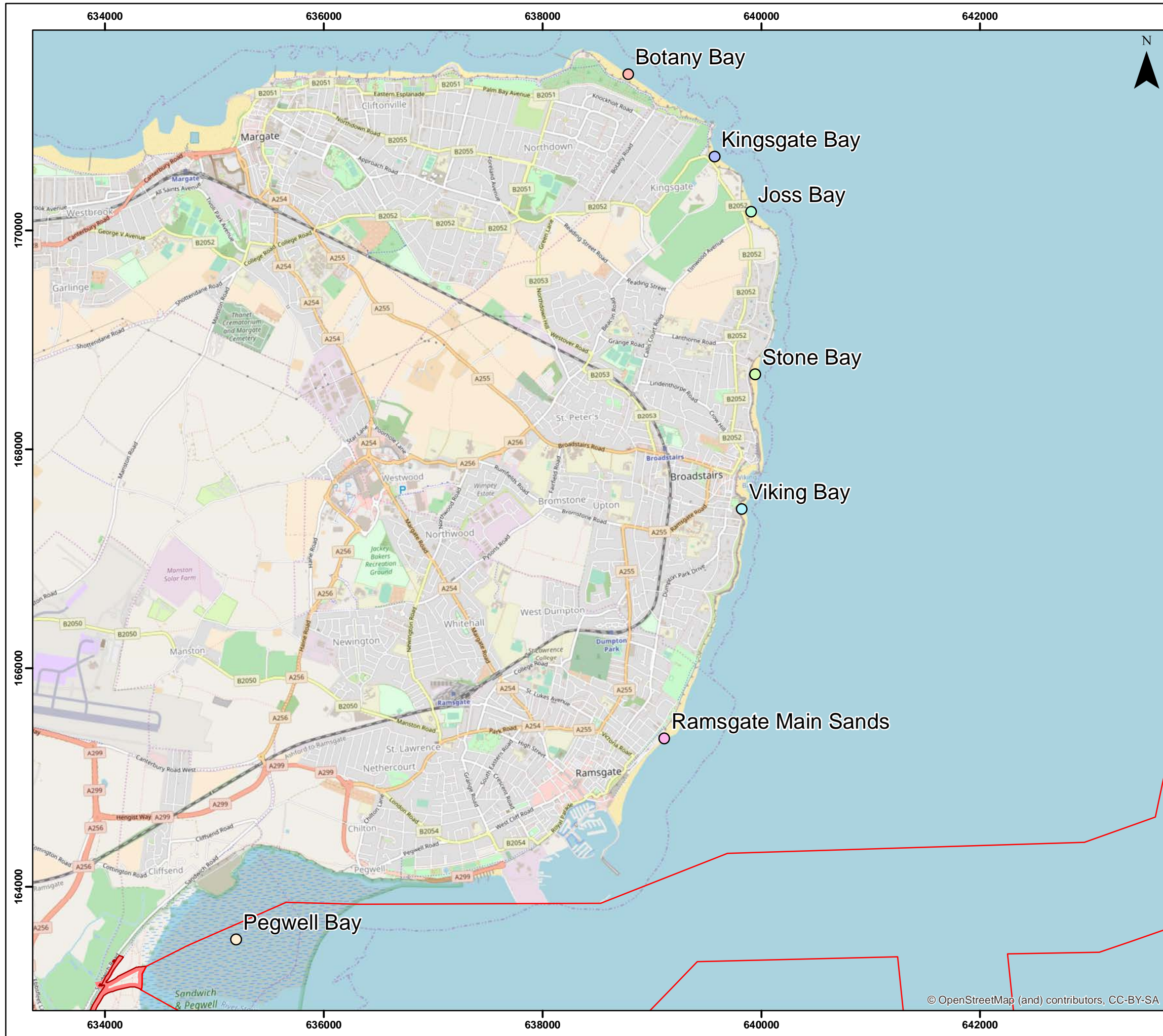
Bathing

- 4.7.5 Bathing is a popular recreational activity along the south-east coast due to an array of sandy bays within the study area and in the immediate surrounding areas. Main use of bathing waters is predominantly in spring and summer during March to November with peak activity during the school summer holidays with suggested numbers exceeding 1,000 individuals on a fine day (Thanet Coast, 2007a). Beaches which are notable to tourists include Viking Bay, Ramsgate Main Sands, Pegwell Bay, Stone Bay, Joss Bay, Kingsgate Bay and Botany Bay. The nearest bathing water beaches to Thanet Extension are Kingsgate Bay and Joss Bay.
- 4.7.6 With respect to beach use, the Blue Flag (2007) award is an internationally recognised designation which will attract tourists to beaches in the area. Blue Flag beaches are designated at the following locations:
- Ramsgate Main Sands;
 - Botany Bay; and
 - Stone Bay.
- 4.7.7 Also, related to good bathing status is that of the Bathing Water Directive (76/ 160/ EEC) which is EU legislation to help safeguard public health in relation to clean bathing waters. Beaches that have been awarded the highest level of bathing status include Stone Bay, Joss Bay and Botany Bay. Ramsgate Main Sands has a status of 'good'. Other bathing areas which are rated not as highly include Viking Bay which has a status of 'sufficient'. As is the case of the Blue Flag beaches, locations that are designated as clean bathing waters are likely to attract tourists to the beaches in that area (EA, 2017)
- 4.7.8 Swim clubs such as Kent Sea Swimmers have previously organised informal social group swim events from Ramsgate Main Sands and other surrounding beaches in the south-east coastal area.
- 4.7.9 Quality effects on the local bathing waters have been considered in Volume 2, Chapter 3: Marine Water and Sediment Quality (Document Ref: 6.2.3) and in Volume 4, Annex 3-1: Water Framework Directive Assessment (Document Ref: 6.4.3.1).

Surfing

- 4.7.10 The bathing waters within the study area are attractive for many water sports including surfing for which Thanet is a centre for the sport due to the poor surf conditions in other areas of Kent (Thanet Coast, 2017b).

- 4.7.11 There are two surf clubs within the Thanet area, which include Kent Surf School located at Viking Bay Beach and Joss Bay Surf School located in Joss Bay. Both schools offer other water sports facilities including paddle boarding, kayak hire and bodyboarding. Joss Bay Surf School are open all year and Kent Surf School opens April to September seven days a week, weekends during October and every day during the school holidays. Other surf locations include Ramsgate harbour wall, occasionally Ramsgate cliffs, East Cliff and Botany Bay.
- 4.7.12 Surfing can only occur during suitable weather conditions which allow for surf and swell with the best time of the year being autumn – winter but with frequency of activity occurring summer to autumn. Numbers have previously been recorded as being up to 50 surfers in the water at any one time with approximately 300 regular users for the given bays; this excludes club numbers (Thanet Coast, 2017b).
- 4.7.13 Windsurfing is also a popular water sport activity in Thanet with a designated club in Minnis Bay which is located on the northerly stretches of the coast. Other popular spots for windsurfing include Ramsgate Main Sands, Pegwell Bay (The Beach Guide, 2017).
- 4.7.14 Kite-surfing also occurs within the coastal areas of Thanet with Kent Kite Surfing School operating at Pegwell Bay. Beaches in Margate are also used for kite-surfing.
- 4.7.15 Other water based powered craft for use in water sports that are known to occur within the Thanet area include speedboats and water-skiing. There are clubs available in Broadstairs and Margate. These activities tend to occur mainly in Spring and Autumn. Water based crafts for use of water sports can be launched from a number of facilities along the Thanet and Dover coast, the closest to the landfall being:
- Ramsgate Harbour;
 - Eastern Undercliff, Ramsgate - for powered watercraft e.g. Jet Ski, Jet Bikes, wet bikes; and
 - Western Undercliff, Ramsgate - for Sail Craft and Fishing Boats.

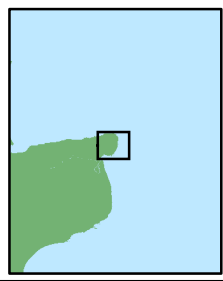


**THANET EXTENSION
OFFSHORE WIND FARM**

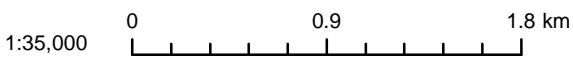
Figure 4.3
Main Bathing Areas Within
Relative Proximity to the
Cable Run

- Legend**
- Offshore Red Line Boundary
 - Onshore Red Line Boundary
- Main Bathing Beaches**
- Botany Bay
 - Joss Bay
 - Kingsgate Bay
 - Pegwell Bay
 - Ramsgate Main Sands
 - Stone Bay
 - Viking Bay

Datum: OSGB 1936
Projection: BNG

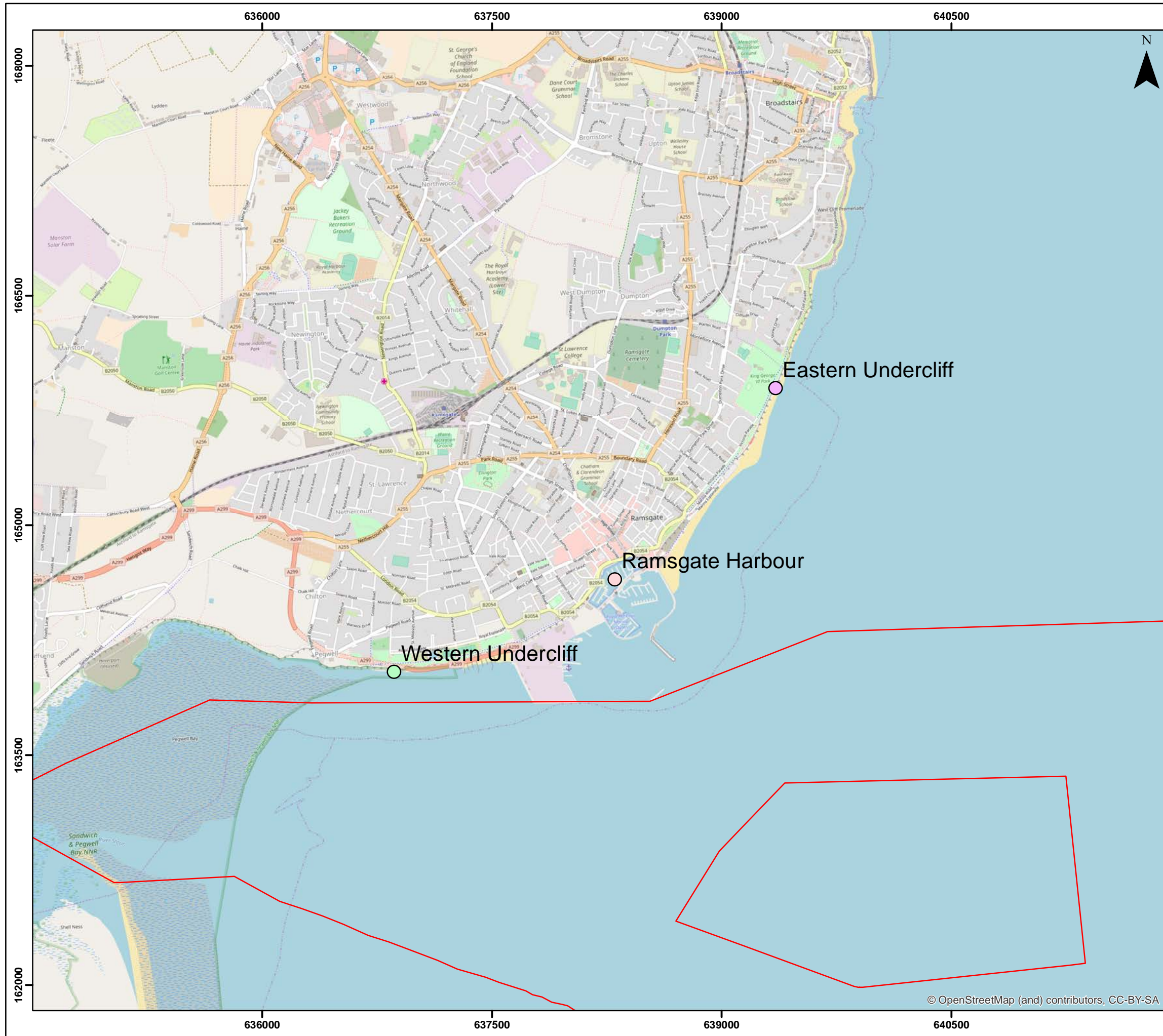


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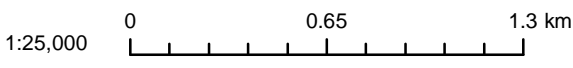
THANET EXTENSION OFFSHORE WIND FARM

Figure 4.4
Key Launching Bases for Water Sports Craft in Proximity to the Cable Run

- Legend**
- Offshore Red Line Boundary
 - Watersports Launch Sites
 - Eastern Undercliff
 - Ramsgate Harbour
 - Western Undercliff

Datum: OSGB 1936
Projection: BNG

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Rev	0.1	Date	25/05/2018	
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Scuba diving

- 4.7.16 Diving is known to occur in Thanet with 2013 research suggesting that visitors to Thanet are very low (around ten visitors annually) with club members in this area more likely to explore other areas of the south-east coast such as Deal, Dover and Folkestone due to the presence of shipwrecks which are at an attractive and accessible diving depth (Kenter *et al*, 2013; British Sub Aqua Club, 2017).
- 4.7.17 The Dover Strait is a notable popular diving site and Ramsgate offers easy access to the area. The TOWF ES 'Marine Archaeology' locate several wrecks in the area.
- 4.7.18 There is one scuba club in Ramsgate (with around 130 members) and a further two located in Margate. Ramsgate is popular for diving wreck sites due to its ease of access to the Dover Strait. The dive companies offer dive training and dive trips. Diving will only occur in good weather conditions which is usually from May to October and does not tend to occur within the marine SAC due to water turbidity.

Recreational angling

- 4.7.19 Recreational angling using a rod and line can be separated into two distinct forms, shore fishing and boat fishing, with levels of activity dependent on the seasonality and availability of target species.
- 4.7.20 At a regional scale, the recreational sea fisheries within the Kent and Essex Inshore Fisheries and Conservation Authority (IFCA) district are a valuable asset to the economy of the region, encouraging spending on tourism and leisure as well as supporting a fleet of over 67 charter vessels.
- 4.7.21 Within the study area recreational shore fishing occurs around the south-east coast with notable areas being Ramsgate due to the presence of the pier, harbour and beach. Other areas include Kingsgate Bay, Botany Bay, Joss Bay, Margate, Sandwich Bay and Broadstairs which allow access again from piers and harbours as well as beaches. Spring and summer shore fishing is good for catching bass, sole, flounder, dab, pollock, garfish and limited thornback rays. In autumn and winter whiting and codling are commonly caught species. The impacts on non-commercial fisheries are assessed in Volume 2, Chapter 6: Fish and Shellfish (Document Ref: 6.2.6) and commercial fisheries are assessed in Volume 2, Chapter 9: Commercial Fisheries (Document Ref: 6.2.9).

4.7.22 Recreational sea/ boat angling occurs within a ten-mile radius around the coast throughout the year with many charter companies operating in Ramsgate. Sea/ boat angling visitors in Thanet have been described as reaching 1,348 individuals over 12 months. This in comparison to other areas of Kent is relatively high with numbers in Dover to Folkestone reaching an upper boundary limit of 1,086. This also in comparison to the rest of England exceeds the upper boundary average of 611 angling visitors per site (Kenter *et al*, 2013). During the summer months (May – October) bass, pollock, smooth-hounds, thornback rays, mackerel, tub gurnard, sea-bream, plaice, tope, pouting and dogfish are commonly fished for. During the winter months (November – April) cod, bass, thornback rays, whiting, pouting, dab and dogfish are commonly caught. There are eight charter boats that operate out of the Ramsgate area (Charter Boats UK, 2017).

4.7.23 There are examples of sea angling clubs in the Thanet area with the largest being in Birchington. The closest club to Ramsgate is the Foreness Sea Angling Club which is a relatively small club. Angling competitions are known to occur throughout the year with individuals not necessarily needing to be part of a club to enter, therefore they are open for all.

4.7.24 Ramsgate is promoted as having a variety of fishing due to the proximity to Goodwin Sands as well as the presence of wrecks, reefs and sand banks. Bottom, wreck and reef fishing is popular during the summer months in the Ramsgate area with both drift and anchor fishing being offered by a variety of charter companies.

4.7.25 Recreational fishing predominantly occurs during the weekend however anglers will fish during the week.

4.7.26 Alongside the recreational angling, charter companies will offer tours of TOWF and wildlife watching with seal tours being a popular boat activity and an attractive tourist activity. Launch facilities are available at Ramsgate Harbour and Broadstairs Harbour amongst others.

Recreational sailing

4.7.27 There are several sailing clubs that operate in the Thanet area deploying from Ramsgate Royal Harbour throughout the year. Royal Temple Yacht Club holds an annual week-long friendly regatta which is widely recognised and popular with competitors.

4.7.28 Light hovercrafts are known to be used in the Thanet area for both sporting and recreational uses. They are primarily used at Pegwell Bay and at Ramsgate Main Sands where an annual Powercraft Grand Prix occurs. They are generally only used during Spring-Autumn at the weekends and only a small number of users exist.

4.7.29 The effects of Thanet Extension on shipping activity in and around Pegwell Bay and Ramsgate are assessed in Volume 2, Chapter 10: Shipping and Navigation (Document Ref: 6.2.2).

Canoeing

- 4.7.30 Thanet has several clubs that offer canoe or kayak hire as well as guided tours. Alongside this Active Ramsgate has developed two self-guided canoe trails that set off close to Ramsgate Royal Harbour. One trail follows the coastline north for around two miles to Broadstairs, another trail follows the coast around Pegwell Bay to the NNR, an internationally important site for waders and wildfowl therefore attractive for bird watching.

Bait digging/ collecting

- 4.7.31 Bait digging is permitted by Thanet District Council at several locations along the coast. Pegwell Bay and Western Undercliff are relevant locations to this baseline report. Bait digging is undertaken at low tide for both commercial and non-commercial reasons. Commercial bait digging will occur throughout the year but non-commercial will occur September to March. Ragworm and lugworm are the main species which are collected by either a fork or a hand-held water suction pump.

Tourism Economy

- 4.7.32 The baseline underpinning the tourism economy assessment describes the volume and value of tourism activities within each of the tourism study areas, drawing out where possible the differing nature of the tourism offer in each area.

The size and importance of the tourism economy

- 4.7.33 This section provides an overview of the scale of the visitor economy across the study area (and of Thanet, Canterbury and Dover). The study area attracts a large number of visitors, and tourism makes an important contribution to the economy of Kent. The north coast of Kent is very accessible from the rest of Kent, London and further afield, including internationally. The main connections to the area consist of the M2 and M20 motorways, with additional connectivity enabled by the A299, A2 and A28. Furthermore, public transport connections to the area include regular services to and from London and along the south coast (including connections to Brighton). The study area is also served by high speed rail (HS1) which connects large parts of Kent (incl. Ashford, Canterbury, and Ramsgate).
- 4.7.34 Whilst much of the tourism market is seasonal, and is based on the more traditional seaside destinations, the study area benefits from several all-weather attractions which encourage tourism all year round (incl. Canterbury Cathedral, Sandwich, Turner Contemporary and Whitstable).
- 4.7.35 Data from the Cambridge Economic Impact Model (quoted in Destination Research, 2016) indicates that there were over 60 million visitors to Kent in 2015, spending more than £3.6 billion in the local economy. Data from Visit Kent (quoted in Kent Online 2016), indicates that the value of tourists' contribution to the Kent economy increased by c. 50% since 2003 (+£1.2 billion). The majority of visitors (around 92%) were day visitors, with the rest being staying visits to Kent. On average, staying visitors to the study area would stay for 3.6 nights, and spent a total of £901 million in 2015.

Table 4.9: Economic impact of tourism

Measure	Kent	Thanet	Canterbury	Dover
Average annual room occupancy (%)	70.5	-	-	-
Day trips volume (000s)	55,748	3,387	6,571	3,889
Day trips value (£ million)	1,874	119	215	116
Overnight trips volume (000s)	4,885	494	649	424
Number of nights (000s)	17,476	2,059	2,671	1,397
Average nights per trip (000s)	3.6	4.2	4.1	3.3
Overnight trips value (£ million)	901	122	146	89
Total trips (000s)	60,633	3,881	7,220	4,313
Total trips value (£ million)	3,610	293	454	265
Jobs (000s)	71.9	7.3	9.4	5.6

Source: Destination Research (2016), 'Economic Impact of Tourism, Kent (based on the Cambridge Economic Impact Model)'.

- 4.7.36 Estimates for the volume of employment that tourism activity supports across Kent differ according to the data sources used. Employment estimates derived from the Cambridge Economic Impact Model give a much higher figure than the Business Register and Employment Survey (BRES) does for 2015. The key difference is that BRES data captures only the direct employment associated with tourism-related activity, whilst the Cambridge Economic Impact Model also captures non-tourism supported jobs linked to multiplier spend from tourism (i.e. the indirect and induced employment associated with supply chain and wage expenditure).
- 4.7.37 Although it offers only a partial picture of the contribution of tourism to the employment base, BRES data is also available at the national level. This makes the comparison of tourism-related employment in the study area with other comparator areas.
- 4.7.38 BRES estimates that there are around 57,000 jobs supported directly by tourism-related sectors in the study area, which equates to just over 9% of total employment. This is a similar proportion to that found nationally, as shown by the LQ of 1.0 for the tourism sector across Kent. Within the study area, the concentration of tourism-related employment varies, with Thanet showing a concentration that is around 20% higher than that seen nationally (LQ 1.2).

Table 4.10 Employment and specialisation in tourism, 2015

	Tourism (000s)	% tourism	LQ vs GB
Kent	57.0	9.1	1.0
Medway	7.0	7.9	0.9
Kent and Medway	64.0	9.0	1.0
Thanet	4.5	10.7	1.2
Canterbury	8.0	12.5	1.4
Dover	4.5	12.9	1.4
South East LEP	147.0	9.2	1.0
GB	2,674.0	9.1	1.0

Source: ONS (2015), 'Business Register and Employment Survey'.

Accommodation stock

- 4.7.39 At present, data on the number of bedrooms by type of accommodation (i.e. serviced, self-catering, camping, boat moorings, etc.) is not available. However, an estimate of the number of serviced accommodation rooms across Kent can be derived from the data available. On the basis that approximately 3.98 million visitor nights were spent in serviced accommodation in 2015, with an average of 70.5% occupancy across the year, it can be estimated that this equates to a figure in the order of 15,000 serviced accommodation rooms across Kent.
- 4.7.40 Data available from the Cambridge Economic Impact Model indicates that overall spend on (paid) accommodation in the study area in 2015 was around £397 million, and represented around 11% of all visitor spend that year. The data also shows that around a third of all overnight stays in the study area were in either serviced (23%) or self-catered (6%) accommodation. Furthermore, around half of all overnight stays were with friends and relatives.

Table 4.11: Selected accommodation data for the study area and selected comparators

	Kent	Thanet	Canterbury	Dover
Total spend on accommodation (£ million)	397	47	64	40
Percentage of total spend on accommodation (%)	11	16	14	15
Percentage of trips for paid accommodation (%)	56	66	73	67
Nights by accommodation type:				
- serviced (%)	23	20	32	33
- self-catering (%)	6	8	7	9
- friends and relatives (%)	47	28	21	55
- other (incl. camping, caravans, second homes, moorings, etc.) (%)	24	44	40	3

Source: Destination Research (2016), 'Economic Impact of Tourism, Kent (based on Cambridge Economic Impact Model)'.

Nature of tourism offer – Canterbury

Canterbury

- 4.7.41 Canterbury is the main settlement within the local authority area and is famous for its cathedral and is home to four universities. In the Middle Ages, the city was one of Europe's great places of pilgrimage and knowledge. The city is home to several attractions, some of which include the Canterbury Cathedral, the Marlowe Theatre, the St Augustine's Abbey ruins, the Westgate Towers Museum, the Canterbury Heritage Museum, the Roman Museum and the Kent Museum of Freemasonry. The River Stour is one of the characteristic features within the city centre, with several historic and river punting tours being on offer. In addition, several walking tours are available exploring the city. This includes tours based on Geoffrey Chaucer's Canterbury Tales and ghost tours.

Herne Bay

- 4.7.42 Herne Bay is located around eight miles north of Canterbury city centre, and offers plenty of traditional seaside entertainment along the North Kent coastline. The Reculver Towers and Roman Fort is an imposing landmark on the Herne Bay coast. Other key features/ attractions at Herne Bay include the Herne Bay Museum and Gallery, the Central Bandstand, Memorial Park and the Herne Bay Cultural Trail which offers visitors the opportunity to find the historical and general places of interest in the town.

Whitstable

- 4.7.43 Whitstable is located around five miles to the west of Herne Bay along the north Kent coastline. Its harbour is still operational and the pebble beach offers the opportunity for waterfront walks, in addition to popular water sports such as windsurfing, kite-surfing and sailing. Key tourist attractions in Whitstable include Whitstable Castle with its stunning gardens overlooking the bay, and the Museum and Art Gallery.

Nature of tourism offer – Thanet*Margate*

- 4.7.44 Margate is located along the northern coast of Kent, and is often identified as one of the traditional sea-side resorts in the south-east of England. The town is characterised by its sandy beaches and sparkling waters in addition to a café culture and an emerging cultural renaissance. Margate is home to the internationally-acclaimed Turner Contemporary presenting both contemporary and historical art. June 2015 marked the reopening of Dreamland which is often described as ‘the UK’s original Pleasure Park’ with its historic rides, and classic side shows. The Old Town offers visitors a funky vibe; a place where chic eateries, modern galleries and vintage shops rub shoulders with traditional seaside delights such as candyfloss stands, fish and chip shops as well as seafood stalls. Furthermore, Margate is also home to several other tourist attractions such as the Margate Winter Gardens, the town’s Theatre Royal, and the Tom Thumb Theatre. Finally, Margate is also home to a number of annual festivals such as the Margate Jazz Festival, and attracts top bands as well as some of Britain’s best beach volleyball teams as part of the Margate Masters.

Broadstairs

- 4.7.45 Broadstairs is one of Thanet’s seaside resorts and is described as being brim-full of nostalgic, old-world and seaside charm. Like Margate, the town is characterised by its sandy beaches and bays, and ideal for seaside walks amid towering chalk stacks, the harbour and cliff-top promenade. Broadstairs also offers modern sea-side activities such as surfing and other harbour-related activities. The town is home to several cafés, restaurants and bars in addition to a number of galleries (e.g. New Kent Art, Little Art Gallery and the Broadstairs Gallery). Broadstairs was one of Charles Dickens’ favourite holiday spots, and has a number of connections with Dickens and Victorian England including the Dickens House Museum, Bleak House, St Peter’s village and the Crampton Tower Museum. Each year the town hosts the Dickens Festival as well as the Broadstairs Folk Week bringing music sessions to pubs, gardens and beaches and the Broadstairs Food Festival.

Ramsgate

- 4.7.46 Ramsgate is located a couple of miles south of Margate and its bustling harbour borders a packed yacht marina. The town is proud of its status as England’s only Royal Harbour and is awash with history and overflowing with continental charm. Popular tourist attractions in Ramsgate include the Maritime Museum, the Micro Museum, the Ramsgate Tunnels and the Defence of the Nation Education Centre. The town is also peppered with elegant Georgian terraces and impressive Regency villas. The Ramsgate Festival is a multi-arts festival which serves up a feast of workshops, exhibitions, film, theatre and dance.

Nature of tourism offer – Dover*Dover*

- 4.7.47 Dover is the home county Kent and is home to one of Britain’s major gateways to the rest of Europe. The Strait of Dover is the narrowest part of the English Channel and lies around 16 miles to the south-east of Canterbury. Dover is mostly known for its port-related activities (e.g. Dover Marina) and its white cliffs. However, the town is also home to several visitor attractions which include the Dover Museum, the 2,000-year old Dover Castle and the Dover Transport Museum. The town also has a history associated with World War II (WWII) which include the Battle of Britain Memorial which commemorates the sacrifice of those who fought and defended the skies of Britain, and the Fan Bay Deep Shelter (abandoned WWII tunnels within Dover’s white cliffs). Dover is also home to the Archcliffe Fort dating back from the late 1300s overlooking Dover Harbour, as well as Connaught Park dating back from Victorian times.

Deal

- 4.7.48 Deal is located around nine miles along the Kent coastline north of Dover, and is a former fishing, mining and garrison town. Deal offers something for everyone, including Deal Castle which is often defined as one of England’s finest Tudor artillery castles and the Deal Maritime and Local History Museum, and the Linden Hall Studio which showcases the best of contemporary British art (incl. painting, sculpture, ceramic and glass).

Sandwich

- 4.7.49 Sandwich is located south of Ramsgate along the east Kent coastline. The town is home to several visitor attractions which include the Richborough Roman Fort and Amphitheatre dating from the time of the Roman invasion of Britain in 43 AD, the Sandwich Guildhall built in 1579, the Guildhall Museum which tells the story of Sandwich from medieval times to the present day, and St Peter’s Church. The latter is currently undergoing construction of a staircase inside the church’s medieval tower to allow for fantastic views of the town and beyond.

4.7.50 In addition, a number of particularly important viewpoints relating to tourism and recreation sites, within the ZTV, have been identified as part of the scoping consultation. These include:

- Reculver Country Park, Thanet Coastal Path;
- Thanet Coastal Path;
- Margate Harbour Wall (Turner Arts Gallery);
- Kingsgate/ North Foreland, Coastal Path;
- Broadstairs Promenade;
- Wellington Crescent, Ramsgate;
- Richborough Castle;
- Kings Avenue/ Princes Drive, Sandwich Bay Estate;
- Deal Pier/ Promenade;
- St. Margaret's at Cliffe (Coastguard Memorial);
- Joss Bay/ North Foreland;
- Stone Bay;
- Foreness Point/ Palm Bay;
- Walpole Bay (Margate); and
- Birchington-on-Sea.

4.7.51 Potential additional viewpoints not (originally) identified as part of the scoping consultation include:

- Isle of Thanet, Manston Road near PRow;
- Broadstairs, Dumpton Gap;
- England Coastal Path, Sandwich Flats;
- Betteshanger Country Park;
- St Peter's Church, Sandwich;
- Chillenden;
- North Downs Way, near Woolage Village (Kent Downs AONB);
- South Foreland Lighthouse;
- Dover Castle; and

- Trinity Beacon, Goodwin Sands

4.8 Key parameters for assessment

4.8.1 The assessment scenarios listed in Table 4.12 below have been selected as those having the potential to result in the greatest effect on the identified receptor and/ or receptor group. These scenarios are based on the maximum adverse scenario (in environmental terms) as defined in Volume 2, Chapter 1: Offshore Project Description (Document Ref: 6.2.1) and Volume 3, Chapter 1: Onshore Project Description (Document Ref: 6.3.1).

4.8.2 The relevant elements for assessing direct effects on both onshore and offshore recreation are set out in the table. The assessment of indirect impacts on tourism and recreation as a result of visual impact, noise, sediments and traffic are based on the maximum adverse scenarios set out in these respective EIA chapters.

4.8.3 The proposed development has potential to affect tourism and recreation during each of the three main phases of its lifecycle:

- Construction;
- O&M; and
- Decommissioning.

Table 4.12: Maximum design envelope scenario assessed

Potential effect	Maximum design scenario assessed	Justification
Onshore Recreation		
Construction		
Landfall area (including temporary working area, transition pit and sea wall) obstructing access	Works to construct the landfall infrastructure may be needed, intermittently, for up to five months during which time the ECP and other minor Country Park routes in the vicinity (TR 3433 6315) will need to be diverted. Under the maximum design scenario, these works are assumed to take place over the peak summer period.	Five months represents the maximum working period that the compound will be needed, although it should be noted that work will not be continuous throughout this period and, therefore, the total calendar period for intermittent diversions may be longer. However, the worst-case scenario is that diversions will remain in place continuously throughout the whole construction period and that this will occur over the peak summer season, which would entail the greatest disruption to users. An Access Management Strategy (Document Ref: 8.4) will be implemented to create diversions necessary to maintain a high level of access around Pegwell Bay Country Park during this phase.
Road junction modification interrupting access	The construction of new road junctions, or improvement of existing junctions, will temporarily interrupt users of the RR15 and, at the southern locations, the ECP. Up to three new junctions are anticipated. This work is expected to take approximately three weeks to complete. Under the maximum design scenario, these works are assumed to take place over the peak summer period.	New junctions will be required off the existing roads to provide access to the mobilisation areas. This work is expected to take around three weeks at most. The peak summer period would entail the greatest disruption to users.
Bund construction severing footpaths	From the landfall site across the Country Park, the cables will be pulled through ducts covered by low bunds. The construction of bunds and changes to the seawall will temporarily interrupt use of some paths in the Country Park. This is expected at five locations: near the landfall compound (TR 3433 6315 and TR 3426 6313), towards the middle of the park (TR 3415 6308 and TR 3404 6306) and where the ECP (Alternative route) is crossed, and RR15 is re-crossed, at Stonelees Nature Reserve (TR 3385 6275). It is expected that bund construction works could interrupt access for up to eight weeks at any specific location, with the overall construction period being a maximum of 18 months. Under the maximum design scenario, these works are assumed to take place over the peak summer period. This option represents the maximum adverse scenario as defined by the project design.	Bunds are needed to house ducting for the cable run. Once in place, the cables can be pulled through the ducting without further construction. Eight weeks is expected to be the maximum duration for this work at any one location and, therefore, the maximum severance time at any one point on a path. The peak summer period would entail the greatest disruption to users. Following construction, the ECP can be reinstated to its designated line, some 18 metres behind the new seawall. Alternatively, the ECP could be amended slightly to take the patch closer to the seawall. An Access Management Strategy (Document Ref: 8.4) will be implemented to maintain a high level of access around Pegwell Bay Country Park during this phase.

Potential effect	Maximum design scenario assessed	Justification
Temporary construction compound	A laydown and construction area will be created to the west of RR15 towards the centre of the Park's western boundary. The transfer of materials and plants to the working areas will entail crossing RR15 and require construction of an adequate crossing point during which time RR15 will be unavailable. The work to construct a crossing point is expected to take no more than two weeks, though the crossing itself will be in use for up to 18 months. The construction compound itself will not encroach upon RR15.	Laydown and construction areas are required to provide secure storage, welfare facilities, as well as workshops and office accommodation. Eighteen months represents the maximum expected time this will be needed. A crossing point for RR15 will be needed to enable plant and material to be transport to and from the work site.
Interruption to users for traffic control	Users may find that their free passage along RR15 and the ECP at the south of Pegwell Bay Country Park is interrupted for several minutes to allow large vehicles to negotiate access roads crossing the routes.	Where works vehicles need to cross recreational access routes, safe working will require manned crossings to control both users and vehicle drivers.
Restricted access to the Bay	Boats, swimmers, kite-surfers and other members of the public will be excluded from the working area in the Bay while landfall is being established and cables brought to shore. This could result in closure to access to parts of Pegwell Bay for up to five months. The public will need to be excluded from the vicinity of the landfall site while work is in progress. Under the maximum design scenario, these works are assumed to take place over the peak summer period.	This scenario represents the maximum spatial and temporal disturbance to recreational users of the Bay during the construction phase. The peak summer period would entail the greatest disruption to users.
Visual intrusion	The construction works taking place in the relatively undisturbed surroundings of the Pegwell Bay Country Park will result in some loss of visual amenity for the 18-month period of construction. Much of the work will be screened by surrounding vegetation.	Some degree of visual intrusion represents the worst-case scenario. This is assessed in more detail in Volume 3, Chapter 2: LVIA (Document Ref: 6.3.2).
O&M		
Maintenance or repair activity	If cable repairs are needed there will be no need for further excavation. However, machinery will need to access joint pits to recover and reinstall cables. The operation of machinery will generate some noise and visual disturbance for discrete periods of time during the operational lifetime of the project.	Cable repairs are not expected to be necessary but provision has to be made for this possibility under the maximum design scenario.
Presence of bunds obstructing access	There will be a bund of up to 1.2 metres in height from the transition pit inland. The bund will permanently intersect three of the main paths within Pegwell Bay Country Park.	The bunds will be needed to protect the land-based export cables wherever they cannot be buried. The bund will be constructed so that the maximum path crossing gradient is 1:12. As such, this should not significantly affect the paths' accessibility for any users.
Decommissioning		
Removal of cables (ducting left <i>in situ</i>)	Winches and haulage vehicles will be required for the removal of cables. This process will result in some noise disturbance for up to three months.	The removal of cables and ducting would result in considerable ground disturbance. Three months represents the maximum expected time for this disturbance

Potential effect	Maximum design scenario assessed	Justification
Offshore Recreation		
Construction safety zone	A safety zone of up to 500 m around each foundation or renewable energy installation whilst under construction will be in place during construction. This will exclude other recreational activities in this area during the construction period.	A safety zone is required to ensure small vessels are not adversely affected by propeller or thruster wash from vessels used for transfer; ensuring no additional risk is created for personnel during access and egress; and to reduce risk of injury to third parties from items dropped from aloft. 500 m represents the maximum extent of the zone around each foundation.
Safety zone during O&M phase	A safety zone of up to 50 m around each foundation or renewable energy installation during operation which could be increased to 500 m when major maintenance is in progress (e.g. during use of jack-up vessels). This will exclude other recreational activities in this area during the O&M period.	A safety zone is required to ensure small vessels are not adversely affected by propeller or thruster wash from vessels used for transfer; ensuring no additional risk is created for personnel during access and egress; and to reduce risk of injury to third parties from items dropped from aloft. 50 m represents the maximum extent of the zone around each foundation.
Decommissioning safety zone	A safety zone of up to 500 m around each foundation or renewable energy installation whilst it is being removed from site. This will exclude other recreational activities in this area during the decommissioning period.	A safety zone is required to ensure small vessels are not adversely affected by propeller or thruster wash from vessels used for transfer; ensuring no additional risk is created for personnel during access and egress; and to reduce risk of injury to third parties from items dropped from aloft. 500 m represents the maximum extent of the zone around each foundation.

4.8.4 The maximum design scenario impacts on visitor economy draws on the assessments undertaken as part of onshore landscape (Volume 3, Chapter 2: Onshore Landscape and Visual Impact Assessment (Document Ref: 6.3.2)), noise and vibration (Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10)), and traffic and access (Volume 3, Chapter 8: Traffic and Access (Document Ref: 6.3.8)).

4.9 Embedded mitigation

4.9.1 Embedded mitigation is that which is designed in to the project plan to specifically avoid or reduce potential impacts. The following assessment of the construction, O&M and decommissioning of Thanet Extension \is based on the ‘mitigated’ design.

4.9.2 Mitigation measures that were identified and adopted as part of the evolution of the project design (embedded into the project design) and that are relevant to Recreation and Tourism are listed in Table 4.13. General mitigation measures, which would apply to all parts of the electrical transmission works, are set out first. Thereafter mitigation measures that would apply specifically to recreation issues associated with the cable route are described separately.

Table 4.13: Embedded mitigation relating to tourism and recreation

Parameter	Mitigation measures embedded into the project design
General	
PRoW consents and temporary diversions	<p>Where possible, all public rights of way will be kept open to minimise impact for tourists. Where this is not possible, a suitable diversion will be created.</p> <p>PRoW closures/ diversions will be communicated to LHA and other relevant organisations, including Parish Councils. Information will include the duration and proposed alternative routes.</p> <p>An Access Management Strategy (Document Ref: 8.4), including necessary PRoW diversions, is included with the DCO application identifying the locations of the temporary diversions.</p> <p>Although not legally a PRoW, temporary diversions will be created if necessary to allow continued passage along RR15 if the route is interrupted by construction activity. Potential diversions will be included within the Access Management Strategy (Document Ref: 8.4) that will accompany the ES.</p>
Project design	Careful routing of the onshore cable route to avoid key areas of sensitivity. The cable to be installed in a route parallel to but separate from the key RR15 cycle route and separated from it by the Nemo link.
Construction	

Parameter	Mitigation measures embedded into the project design
Temporary, manned crossing points	The need to divert or temporarily stop walking and cycling routes on safety grounds can be reduced or eliminated by establishing manned, temporary crossing points during the construction period. These will be established as described in the Access Management Strategy (Document Ref: 8.4).
Perimeter fencing	The working area will be enclosed by within fencing (likely to be heras-type), enabling continued use of nearby routes while work is underway close to, but separated from them.
Access to and from the River Stour	The exclusion safety zone implemented during construction will not impede boat traffic between the River Stour and the sea.
O&M	
Inspection and maintenance	<p>The cable run and its infrastructure is designed to require zero maintenance over the O&M period. Inspection will be facilitated at link boxes and test pits, and use of these will not impact on recreation in the vicinity. The link boxes and test pits will be located so that they do not sit under an significant paths, although they may lie adjacent to them for ease of access. Inspection is expected to occur once per annum.</p> <p>If maintenance or repair is required, this can be achieved by isolating the affected section of cable run and, if necessary, removing and replacing it through the installed ducts.</p>
Ramped bund crossings	Where significant routes are intersected by the cable-bund ramps will be constructed with gradients not greater than 1:12, so as to facilitate continued, all-ability access. The siting and construction of the ramps is described in the Access Management Strategy (Document Ref: 8.4) accompanying the ES.
Decommissioning	
Cable removal	It is proposed that the onshore cable will be removed at decommissioning. However, the ducting will remain <i>in situ</i> . The cabling can be removed from the ducts without the need for extensive works or ground disturbance.

4.10 Environmental assessment: construction phase

Direct effects on onshore recreational and utility users

Sensitivity of receptor

4.10.1 The table below sets out a summary of all onshore recreation receptors potentially affected by the construction of Thanet Extension under the revised RLB, and their assessed sensitivity, drawing on the baseline analysis in Table 4.8.

Table 4.14: Receptor sensitivity

Resource	Sensitivity
TR32	Low – The path is of a utility rather than a scenic nature and is screened from the proposed works.
RR15	Medium – This is an important regional and local route. However, while construction is underway, cyclists will have the option to use the parallel Sandwich Road, and/ or NCN1 which runs nearby.
Thanet Coastal Path	Medium – The route is incorporated into the ECP and is also a significant asset within Pegwell Bay Country Park.
ECP	Medium – The route section concerned is part of a nationally designated long-distance route and is also a significant asset within Pegwell Bay Country Park. However, acceptable alternative routes (RR15, Sandwich Road footway) are available and the proportion of the ECP running through Pegwell Bay Country Park is insignificant to followers of the National Trail.
TE26	Low – the path is a dead-end route that, at its eastern end leads only to the perimeter fence of an industrial area. (The path further west does have amenity value as it offers about 1 km of riverside walking, but this is outside of the area under consideration.)
EE42	Low – The path is on the southern bank (right hand) of the River Stour and so is isolated from direct impacts. It passes adjacent to the old Richborough power station site. As such, it is already subject to the noise and views of redevelopment.
Viking Ship Picnic Site	Low – The picnic site is beyond the 1 km impact zone. It may be affected by displacement from the Country Park during the construction period, however evidence from parking records for 2016 and 2017 (including the construction period for the Nemo link) suggests that any such displacements will be very limited.
St. Augustine's Cross and Well	Low – The site is at the limit of the impact zone and is well-shielded from the development areas.

Resource	Sensitivity
Pegwell Bay Country Park	Medium – Pegwell Bay Country Park offers a combination of rural setting and sea views within an environment managed for public access and enjoyment. that is unique in the district. There are other areas of open space available locally, however, – mainly picnic area, recreation grounds or formal parks – along with extensive opportunities for coastal access within the vicinity, both north and south of the park.
Stonelees Nature Reserve	Medium – The Reserve carries significant public access routes and is a well-used resource within a semi-natural setting. While a similar landscape can be enjoyed to the south, adjacent to Sandwich Flats, access is restricted by the golf course.
Pegwell Bay	Low – From a recreation perspective, the landfall and inshore waters' receptors are generally of low sensitivity, with alternative sites available.
The River Stour	High – For boats moored on the river, there is no alternative access to and from the sea.

Magnitude of impact

4.10.2 The table below sets out a summary of key aspects of the construction phase and the assessed magnitude of impact they could generate, drawing on the earlier design envelope information in Table 4.12.

4.10.3 An assessment of the noise and dust effects resulting from construction of Thanet Extension to users of the Pegwell Bay Country Park is considered in Volume 3, Chapter 9: Air Quality (Document Ref: 6.3.9) and Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10) of this EIA. These effects are also cross-referenced in section 4.14 (inter-relationships) of this chapter.

Table 4.15: Magnitude of construction phase onshore recreation impacts

Potential effect	Magnitude of impacts under maximum design scenario
<p>Landfall compound obstructing access.</p> <p>A landfall compound may be needed for up to five months during which time the ECP and other minor Country Park routes in the vicinity (TR 3433 6315) will need to be diverted.</p>	<p>The landfall compound will impact upon users of the Thanet Coast Path/ ECP and other visitors to the Pegwell Bay Country Park who would otherwise use this part of the path. The designated route of the ECP is likely to be blocked for up to five months. As described in the Access Management Strategy (Document Ref: 8.4), a diversion with suitable surface is planned in embedded mitigation measures providing a convenient alternative route. A manned crossing will also be provided at the access road to the compound to ensure safety.</p> <p>Receptors affected - Thanet Coastal Path, ECP and Pegwell Bay Country Park</p> <p>Magnitude of impact – Low. With reference to Table 4.6 and the categorisation of impacts; experience with the Nemo link provides evidence that the changes in numbers taking access in the park is likely to be less than 10%.</p>
<p>Road junction modification interrupting access.</p> <p>The construction of new road junctions, or improvement of existing junctions, will temporarily interrupt users of the RR15 and, at the southern locations, the ECP. Up to three junctions are anticipated.</p>	<p>A number of junctions will be needed – or need to be improved – in order to make provision for heavy vehicles accessing the construction sites. Although the cable run and construction corridor will generally be off the line of recreation routes, these junctions, and the roads that run from them, will have to cross the RR15, and at the south of the Park. Construction of the junctions should take no more than three weeks but, during this time, will require minor diversion of the affected routes. During wider construction, the crossing points at the junctions will need to be manned. For recreational cyclists, this interruption to their journeys is not likely to be significant. For commuter cyclists, the interruption is more significant. However, commuters have the option of using the parallel Sandwich Road to fully mitigate the effects of the interruptions.</p> <p>Pedestrians using the ECP and RR15 are unlikely to be significantly affected by temporary diversions and manned crossings at the road junctions.</p> <p>Receptors affected - RR15, ECP and Pegwell Bay Country Park</p> <p>Magnitude of impact – Low. With reference to Table 4.6 and the categorisation of impacts; the relatively brief period of time required to construct the crossings will have only a low impact upon the receptors. The operation of intermittent manned crossing points will result in negligible impact to users.</p>

Potential effect	Magnitude of impacts under maximum design scenario
Bund construction severing footpaths	<p>From the landfall site onwards through Pegwell Bay Country Park, the cables will be pulled through ducts laid under bunds. The creation of bunds will temporarily interrupt use of paths in Pegwell Bay Country Park, requiring minor diversions to alternative crossing points, as described in the Access Management Strategy (Document Ref: 8.4).</p> <p>It is expected that bund construction work at any one point could interrupt access for up to eight weeks.</p> <p>Receptors affected - Pegwell Bay Country Park</p> <p>Magnitude of impact – Low. With reference to Table 4.6 and the categorisation of impacts; alternative access routes will be available at all times, and little change is expected to overall levels and patterns of access.</p>
Construction and laydown area	<p>The establishment of the construction and laydown area will have a low level of impact on users of RR15. It will also be necessary to create a crossing point over the cycle route. This activity will have additional impacts, but will be for no longer than two weeks. During the construction period, the crossing point will be manned.</p> <p>Receptors affected - RR15, ECP and Pegwell Bay Country Park</p> <p>Magnitude of impact – Low. With reference to Table 4.6 and the categorisation of impacts; the creation of a manned crossing point will result in occasional interruption of the flow of traffic on RR15 for short periods of time. As such, it is expected that the numbers of users or patterns of use will be significantly altered.</p>
Interruption to users for safe traffic control	<p>Users may find that their free passage along RR15, and the ECP at the south of the Park, is interrupted for several minutes to allow large vehicles to safely negotiate access roads crossing the routes.</p> <p>Receptors affected - RR15, Thanet Coastal Path, ECP. and Pegwell Bay Country Park</p> <p>Magnitude of impact – Low. With reference to Table 4.6 and the categorisation of impacts; the interruptions for users will be for only a few minutes at a time and will be intermittent. As such, they are not expected to result in a significant change to the numbers of users or patterns of use.</p>
Restricted access to Pegwell Bay whilst landfall is established	<p>Beach users will be excluded from the working area in the Bay while landfall is being established and cables brought to shore. This could result in closure to access to parts of Pegwell Bay for up to five months.</p>

Potential effect	Magnitude of impacts under maximum design scenario
	Receptors affected - Pegwell Bay Magnitude of impact - Low; with reference to Table 4.6 and the categorisation of impacts; there is no evidence of significant use at landfall site and, therefore, it follows that few users will be affected by the temporary closure of small part of Pegwell Bay.
Restricted sea access from the River Stour	Construction vessels will have an advisory 500 metre exclusion zone; however this will not affect the mouth of the River Stour. Receptors affected - River Stour Magnitude of impact – Negligible; with reference to Table 4.6 and categorisation of impacts; as the exclusion zone will not cover the navigable channel for vessels leaving or entering the River Stour, no discernible change in the volume or pattern of traffic is expected.

Significance of effect

4.10.4 Following the assessment of the magnitude of impact (Table 4.15) and sensitivity (Table 4.14) of the receptors, it is possible to assess the level of significance using the significance matrix (Table 4.7). The significance of the effects on the different receptors is expected to be as follows:

- TR32 – The southern end of TR32 falls within the 1km zone of impact. That said, the footpath is buffered from any disturbance from Thanet Extension works by two roads and St. Augustine’s Golf Club course. The footpath is part of an extensive Prow regional network that offers alternative routes. There will be no direct physical impacts of the proposed works on the receptor. As such, with Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- RR15 – This route is a well-used commuting and recreational cycling and walking route. However, there are alternative cycle routes locally and regionally. Commuters can also use Sandwich Road as an alternative route. Therefore, the resource is considered to be of medium sensitivity. RR15 will be subject to some physical impact from road junction modifications, creation of a crossing point and traffic control, but this will be either short-term or intermittent in nature resulting in low magnitude of impact. With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;

- Thanet Coastal Path – The TCP is one of several promoted routes within the region and is coincidental with the ECP through Pegwell Bay Country Park. With alternative promoted walks available locally and only the southernmost section physically affected, the TCP is considered to be of medium sensitivity. Impact upon TCP will be from a short-term road junction modifications, manned, intermittent traffic control and temporary diversions around the landfall area, resulting in overall magnitude of the impact being Low. With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- ECP – The ECP has National Trail status, however the designated route is not yet open, and the currently walked line is (itself) an alternative path. Temporary diversion of the route onto RR15 or alongside Sandwich Road is considered to be acceptable in the context of approximately 1 km of length affected of a 4,500 km-long route, resulting in the ECP is considered to be of medium sensitivity. The ECP will be physically interrupted by the establishment of landfall and the cable bund. However, the provision of diversion routes maintaining access through the Country Park and back onto ECP means that the magnitude of the impact will be below. With Medium sensitivity and Low magnitude (from landfall compound), the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- TE26 – TE26 is a dead-end path that receives relatively light usage, especially towards its eastern end. Other riverside footpaths are available locally, including the promoted Saxon Shore Way. As a result, this path is considered to be of Low sensitivity. The path will not be directly affected by Thanet Extension and as such, any impacts will be of Low magnitude. With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- EE42 – The EE42 forms part of the Saxon Shore Way, one of several promoted routes within the vicinity. As such, it is considered to be of low sensitivity. The EE42 runs along the right bank (looking downstream) of the River Stour (i.e. on the opposite side to the Thanet Extension works) but passing within a few hundred metres of the grid connection. There will be no direct physical impact caused by the works, but there will be limited noise and visual intrusion in what is already an industrial setting. Based on this, the magnitude of the impact is considered to be low. With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Viking Ship Picnic Site – The picnic site is one of several areas of green open space available to the public within the locality. As such, it is considered to be of Low sensitivity. The site is at the northern-most limit of the impact zone and will not be directly (or physically) affected by construction activity, resulting in a Low magnitude of impact. With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;

- St Augustine’s Cross and Well – This small, English Heritage-owned site is one of several historic sites in the area, which gives it an overall Low sensitivity. The site is approximately 700 m from the RLB and is visually shielded by trees and hedges. As such, the potential impact of construction activity is assessed to be of Low magnitude. With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Pegwell Bay Country Park – The Country Park is a valued recreational resource enjoyed by more than an estimated 115,000 visitors each year. There are some alternative venues for visitors, however, recorded visitor numbers during construction of the Nemo link shows that visitor numbers are very resilient to the disturbance caused, resulting in no (significant) levels of displacement from the Park. As such, the Country Park is considered to be of medium sensitivity. Disturbance caused from bund creation during access work, and landfall establishment can be mitigated by well-designed path diversions and, where necessary, manned crossing points, resulting in a Low magnitude of impact. With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Stonelees Nature Reserve – This is one of several sites locally that provide opportunities for visitors to enjoy a semi-natural green space. From a visitor’s perspective, the reserve is continuous with the Pegwell Bay Country Park. It is therefore considered to be of similar, medium, sensitivity. The cable run through the nature reserve will be underground along a peripheral route that is only lightly used by visitors. The overall impact on access is therefore considered to be of Low magnitude. With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Pegwell Bay – The Thanet coastline offers numerous alternative resources for water-users, with none having been identified as having needs that can only be met within the cable corridor. Therefore, the bay is considered to be of Low sensitivity for recreation. Cable laying and landfall works are expected to require only limited exclusion and displacement of bay users. As such, the proposed development is considered to be of Low magnitude on recreation in the bay. With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms; and
- River Stour – The River Stour is the only such resource for local boat owners and boat traffic to and from Pegwell Bay, which means that the receptor is of High sensitivity. The embedded mitigation proposed in section 4.9 ensures that no exclusion zones impact on the buoyed channel which means that any impacts of the Thanet Extension works on river usage will be Negligible. With High sensitivity and Negligible magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms.

Summary of Significance

- 4.10.5 In summary, the construction phase will only have a significant adverse effect on the River Stour. The impacts for all other onshore recreation receptors are not expected to be significant.

Direct effect on offshore and inshore recreational users

- 4.10.6 This assessment addresses the effects of temporary exclusion and/ or diversions of routes through the offshore construction area (including cable landfall construction area), leading to potential effects on offshore recreation activities.

Sensitivity of receptor

- 4.10.7 The table below sets out a summary of all offshore and inshore recreation receptors and their assessed sensitivity.
- 4.10.8 The sensitivity of the receptor group is considered to be Low to Medium, with a breakdown of sensitivity by user groups set out below.

Table 4.16: Receptor sensitivity

User Types	Sensitivity
Bathing	Medium – as the potential indirect effects of the wind farm (e.g. visual) could affect a large number of the Kent coast beaches, this means that there are relatively few alternative resources that bathers could use, which would be unaffected by visual impacts.
Surfing	Medium – Thanet is recognised as one of the best sites in Kent for surf conditions, therefore while there are other surfing areas available in the area, they may be of a lower quality.
Scuba diving	Low – Numbers of users in the Thanet area are Low, and other better used locations are available along the Kent coast, including around Dover and Folkestone.
Recreational angling	Medium – Thanet is a popular location for recreational angling, and while many other locations are available along the Kent coast, they may be slightly less preferable for users.
Recreational sailing	Low – Although there are several sailing clubs operating in the Thanet area, these users can easily navigate to alternative sites.
Canoeing	Low – Although there are several clubs offering canoe and kayak hire, this is not identified as an especially popular area for canoeing / kayaking, and other alternative coastal sites for canoeing are available.
Bait digging/collecting	Low – This is permitted at various locations along the Kent coast, therefore alternative sites are available for this.

Magnitude of impact

- 4.10.9 It is expected that during construction activity there will be exclusion zones around construction activities which would result in the exclusion of any recreational activity within 500 m of any foundation/ renewable energy installation undergoing construction.
- 4.10.10 Boats, swimmers, kite-surfers and other members of the public will also be excluded from the working area in the Bay while landfall is being established and cables brought to shore. This could result in closure to access to parts of Pegwell Bay for up to five months.
- 4.10.11 The magnitude of impacts for this user group is assessed to be Low, with a breakdown of magnitude by user groups set out below.

Table 4.17: Magnitude of construction phase offshore recreation direct impacts

User Types	Magnitude
Bathing	Low – No direct effect as user group would not need to enter the wind farm construction safety zone area and would be able to access alternative sites for bathing during construction works on the cable landfall.
Surfing	Low – Operates closer to shore than the proposed site, so user group would not need to enter the wind farm construction safety zone area. Users would be able to access alternative sites for surfing during construction works on the cable landfall.
Scuba diving	Low – Local user club indicated that they rarely use the shores of Thanet, and limitations on use of this area during the construction phase would not be a concern.
Recreational angling	Low – Wide range of alternatives to the area covered by the proposed site construction safety zone are within easy reach, meaning minimal direct effect.
Recreational sailing	Low – Many users will use areas closer to shore than the proposed site, and others can easily navigate the construction safety zone.
Canoeing	Low – Canoeing activities will operate closer to shore than the proposed site so user groups would not need to enter the wind farm construction safety zone area. Users would be able to access alternative sites for canoeing during construction works on the cable landfall.
Bait digging/collecting	Low – No direct effect as user groups would not need to enter the wind farm construction safety zone area. Users would be able to access alternative sites for bait digging during construction works on the cable landfall.

Significance of effect

4.10.12 The significance of the impact is assessed based on the magnitude (Table 4.17) and sensitivity (Table 4.16) of the receptor. As such, the significance of the effects on the different receptors is expected to be as follows:

- Bathing – With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Surfing – With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Scuba diving – With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Recreational angling – With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Recreational sailing – With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Canoeing – With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms; and
- Bait digging/ collecting – With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms.

4.10.13 On the basis of the assessment presented above, the direct effect of the construction of Thanet Extension on offshore and inshore recreational users is assessed to not be significant in EIA terms.

Indirect effect on onshore and offshore recreational users

Sensitivity of receptor

The sensitivity of the receptor group is considered to be Low to Medium as broken down in Table 4.16.

4.10.14 For the purposes of this receptor, other onshore recreational users are considered alongside bathers, as it is assessed that the sensitivity for these users and the indirect effects of visual impact, noise and traffic would affect other onshore recreational users in similar ways.

Magnitude of impact

4.10.15 The indirect effects of construction activity on recreational users may include visual impacts, airborne and subsea noise, suspended sediments and traffic. The magnitude of impacts for this user group is assessed to be Low to Negligible, with a breakdown of magnitude by user groups set out below.

Table 4.18: Magnitude of construction phase recreation indirect impacts

User Types	Magnitude
Bathing and other onshore recreational users	Low – impacts of noise levels at local beaches (Volume 3, Chapter 6: Ground Conditions, Flood Risk, Land Use (Document Ref: 6.3.6)), sediment in the inshore waters (Volume 2, Chapter 2: Physical Processes (Document Ref: 6.2.2)) and traffic (Volume 3, Chapter 8: Traffic and Access (Document Ref: 6.3.8)) are expected to be minor for bathers accessing beaches within the ZTV. There will be visual impact as a result of wind farm construction, however evidence on the visual effects of offshore wind farms suggests that this has at worst minor effects on visitor experience (see evidence under the tourism economy receptor below), suggesting that impacts for this user group will be Low.
Surfing	Low – main impact on surfing would be expected to be impact on waves in the inshore waters, however this is expected to be minor within the ZTV.
Scuba diving	Low – close to site, as a result of additional sediment particles within the water column reducing visibility (Volume 2, Chapter 2: Physical Processes (Document Ref: 6.2.2)). This, however, falls to Negligible further out, as less sediment is disturbed away from the construction site.
Recreational angling	Low – close to site, as a result of the impact of noise and construction activity on displacing fish in the area and reducing the attractiveness of the environment for recreational activity, reducing to Negligible further out, as this effect is reduced further away from the construction site. Volume 2, Chapter 6: Fish and Shellfish (Document Ref: 6.2.6) defines the direct impact on local fish populations during construction of Thanet Extension to be of local spatial extent, short-term duration, intermittent and reversible. Overall, the magnitude of the impact is identified as Low.
Recreational sailing	Low – close to site, as a result of the impact of noise (Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10)) and construction activity reducing the attractiveness of the environment for recreational activity, falling to Negligible further out, as this effect is reduced further away from the construction site.
Canoeing	Low – expected to be a limited impact of noise (Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10)) and sediment (Volume 2, Chapter 2: Physical Processes (Document Ref: 6.2.2)) close to shore where canoeing activity primarily takes place.
Bait digging/ collecting	Low – impacts of noise levels (Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10)) at local beaches, sediment in the inshore waters (Volume 2, Chapter 2: Physical Processes (Document Ref: 6.2.2)) and traffic (Volume 3, Chapter 8: Traffic and Access (Document Ref: 6.3.8)) are expected to be minor for bait diggers accessing beaches within the ZTV

Significance of effect

4.10.16 The significance of the impact on the receptor is assessed based on the magnitude of the impact (Table 4.18) and sensitivity of the receptor (Table 4.17). The significance of the effects on the different receptors is expected to be as follows:

- Bathing and other onshore recreational users – With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Surfing – With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Scuba diving – With Low sensitivity and Low magnitude close to site, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Recreational angling – With Medium sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms;
- Recreational sailing – With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms. This would fall to **Negligible** adverse significance further out as the effect is reduced further away from the construction site;
- Canoeing – With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms; and
- Bait digging/ collecting – With Low sensitivity and Low magnitude, the effect on the receptor will be of **Minor** adverse significance which is not significant in EIA terms.

4.10.17 On the basis of the assessment presented above, the indirect effect of construction of Thanet Extension on offshore and offshore recreational users is assessed to not be significant in EIA terms.

Effects on tourism economy

4.10.18 The assessment of this receptor considers the extent to which tourism within the study area may be affected by construction activity on Thanet Extension.

Sensitivity of receptor

4.10.19 The baseline section indicates that in 2015 there were around 22,300 tourism-related jobs within the Canterbury-Dover-Thanet study area. The tourism sector in the study area makes up around 12% of all employment, and exhibits a level of specialisation that is around a third higher than that seen nationally (this equates to a LQ of around 1.3). The tourism economy receptor sensitivity is therefore assessed to be High.

Magnitude of impact

4.10.20 The potential effects on tourism could be created by the following impacts:

- Visual impacts associated with the construction and installation of onshore and offshore infrastructure;
- Noise and vibrations impacts associated with the construction and installation of the onshore and offshore infrastructure; and
- The disruptions to tourism activity occurring as a result of extra traffic generated by construction activity.

4.10.21 Volume 2, Chapter 12: Seascape, Landscape and Visual (Document Ref: 6.2.12) sets out the overall visual impact of the proposed development, which would see additional turbines visible from large parts of the Kent coastline and inland. This chapter found that the magnitude of the construction activity on the landscape and visual receptors assessed will range from Medium to high.

4.10.22 Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10) assesses the effects of construction activity of Thanet Extension on noise and vibration levels on its receptors. Noise levels from increased vehicular traffic during construction is not expected to be significant. In addition, overall noise levels from construction activity is assessed to be below the impact screening criteria for construction noise, making the impact not significant. These impacts are addressed under the proposed mitigation measures.

4.10.23 This assessment also considers the disruptions to tourism activity occurring as a result of the additional traffic generated by construction activity of Thanet Extension. Volume 3, Chapter 8: Traffic and Access (Document Ref: 6.3.8) finds no significant effects on driver delay, public transport, pedestrian amenity, pedestrian severance or accidents and safety.

4.10.24 The analysis above highlights the complex relationship that exists between the impacts affecting the tourism economy. There is however, an increasing body of research examining the relationship between the visual impacts of offshore wind farms upon tourism activity and the associated visitor economy. The evidence from this research indicates that:

- The factors which explain the attitudes of visitors to wind farm development and the consequences upon their visiting behaviour are complicated; and
- The current research suggests that offshore wind farm developments do not detract visitors from tourist locations where the quality of the local environment is an important factor (NFO Worldgroup (2002), NFO Worldgroup (2003) and Glasgow Caledonian University (2008)).

- 4.10.25 Overall, the literature suggests that in most instances wind farm developments do not have a significant effect on the overall volume and value of tourism activity. The evidence also indicates that whilst some visitors may be discouraged from making future visits to areas affected by wind farm developments, this is usually balanced by visitors reporting that they will visit more frequently.
- 4.10.26 Detailed cross-reference with other relevant EIA chapters suggests that traffic and noise impacts on tourist activity are expected to be minimal.
- 4.10.27 Local tourism data (Visit Kent, 2016) shows that visitor numbers in Kent increased consistently over the period 2003-14, including during the period of construction for TOWF. This evidence suggests that there is no correlation between offshore wind farm construction activity and visitor numbers.
- 4.10.28 The impact on the tourism economy is therefore predicted to be local, medium-term duration and temporary. The short-term nature of the Thanet Extension's (three year) construction activity is also expected to affect the tourism economy, as labour would need to be drawn from outside the impact area for the duration of the construction period. This (temporary) impact is assessed in Volume 3, Chapter 3: Socio-Economics (Document Ref: 6.3.3) and is assessed as not being significant.
- 4.10.29 Given the limited nature of the relevant effects, the magnitude of the impact on onshore and coastal tourism is considered to be Negligible.

Significance of effect

- 4.10.30 The sensitivity of this receptor is assessed to be High and the magnitude of impacts is assessed to be Negligible. On that basis, the effect is assessed to be of **Minor** adverse significance, which is not significant in EIA terms.

4.11 Environmental assessment: O&M phase

Direct effects on onshore recreational and utility users

Sensitivity of receptor

- 4.11.1 The sensitivity of the receptor was set out at Table 4.14. The following are the receptors identified as having Medium sensitivity and/ or higher (below which the level would not lead to any significant impacts):

- RR15 (Medium sensitivity);
- Thanet Coastal Path (Medium sensitivity);
- ECP (Medium sensitivity);
- Pegwell Bay Country Park (Medium sensitivity);
- Stonelees Nature Reserve (Medium sensitivity); and
- River Stour (High sensitivity).

Magnitude of impact

- 4.11.2 If cable repairs are needed it is expected that there will be no need for further excavation, however machinery will be needed to access the joint pits to recover and reinstall the cables. The operation of machinery would generate some noise (whilst repair works are ongoing) and could last up to one month.
- 4.11.3 The route of the ECP will remain slightly altered following construction of the landfall and seawall alterations under landfall option 2. However, this will be a matter of just a few metres from the currently designated line.
- 4.11.4 The magnitude of the impact on the receptor is assessed to be Negligible.

Significance of effect

- 4.11.5 The significance of the impacts is based on the sensitivity of the receptor and magnitude of impact. Based on the matrix presented in Table 4.7, the sensitivity of the receptors is assessed to be of **Minor** adverse significance to **Negligible** adverse significance, which is not significant in EIA terms.

Direct effect on offshore and inshore recreational users

Sensitivity of receptor

- 4.11.6 The sensitivity of receptors is as set out in Table 4.16. Across all user types, the sensitivity is assessed to be Low to Medium.

Magnitude of impact

- 4.11.7 During normal operation a 50-metre safety zone around foundations or turbines will be in place. This may be extended to 500 metres during major maintenance activity. No additional safety zones will be in place at other times for the offshore site or cable landfall area.
- 4.11.8 As such it is anticipated that all activities currently using the site should be able to continue to do so with Negligible impacts on the recreational activity.
- 4.11.9 The magnitude of the impact on this receptor is therefore Negligible.

Significance of effect

- 4.11.10 The sensitivity of the receptor is assessed to be Low to Medium and the magnitude of impacts is assessed to be Negligible. On that basis, the effect is assessed to be of **Minor** adverse significance to **Negligible** adverse significance, which is not significant in EIA terms.

Indirect effect on onshore and offshore recreational users*Sensitivity of receptor*

- 4.11.11 The sensitivity of receptors is as set out in Table 4.16. Across all user types, the sensitivity is assessed to be Low to Medium.

Magnitude of impact

- 4.11.12 The impacts of noise, sediment in the water and onshore traffic are anticipated to have Negligible effects on recreation activity during the O&M phase. The visual impact of the proposed development will be similar to the impact during the construction phase. As discussed when assessing the construction phase of Thanet Extension, research shows that there is no correlation between the presence of offshore wind farms and visitor numbers. This suggests that the indirect visual impact of Thanet Extension on onshore and offshore recreational activity will be of Negligible magnitude during the O&M phase..

Significance of effect

- 4.11.13 The sensitivity of receptors is assessed to be Low to Medium and the magnitude of impacts is assessed to be Negligible. On that basis, the effect is assessed to be of **Minor** adverse significance, which is not significant in EIA terms.

Effects on tourism economy*Sensitivity of receptor*

- 4.11.14 As set out under construction impacts, the area has a tourist economy location quotient of around 1.3, and therefore the receptor sensitivity is assessed to be High.

Magnitude of impact

- 4.11.15 Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10) indicates that during the O&M phase, the onshore substation at Thanet Extension is expected to affect around 25 dwellings in its vicinity with noise levels assessed to medium-to-high. The chapter, however does not identify any such impacts affecting tourism assets (e.g. hotels, bed and breakfast (B&B), or similar accommodation uses) in the vicinity of the onshore substation. This means that the magnitude of noise and vibration impacts on the receptor are Negligible. Furthermore, Volume 3, Chapter 2: LVIA (Document Ref: 6.3.2) suggests that the visual impact of O&M at Thanet Extension will be similar to that during the construction phase. As set out under construction phase impacts however, research has shown that the net impacts of the visual impacts of wind farms on visitors are Negligible.
- 4.11.16 Based on this cross-reference, the receptor is expected to be local, long-term and permanent, and is assessed to be Negligible.

Significance of effect

- 4.11.17 The sensitivity of the receptor is assessed to be high and the magnitude of impacts is assessed to be Negligible. On that basis, the effect is assessed to be of **Minor** adverse significance, which is not significant in EIA terms.

4.12 Environmental assessment: decommissioning phase**Direct effects on onshore recreational and utility users***Sensitivity of receptor*

- 4.12.1 The sensitivity of the receptor is set out at Table 4.14. The following are the receptors identified as having Medium sensitivity and/ or higher (below which the level would not lead to any significant impacts):
- RR15 (Medium sensitivity);
 - Thanet Coastal Path (Medium sensitivity);
 - ECP (Medium sensitivity);
 - Pegwell Bay Country Park (Medium sensitivity);
 - Stonelees Nature Reserve (Medium sensitivity); and
 - River Stour (High sensitivity).

Magnitude of impact

- 4.12.2 Given that decommissioning will not occur until many years into the future, and that the methodology for this is not yet known, it is difficult to comprehensively assess this at this stage.
- 4.12.3 However, on the basis that the main activity would involve the removal of cables (with ducting left *in situ*), it is anticipated that winches and haulage vehicles will be required for the removal of cables. This process will result in some noise disturbance for up to three months.
- 4.12.4 Overall it is therefore assessed that the magnitude of impacts will be of a similar nature to those of the construction phase, and therefore Low to Negligible.

Significance of effect

- 4.12.5 The significance of the impacts is based on the sensitivity of the receptor and magnitude of impact. Based on the matrix presented in Table 4.7, none of the receptors are expected to be of higher significance than **Minor** adverse, which means that none of receptors are significant in EIA terms.

Direct effects on offshore and inshore recreational users*Sensitivity of receptor*

- 4.12.6 The sensitivity of receptors is as set out in Table 4.16. Across all user types, the sensitivity is assessed to be Low to Medium.

Magnitude of impact

- 4.12.7 Given that decommissioning will not occur until many years into the future, and that the methodology for this is not yet known, it is difficult to comprehensively assess this at this stage.
- 4.12.8 However, it is anticipated that decommissioning would involve similar effects in terms of the creation of a buffer zone for the duration of decommissioning, resulting in similar effects to that of the construction phase.
- 4.12.9 On this basis, it is assessed that the magnitude of impact would be Low to Negligible.

Significance of effect

- 4.12.10 The sensitivity of the receptor is assessed to be Low to Medium, and the magnitude of impacts is assessed to be Low to Negligible. On that basis, the effect is assessed to be of **Minor** adverse significance to **Negligible** adverse significance, which is not significant in EIA terms.

Indirect effect on onshore and offshore recreational users*Sensitivity of receptor*

The sensitivity of receptors is as set out in Table 4.16. Across all user types, the sensitivity is assessed to be Low to Medium.

Magnitude of impact

- 4.12.11 Given that decommissioning will not occur until many years into the future, and that the methodology for this is not yet known, it is difficult to comprehensively assess this at this stage.
- 4.12.12 However, it is anticipated that decommissioning would involve similar, but if anything reduced, effects in terms of the creation of visual impact, noise, sediment and onshore traffic for the duration of the decommissioning phase, resulting in similar effects to that of the construction phase.
- 4.12.13 It is therefore assessed that at worst the magnitude of effects would be the same as that for the construction phase, and so this is assessed as Low to Negligible.

Significance of effect

- 4.12.14 The sensitivity of the receptor is assessed to be Low to Medium and the magnitude of impacts is assessed to be Low to Negligible. On that basis, the effect is assessed to be of **Minor** adverse to **Negligible** adverse significance, which is not significant in EIA.

Effects on tourism economy*Sensitivity of receptor*

- 4.12.15 As set out under construction impacts, the area has a tourist economy LQ of around 1.3, and therefore the receptor sensitivity is assessed to be High.

Magnitude of impact

- 4.12.16 Given that decommissioning will not occur until many years into the future, and that the methodology for this is not yet known, it is difficult to comprehensively assess this at this stage.
- 4.12.17 However, it is anticipated that decommissioning would involve similar, but if anything reduced, effects in terms of the creation of visual impact, noise and onshore traffic for the duration of the decommissioning phase, resulting in similar effects to that of the construction phase.
- 4.12.18 It is therefore assessed that at worst the magnitude of effects would be the same as that for the construction phase, and so this is assessed as Negligible.

Significance of effect

4.12.19 The sensitivity of the receptor is assessed to be high and the magnitude of impacts is assessed to be Negligible. On that basis, the effect is assessed to be of **Minor** adverse significance, which is significant in EIA terms.

4.13 Environmental assessment: cumulative effects

4.13.1 Cumulative effects refer to effects upon receptors arising from Thanet Extension when considered alongside other proposed developments and activities and any other reasonably foreseeable project(s) proposals. In this context, the term projects is considered to refer to any project with comparable effects and is not limited to offshore wind projects.

4.13.2 The approach to cumulative assessment for Thanet Extension takes into account the Cumulative Impact Assessment Guidelines issued by RenewableUK in June 2013, together with comments made in response to other renewable energy developments within the Southern North Sea, and PINS 'Advice Note 9: Rochdale Approach'. The renewable energy developments that have informed this approach have been agreed within the Scoping Opinion, the suggested tiers, and the Cumulative Impact Assessment conducted for Thanet Extension.

4.13.3 In assessing the potential cumulative impact(s) for Thanet Extension, it is important to bear in mind that for some projects, predominantly those 'proposed' or identified in development plans etc. may or may not actually be taken forward. There is thus a need to build in some consideration of certainty (or uncertainty) with respect to the potential impacts which might arise from such proposals. For example, relevant projects/ plans that are already under construction are likely to contribute to cumulative impact with Thanet Extension, whereas projects/ plans not yet approved or not yet submitted are less certain to contribute to such an impact, as some may not achieve approval or may not ultimately be built due to other factors.

4.13.4 For this reason, all relevant projects/ plans considered cumulatively alongside Thanet Extension have been allocated into 'Tiers' reflecting their current stage within the planning and development process. This allows the cumulative impact assessment to present several future development scenarios, each with a differing potential for being ultimately built out. Appropriate weight may therefore be given to each scenario (Tier) in the decision-making process when considering the potential cumulative impact associated with the proposed development (for instance, a greater weight can be placed on the Tier 1 assessment relative to Tier 2).

4.13.5 The projects and plans selected as relevant to the assessment of impacts to tourism and recreation are based upon an initial screening exercise undertaken on a long list. Each project, plan or activity has been considered and scoped in or out on the basis of effect–receptor pathway, data confidence and the temporal and spatial scales involved.

4.13.6 For tourism and recreation impacts the potential for cumulative effects extends to the proposed infrastructure developments of other energy developments for each of the study areas identified in Table 4.4 above.

4.13.7 Selected developments have therefore been identified based on the extent to which these developments might affect tourism and recreation assets, and their respective study areas. For the purposes of assessing the impact of Thanet Extension on tourism and recreation in the region, the cumulative impact technical note forming Volume 4, Technical Annex 3-3 of this EIA screens in the following projects and activities.

4.13.8 The proposed tier structure that is intended to ensure that there is a clear understanding of the level of confidence in the cumulative assessments provided in the Thanet Extension EIA is as follows:

Tier 1

4.13.9 Thanet Extension considered alongside other projects currently under construction where data confidence for the projects falling within this category is high.

4.13.10 Built and operational projects will be included within the cumulative assessment where they have not been included within the environmental characterisation survey, i.e. they were not operational when baseline surveys were undertaken, and/ or any residual impact may not have yet fed through to and been captured in estimates of 'baseline' conditions or there is an ongoing effect.

Tier 2

4.13.11 All projects included in Tier 1 plus other projects consented/ approved but not yet implemented and/ or submitted applications not yet determined where data confidence for the projects falling into this category is Medium.

Tier 3

4.13.12 The above plus projects and relevant plans where the developer has advised PINS in writing that they intend to submit an application in the future were considered, for which scoping reports have been submitted and data availability is limited and/ or data confidence is Low.

4.13.13 The specific projects scoped into this cumulative impact assessment, and the tiers into which they have been allocated are presented in

4.13.14 Table 4.19 below. All projects included within the table are included due to their completion/ commission subsequent to the data collection process for Thanet Extension and as such not included within the baseline characterisation.

4.13.15 Please note that the Thanet Cable Replacement project is no longer being pursued, and as such does not need to be included in the cumulative impact assessment.

Table 4.19: Projects considered for cumulative assessment of tourism and recreation impacts for Thanet Extension

Development type	Project	Status (as of March 2018)	Data confidence assessment / phase	Tier
Energy	5 MW Solar Farm	Consented	High - Project details published in the public domain and confirmed as being 'accurate' by developer.	Tier 1
Grid	Richborough Connection: Proposed 400 kV electricity transmission connection	Consented	High - Project details published in the public domain and confirmed as being 'accurate' by developer.	Tier 1

4.13.16 Details of these projects and the extent to which they overlap with Thanet Extension are summarised below.

Table 4.20: Status of projects considered for cumulative assessment of tourism and recreation impacts, including overlap during construction and O&M phases of Thanet Extension.

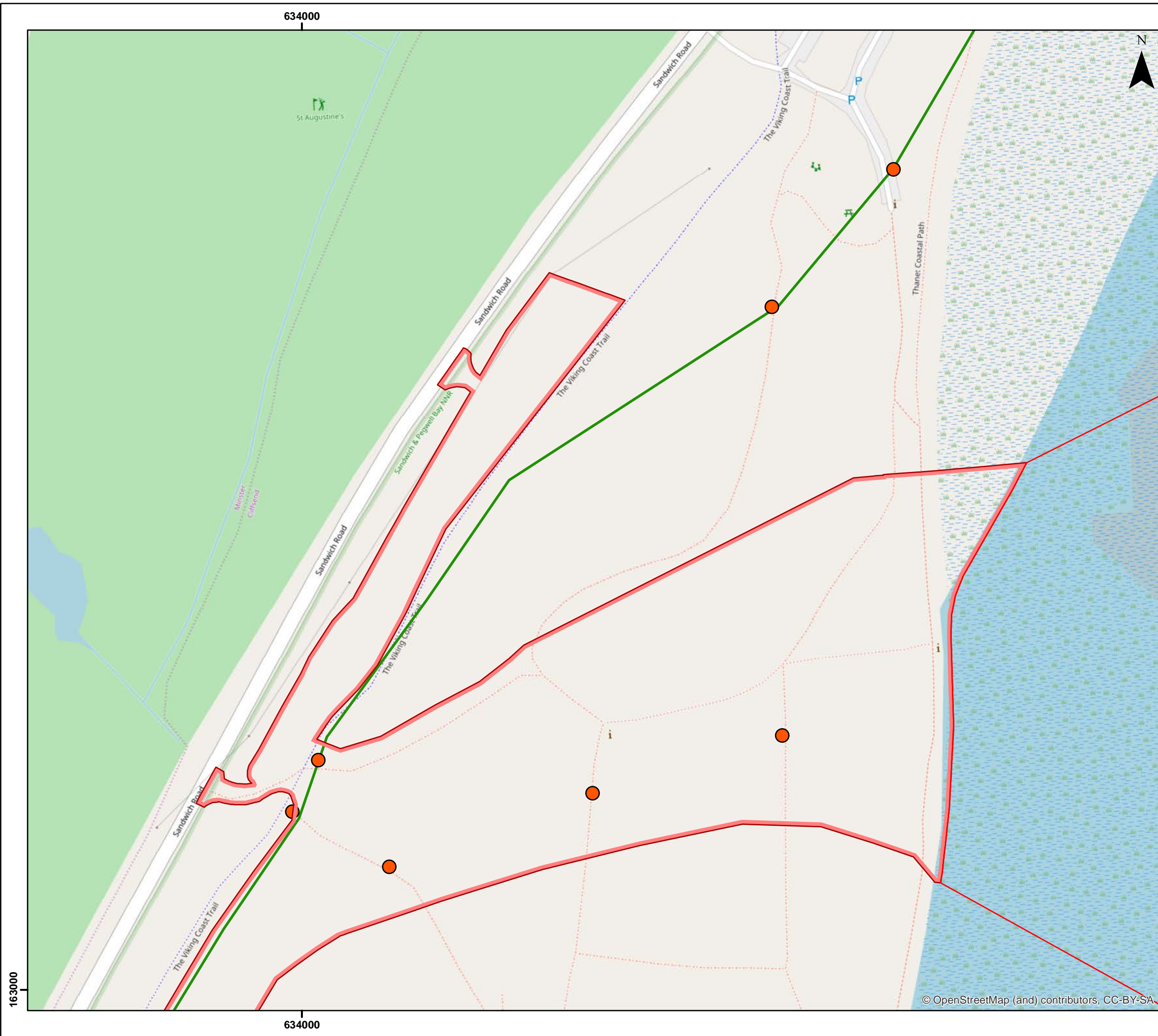
Project	Status (as of March 2018)	Construction Phase		O&M Phase	
		Overlap in Timing	Overlap in Supply Chain and Labour Market Requirements	Overlap in Timing	Overlap in Supply Chain and Labour Market Requirements
5 MW Solar Farm	Permission granted	No	No construction overlap expected	Yes	Limited – once installed O&M requirements will be very Low
Richborough Connection	Consented	No – new overhead link will be ready to connect to Nemo Link towards late 2018	No construction overlap	Yes	Limited – once installed O&M requirements will be very Low

Table 4.19 includes all projects considered for the cumulative assessment of Thanet Extension. Please note that none of these projects are captured in the socio-economic baseline presented above.

Cumulative impact of direct effects on onshore recreational and utility users

4.13.17 None of the projects identified for cumulative impacts (where information on construction phase is available) are expected to overlap at construction stage. Direct cumulative effects on onshore recreational and utility users during O&M phase are expected to be limited to those related to Thanet Extension through Pegwell Bay Country Park. The construction of the Nemo link has created a large bund through the Country Park, with four ramps where the bund crosses footpaths and access roads.

- 4.13.18 The presence of the ramps has reduced accessibility throughout the Country Park, especially for less-able visitors by interrupting the otherwise near-level footpaths network. It is however, important to note that these changes to the Country Park are considered as part of this assessment's baseline.
- 4.13.19 Under the maximum scenario assessed, the Thanet Extension bund is expected to be lower than that for the Nemo link, but will result in the addition of a further three ramps. These will be built at a gradient of not greater than 1:12, with a rest platform every 750 mm rise, and an overall height gain of no more than 1.2 metres. As such, they will remain within the guidelines for accessibility set out in the Fieldfare Trust's 'Good Practice Guide' (Fieldfare Trust, 1997). As such, the Thanet Extension bund crossings will be more accessible than those for the Nemo link meaning that there will be no net decrease in accessibility.
- 4.13.20 None of the projects considered as part of the cumulative assessment are expected to result in any physical overlap with Thanet Extension during the construction phase. Temporal overlap is however expected to be during the O&M phase when impacts from Thanet Extension are expected to be at their lowest.



THANET EXTENSION OFFSHORE WIND FARM

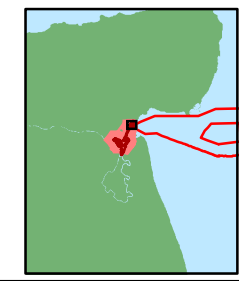
Figure 4.5

Footpath Intersections of Nemo and Thanet Extension Bunds in Pegwell Bay Country Park

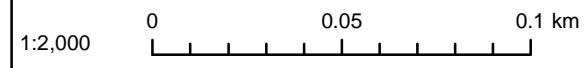
Legend

- Offshore Red Line Boundary
- Onshore Red Line Boundary
- Footpath Intersections
- Nemo Link Cable

Datum: OSGB 1936
Projection: BNG



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Drg No	Fig4.5_PathCrossings		
Rev	0.1	Date	07/06/2018
By	RM	Layout	N/A

Figure 4.5

4.13.21 The cumulative impacts of these projects on the direct effects on onshore recreational and utility users along Thanet Extension are therefore expected to be **Negligible** adverse.

Cumulative impact of direct effects on offshore and inshore recreational users

4.13.22 None of the projects identified for cumulative impacts (where information on construction phase is available) are expected to overlap at construction stage, and any direct effects on offshore and inshore recreational and utility users during O&M phase are expected to be minimal.

4.13.23 The cumulative impacts of these projects on the direct effects on offshore and inshore recreational users are therefore expected to be **Negligible** adverse.

Cumulative impact of indirect effect on onshore and offshore recreational users

4.13.24 None of the projects identified for cumulative impacts (where information on construction phase is available) are expected to overlap at construction stage, and any indirect effects on onshore recreational and offshore recreational users during O&M phase are expected to be minimal.

4.13.25 The cumulative impacts of these projects on the indirect effects on onshore and offshore recreational users along Thanet Extension are therefore expected to be **Negligible** adverse.

Cumulative impact on tourism economy

4.13.26 None of the projects identified for cumulative impacts (where information on construction phase is available) are expected to overlap at construction stage, and any direct effects on the tourism economy during O&M phase are expected to be minimal.

4.13.27 The cumulative impacts of these projects on the tourism economy are therefore expected to be **Negligible** adverse.

4.14 Inter-relationships

4.14.1 In order to address the environmental impacts of the proposed project as a whole, this section establishes the inter-relationships between tourism and recreation, and other physical, environmental and human receptors. The objective is to identify where the accumulation of impacts on a single receptor, and the relationship between those impacts, may result in the need for additional mitigation.

4.14.2 Table 4.21 below summarises the inter-relationships that are considered of relevance to tourism and recreation, and identifies where these have been considered within this EIA.

Table 4.21: Inter-related effects between tourism and recreation receptors and other receptors assessed in other chapters of this EIA.

Topic and description	Related chapter	Where addressed in this chapter
The relationship between fish and shellfish stocks and recreational angling.	Volume 2, Chapter 6: Fish and Shellfish Ecology (Document Ref: 6.2.6). Volume 2, Chapter 9: Commercial Fisheries (Document Ref: 6.2.9).	A reference to the relationship between fish stocks and recreation angling activity is included in section 4.7, and considered in the assessment of the impacts during construction (section 4.10), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.
The relationship between water quality and its (direct and indirect) impact on a number of onshore and offshore recreation assets.	Volume 2, Chapter 2 : Physical Processes (Document Ref: 6.2.2).	A reference to the relationship between water quality and its effects on a number of onshore and offshore assets is included in section 4.7, and considered in the assessment of the impacts during construction (section 4.10), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.
The relationship between navigation between the River Stour and Pegwell Bay, and the impacts on the visitor and tourism economy.	Volume 2, Chapter 10: Shipping and Navigation (Document Ref: 6.2.10).	A reference to the relationship between navigation to and from the River Stour (from Pegwell Bay) and recreation users’ ability to do so during the construction phase of Thanet Extension is considered in section 4.10.
The relationship between visual landscape and tourism economy.	Volume 2, Chapter 12: Seascape, Landscape and Visual (Document Ref: 6.2.12).	The link between visual landscape and its impact on tourism economy is considered in the assessment of the impacts during construction (section 4.10), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.

Topic and description	Related chapter	Where addressed in this chapter
The relationship between the effects of construction labour settling in study area and the impacts on visitor and tourism economy.	Volume 3, Chapter 3: Socio-economics (Document Ref: 6.3.3).	The link between construction labour moving to the study area and its impacts on the tourism economy is considered in section 4.10 of the assessment. This effect is expected to be short-term and temporary, and will not be significant during the O&M phase of Thanet Extension.
The relationship between transport and traffic, and tourism economy.	Volume 3, Chapter 8: Traffic and Access (Document Ref: 6.3.8).	The link between transport and traffic, and its impact on tourism economy is considered in the assessment of the impacts during construction (section 4.10), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.
The relationship between (onshore) air quality on tourism and recreation economy	Volume 3, Chapter 9: Air Quality (Document Ref: 6.3.9).	The link between air quality, and its impact on tourism economy is considered in the assessment of the impacts during construction (section 4.10), O&M (section 4.11) and decommissioning (section 4.12) of Thanet Extension.
The relationship between noise and vibration and tourism economy.	Volume 3, Chapter 10: Noise and Vibration (Document Ref: 6.3.10).	The link between noise and vibration, and its impact on tourism economy is considered in the assessment of the impacts during construction (section 4.10) and O&M (section 4.11) of Thanet Extension.

4.15.2 The effects of construction activity on Pegwell Bay Country Park (assessed as having Minor adverse significance – i.e. not significant in EIA terms) will be managed as per the proposals set out in the Access Management Strategy (Document Ref: 8.4). This includes proposals for careful traffic management, manned temporary crossings, the creation or enhancement of good quality diversions, and detailed programme planning to bring the overall impact within acceptable limits for recreation purposes.

4.16 Summary of effects

4.16.1 Table 4.22 below summarises the effects of the scheme throughout construction, O&M and decommissioning on tourism and recreation.

4.15 Mitigation

4.15.1 Following embedded mitigation (discussed in section 4.9), the construction, O&M, and decommissioning phases of Thanet Extension are not expected to result in any significant adverse effects on the receptors assessed.

Table 4.22: Summary of predicted impacts of Thanet Extension

Description of impact	Impact	Additional mitigation measures	Residual impact
Construction			
Direct effects on onshore recreation and utility users	<ul style="list-style-type: none"> - Sensitivity varies from Low to High - Magnitude is Negligible to Low - Significance of the receptor is Minor adverse <p>The construction of Thanet Extension is not expected to have a significant effect on the receptor.</p>	Wherever possible, work would be planned to progress in stages along the route of the cable run. This would ensure that only small sections of the receptor are affected.	Rolling construction would reduce the level of disturbance on onshore receptors reducing magnitude of the impact and the significance of the receptor to Negligible adverse.
Direct effect on offshore and inshore recreational users	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude is Low across all receptors - Significance of the receptor is Minor adverse. <p>The construction of Thanet Extension is not expected to have a significant effect on the receptor.</p>	No additional mitigation measures are required.	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude is Low across all receptors - Significance of the receptor is Minor adverse. <p>The construction of Thanet Extension is not expected to have a significant effect on the receptor.</p>
Indirect effect on onshore and offshore recreational users	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude is Low across all receptors - Significance of the receptor is Minor adverse. <p>The construction of Thanet Extension is not expected to have a significant effect on the receptor.</p>	No additional mitigation measures are required.	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude is Low across all receptors - Significance of the receptor is Minor adverse. <p>The construction of Thanet Extension is not expected to have a significant effect on the receptor.</p>
Effects on tourism economy	<ul style="list-style-type: none"> - High sensitivity - Negligible magnitude <p>Construction of Thanet Extension will be of Minor adverse significance on receptor.</p>	No additional mitigation measures are required.	<ul style="list-style-type: none"> - High sensitivity - Negligible magnitude <p>Construction of Thanet Extension will be of Minor adverse significance on receptor.</p>
O&M			
Direct effects on onshore recreation and utility users	<ul style="list-style-type: none"> - Sensitivity varies from Low to High - Negligible magnitude - Significance varies from Minor adverse to Negligible 	No additional mitigation measures are required	<ul style="list-style-type: none"> - Sensitivity varies from Low to High - Negligible magnitude - Significance varies from Minor adverse to Negligible adverse.

Description of impact	Impact	Additional mitigation measures	Residual impact
Direct effect on offshore and inshore recreational users	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Negligible magnitude - Significance varies from Minor adverse to Negligible <p>The O&M of Thanet Extension is not expected to have a significant effect on the receptor.</p>	No additional mitigation measures are required.	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Negligible magnitude - Significance varies from Minor adverse to Negligible adverse. <p>The O&M of Thanet Extension is not expected to have a significant effect on the receptor.</p>
Indirect effect on onshore and offshore recreational users	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Negligible magnitude - Significance varies from Minor adverse to Negligible. <p>The O&M of Thanet Extension is not expected to have significant effect on the receptor.</p>	No additional mitigation measures are required.	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Negligible magnitude - Significance varies from Minor adverse to Negligible adverse. <p>The O&M of Thanet Extension is not expected to have a significant effect on the receptor.</p>
Effects on tourism economy	<ul style="list-style-type: none"> - High sensitivity - Negligible magnitude <p>The O&M of Thanet Extension will be of Minor adverse significance on receptor.</p>	No additional mitigation measures are required.	<ul style="list-style-type: none"> - High sensitivity - Negligible magnitude <p>The O&M of Thanet Extension will be of Minor adverse significance on receptor.</p>
Decommissioning			
Direct effects on onshore recreation and utility users	<ul style="list-style-type: none"> - Sensitivity varies from Low to High - Magnitude varies from Low to Negligible <p>The decommissioning of Thanet Extension is not expected to have a significant effect on the receptor.</p>	No additional mitigation measures are required	<ul style="list-style-type: none"> - Sensitivity varies from Low to High - Magnitude varies from Low to Negligible - Significance varies from Minor adverse to Negligible adverse. <p>The decommissioning of Thanet Extension is not expected to have a significant effect on the receptor.</p>
Direct effect on offshore and inshore recreational users	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude varies from Negligible to Low - Significance varies from Minor adverse to Negligible <p>The decommissioning of Thanet Extension is not expected to have a significant effect on the receptor.</p>	No additional mitigation measures are required.	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude varies from Negligible to Low - Significance varies from Minor adverse to Negligible adverse. <p>The decommissioning of Thanet Extension is not expected to have a significant effect on the receptor.</p>

Description of impact	Impact	Additional mitigation measures	Residual impact
Indirect effect on onshore and offshore recreational users	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude varies from Negligible to Low - Significance varies from Minor adverse to Negligible. The decommissioning of Thanet Extension is not expected to have significant effect on the receptor.	No additional mitigation measures are required.	<ul style="list-style-type: none"> - Sensitivity varies from Low to Medium - Magnitude varies from Negligible to Low - Significance varies from Minor adverse to Negligible adverse. The decommissioning of Thanet Extension is not expected to have significant effect on the receptor.
Effects on tourism economy	<ul style="list-style-type: none"> - High sensitivity - Negligible magnitude Decommissioning of Thanet Extension will be of Minor adverse significance on receptor.	No additional mitigation measures are required.	<ul style="list-style-type: none"> - High sensitivity - Negligible magnitude Decommissioning of Thanet Extension will be of Minor adverse significance on receptor.
Cumulative Effects			
Cumulative impact across all receptors	The projects identified for cumulative impacts at all levels are not expected to overlap at construction stage, and any effects at O&M phase are not expected to be significant.	No additional mitigation measures required.	Negligible adverse cumulative impact across all receptors.

4.17 References

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Glossary

Term	Definition
Direct Economic Impact	Increases in economic output and/ or employment generated by the VWFL as a result of the project going ahead, plus increases in economic output and employment among suppliers who provide goods and services directly to the project.
Economic Activity Rate	The proportion of an area's working age population who are either in employment or actively seeking work. This includes self-employed and part-time workers.
Full Time Equivalent (FTE)	A unit for measuring employment which indicates the workload associated with each post. One FTE is the equivalent of a full-time post. An FTE of 0.5 indicates that a post is half-time.
Gross Value Added (GVA)	The value of the economy of activity generated through construction and O&M of the scheme. GVA is effectively a measure of the additional profits generated in businesses benefitting from the activity plus additional salaries that are paid to their employees.
Indirect Economic Impact	As suppliers to the project increase output to meet the additional demand for their goods and services associated with the project, there will also be a corresponding increase in demand on their own suppliers, and down their supply chains – the resulting increase in economic output and employment is termed the “indirect effect”.
Induced Economic Impact	An injection of additional expenditure that will recirculate throughout the economy as a result of direct economic impacts, and indirect economic impacts.
Location Quotient (LQ)	An index through which the concentration of employment in a particular sector within a particular area is assessed. Put simply, this is a measure of relative specialisation and can be used to compare a region to a larger reference region. For example, a LQ equal to one would mean that representation locally is equal to the representation in the larger reference area as a whole. The sectors with scores above one are over-represented within the study areas' economies, and those below one are under-represented.