



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 1 – Chapter 25 Socio-economics

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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Chapter 25 Socio-economics**

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25. SOCIO-ECONOMICS

25.1. SCOPE OF THE ASSESSMENT

25.1.1. INTRODUCTION

25.1.1.1. This chapter reports the outcome of the assessment of likely significant effects arising from the Proposed Development upon socio-economic considerations. The Proposed Development that forms the basis of this assessment is described in Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (document reference 6.1.3).

25.1.1.2. The socio-economic assessment has considered the following potential impacts associated with the Proposed Development:

- Generation of direct, indirect and induced employment opportunities during construction;
- Disruption, including change in access to local residences, commercial businesses (including shops and other services) during construction;
- Disruption, to users of community facilities, including potential impacts on community severance, during construction;
- Disruption, including change of access and amenity value for users of leisure facilities, recreational and open space, Public Rights of Way ('PRoW'), and cycle routes during construction;
- Disruption to tourism, including change of access to tourist attractions and events during construction; and
- Disruption and changes in amenity value for users of recreational and open space, PRoW and cycle routes during operation.

- 25.1.1.3. This chapter draws on information from Chapter 15 (Landscape and Visual Amenity) of the ES Volume 1 (document reference 6.1.15), Chapter 22 (Traffic and Transport) of the ES Volume 1 (document reference 6.1.22), Chapter 23 (Air Quality) of the ES Volume 1 (document reference 6.1.23) and Chapter 24 (Noise and Vibration) of the ES Volume 1 (document reference 6.1.24) relating to disruption during construction and operation. Chapter 26 (Human Health) of the ES Volume 1 (document reference 6.1.26) identifies health effects arising from the effects otherwise identified in those chapters of the ES, including the interaction of effects on health.
- 25.1.1.4. Effects on agricultural businesses are covered separately in Chapter 17 (Soils and Agricultural Land Use) of the ES Volume 1 (document reference 6.1.17) and effects on the fishing industry are covered in Chapter 12 (Commercial Fisheries) of the ES Volume 1 (document reference 6.1.12).
- 25.1.1.5. The Needs and Benefits Report (document reference 5.6) presents further information on the contribution that AQUIND Interconnector brings in terms of the socio-economic benefits, energy security and wider benefits of the Project.
- 25.1.1.6. This chapter assesses the impacts arising from the Proposed Development within the Onshore Components of the Order Limits and the Site only (above Mean Low Water Springs ('MLWS')). References to the Order Limits and the Site in this chapter, any appendices to it and plans enclosed to it, is only in relation to the Order Limits and the Site as applicable to the Onshore Components as illustrated in Figure 3.9 of the ES Volume 2 (document reference 6.2.3.9) Figure 3.9.

25.1.2. STUDY AREA

- 25.1.2.1. The study area for the socio-economic assessment relates to onshore effects as set out above. The study areas in relation to the impacts associated with the Proposed Development vary according to the receptor experiencing those impacts and are outlined below. They are based on best practice guidance and professional judgement.

Employment Effects

- 25.1.2.2. The Proposed Development is located within four Local Authority areas, namely Portsmouth City Council ('PCC'), Havant Borough Council ('HBC'), Winchester City Council ('WCC') and East Hampshire District Council ('EHDC'). However, given the scale of the Proposed Development and economic linkages, which will transcend Local Authority boundaries, the assessment has taken account of employment impacts using the South-East Region as a study area.

Disruption to local residents and commercial businesses, community facilities, non-motorised users, recreation, leisure and open space

25.1.2.3. The study area for disruption to residents, businesses and community facilities in connection with the construction of the Proposed Development is defined as a 500 m radius of the Order Limits onshore. Direct effects to access to properties, businesses and community facilities are likely to be greatest on the highway network where construction activities take place, with particular consideration given to access for pedestrians, cyclists, vehicles and delivery vehicles.

25.1.2.4. The study area for direct effects on recreational, leisure facilities and open spaces is also within a 500 m radius of the Order Limits onshore, considering the potential that this area will be affected as a result of construction activities and changes to access arrangements by road or footway. The Landscape and Visual Impact Assessment in Chapter 15 (Landscape and Visual Amenity) is cross referred to for amenity effects. At the Converter Station an 8 km radius is used for long distance views, 3 km for visual receptors and 1.2 km for residences. Chapter 15 (Landscape and Visual Amenity) also uses 120 m along the Onshore Cable Corridor and 300m at the Landfall area. A wider study area is applied for effects relating traffic, in line with Appendix 22.1, the Transport Assessment (Chapter 22 Traffic and Transport).

Disruption to tourism

25.1.2.5. Tourism receptors are identified within a 500 m radius of the Order Limits onshore. A wider study area of 5 km is applied for effects relating traffic, in accordance with Chapter 22 (Traffic and Transport).

25.2. LEGISLATION, POLICY AND GUIDANCE

25.2.1.1. This assessment has taken into account the current legislation, policy and guidance relevant to socio-economics. These are listed below.

25.2.2. LEGISLATION

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

PLANNING POLICY

25.2.2.2. The planning policy relevant to this socio-economics assessment is outlined below.

National Policy

National Policy Statement for Energy (NPS-EN-1)

25.2.2.3. The overarching National Policy Statement for Energy (NPS EN-1) (Department of Energy and Climate, 2011) was adopted in 2011 and sets out the Government's national policy for "*the delivery of major energy infrastructure*".

- Paragraph 5.12.1 of the NPS EN-1 recognises that "*the construction, operation and decommissioning of energy infrastructure may have socio-economic impacts at local and regional levels*". Paragraph 5.12.2 of NPS EN-1 further states that where the project is likely to have such impacts, these impacts should be assessed and included within the Environmental Statement.
- Paragraph 5.12.3 identifies that relevant socio-economic impacts may include the creation of local jobs and training opportunities; the provision of additional local services and improvement of local infrastructure; effects on tourism; the impact of an influx of workers and cumulative impacts.
- Paragraph 5.12.4 states that the assessment should describe the socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development's socio-economic impacts correlate with local planning policies.
- Paragraph 5.12.5 identifies that "*socio-economic impacts may be linked to other impacts, for example the visual impact of a development ... may also have an impact on tourism and local businesses*".
- With regard to mitigation, paragraph 5.12.9 provides that "*the [Secretary of State] should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development*", and recognises that "*for example high quality design can improve the visual and environmental experience for visitors and the local community alike*".

National Planning Policy Framework ('NPPF')

- 25.2.2.4. The NPPF (Ministry of Housing, Communities and Local Government, 2019) published in February 2019 sets out the Government's planning policies for England. Whilst the NPPF does not contain specific policies for nationally significant projects, which are determined in accordance with the PA 2008 and the relevant NPS, it may be taken into account by the Secretary of State ('SoS') as a matter which is important and relevant to their decision.
- 25.2.2.5. The policies in the NPPF outline the Government's vision of sustainable development, and "*a framework within which locally-prepared plans for housing and other development can be produced*"¹.
- 25.2.2.6. At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11). Paragraph 7 outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 provides that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. The three objectives are:

- **"an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social objective** – to support strong, vibrant and healthy communities, ... by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy".

25.2.2.7. All of the above policy objectives are considered to be relevant to the assessment of potential socio-economic impacts on receptors in connection with the Proposed Development.

25.2.2.8. Chapter 6 of the NPPF - 'Building a strong, competitive economy' outlines that *"planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development"*.

Local Policy

25.2.2.9. The local policies relevant to the socio-economic assessment are set out below.

Portsmouth City Council

25.2.2.10. The Portsmouth Core Strategy (Portsmouth City Council, 2012) is a key document of the Council's Local Development Framework and outlines the broad strategy for the planning areas within Portsmouth up to 2027. The following policies are of relevance to the Proposed Development and socio-economics:

- PCS9: 'The Seafront' states that Council aims to *"protect the open nature of the area around the Common (Milton) and other undeveloped areas, and improve the quality of the open space"*.
- PCS13: 'A Greener Portsmouth' states that Council aims to *"protect and enhance biodiversity in the city" and will aim to "create a network a multifunctional green open space in Portsmouth for the enjoyment of residents and wildlife alike"*.

- PCS16: ‘Infrastructure and Community Benefit’ states that “*new development should also provide community benefits where this is appropriate and necessary*”. It further states that “*types of community benefit could include improving skills levels in the city through the provision of skills training related to the type of new development or the use of local labour in construction*”.

25.2.2.11. The purpose of the PCC Parks and Open Spaces Strategy (Portsmouth City Council, 2012-2022) is to consider how Portsmouth’s open spaces are planned, managed, protected, designed and maintained. Of relevance to the Proposed Development and socio-economics is Objective 21: ‘Existing natural green space’ which aims to “*to promote, develop and protect existing natural green space*”.

Havant Borough Council

25.2.2.12. The Havant Borough Core Strategy (Havant Borough Council, 2011) is a key document of the Havant Borough Local Development Framework and sets out the broad detail and direction of development in the borough through to 2026. Of relevance to the Proposed Development and socio-economics is Policy CS1: ‘Health and Wellbeing’ which states that planning permission will be granted for development which “*supports the increased footpath and cycle use through the design of development, linkage and signage*”. The policy acknowledges that there are a number of factors which contribute to health and wellbeing and which include (but are not limited to) improving existing open space and ensuring the provision of good quality sports facilities and retaining open spaces, including children’s play spaces, which are valued by local communities.

25.2.2.13. It should be noted that HBC are currently in the process of producing a Local Plan to replace the existing Core Strategy.

25.2.2.14. In support of the upcoming Local Plan HBC have produced an Open Space Strategy (Havant Borough Council, 2018). The key outcomes of the study are:

- Informing and supporting the Local Plan for Havant Borough to provide a concise and comprehensive evidence base that will enable the Borough Council to develop robust planning policies;
- Achieving a joined-up assessment with localised priorities to develop sustainable facilities that support increased participation;
- Addressing qualitative issues in relation to the Borough’s open spaces;
- Analysing quantitative supply in the Borough, and in key communities; and
- Addressing accessibility by type of open space across the Borough.

Winchester City Council

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

East Hampshire District Council

- 25.2.2.16. The East Hampshire District Local Plan: Joint Core Strategy (East Hampshire District Council, 2014) provides a policy framework that is intended to shape and guide development in East Hampshire through to 2028. Of relevance to the Proposed Development and socio-economics is Policy CP5: ‘Employment and Workforce Skills’. It outlines that planning permission will be granted for development that improves workforce skills and employability and secures local skills and training provision and employment on significant development, particularly with regard to construction skills and employment.
- 25.2.2.17. The Open Space Assessment for EHDC (East Hampshire District Council, 2018) replaces the previous strategy produced in 2008. The purpose of the study is to:
- Determine how future population growth and changing leisure needs will affect open space provision;
 - Highlight the areas which experience deficiency in open space provision, or where predicted population growth may put pressure on the existing provision;
 - Identify which facilities require improvement and enhancement; and
 - Determine what new facilities and services are likely to be required to satisfy the open space needs up to 2028.

Hampshire County Council

- 25.2.2.18. The Hampshire County Council Strategic Plan (Hampshire County Council, 2017) outlines the strategic vision for the county up until 2021 and is based around four strategic aims. Of relevance to the Proposed Development and socio-economics are:
- Outcome 1: Ensure that Hampshire maintains strong and sustainable economic growth and prosperity; and

- Outcome 4: Ensure that the People in Hampshire enjoy being part of strong, inclusive communities.

25.2.2.19. The Plan outlines that in order to achieve these targets they will attract inward investment promoting Hampshire’s global competitiveness; support businesses to start and grow to create more jobs; plan and deliver appropriate infrastructure; strengthen the role of town and parish councils; help people into work to develop and maintain skills; and make it easier for people to find and access support within the community.

South Downs National Park Authority

25.2.2.20. The South Downs Local Plan is part of the statutory development plan for the whole National Park and sets out how development will be managed over the period 2014 to 2033 (South Downs National Park Authority, 2019). Key policies relevant to the socio-economic assessment are:

- Strategic Policy SD20: Walking, Cycling and Equestrian Routes permits development proposals provided they protect and enhance existing crossings provided for non-motorised travel routes across major roads, railways and watercourses.
- Strategic Policy SD23: Sustainable Tourism Development proposals on their own or cumulatively with other development uses, must not prejudice or disadvantage people’s enjoyment of other existing and appropriate tourism and recreation activities.
- Development Management Policy SD44: Telecommunications and Utilities Infrastructure are permitted providing they meet a number of requirements. These include where need cannot be met by existing infrastructure, avoiding and minimising environmental and amenity impact.

25.2.3. GUIDANCE

25.2.3.1. There is no specific guidance on the assessment of socio-economic impacts used for the purpose of undertaking the assessment and reporting in this Chapter. Where relevant, guidance in relation to matters to be assessed is taken into account. For example, the Chapter has been prepared taking into account the ‘Open space, sports and recreation facilities, public rights of way and local green space’ planning guidance provided by the National Planning Practice Guidance (Ministry of Housing, Communities and Local Government, 2014) when considering impacts on those features and the consequential socio-economic impact on receiving receptors.

25.3. SCOPING OPINION AND CONSULTATION

25.3.1. SCOPING OPINION

25.3.1.1. As detailed within Chapter 4 (EIA Methodology) of the ES Volume 1 (document reference 6.1.4), a Scoping Opinion was received by the Applicant from the Planning Inspectorate ('PINS') (on behalf of the SoS) on 7 December 2018, including formal responses from statutory consultees. A summary of key issues raised in the scoping opinion in relation to socio-economics are set out below:

- The ES should clearly identify impacts to private or community facilities, where likely significant effects could occur on the basis that there may be severance and changes to access. This chapter covers residences, commercial businesses and community facilities.
- The ES should include an assessment of community severance on sensitive receptors, where likely significant effects could occur, particularly in relation to timing of disruption and identification of community receptors. This chapter identifies community facilities and duration of changes to access.
- PINS asked for further clarity regarding study area, community receptors and assessment criteria. The study area and assessment criteria are set out within this chapter. Community facilities, leisure, open space and recreational facilities are identified and assessed.
- The ES should provide information on the likely number of workers and the assumptions made in the impact assessment in this regard. The assessment includes predictions of likely numbers of workers and assumptions regarding where they will be sourced from.
- The ES should cross reference other assessments and consider the combination of intra-related effects. The socio-economic assessment draws from other topics, in particular, disruption and amenity effects and these are cross referenced in the text throughout.

25.3.1.2. Appendix 25.1 (Consultation Responses) of the ES Volume 3 (document reference 6.3.25.1) sets out in full the feedback provided in the PINS EIA Scoping Opinion and the Applicant's responses relating to the socio-economic assessment.

25.3.2. CONSULTATION PRIOR TO PEIR

25.3.2.1. No informal consultation was undertaken prior to the PEIR in relation to potential socio-economic effects.

25.3.3. STATUTORY CONSULTATION

25.3.3.1. Statutory Consultation including on the PEIR was undertaken between 27 February and 29 April 2019. A summary of the key points raised from consultation on the PEIR in relation to socio-economics and how these have been addressed is provided below.

- PCC raised concerns in relation to the potential impacts on open and recreational space and related parking, the municipal golf course and disruption to businesses during construction. These aspects are covered within the assessment 25.7 in relation to recreation, leisure facilities and open space, including car parks which facilitate these aspects.
- WCC requested that the range of mitigation responses (as presented in the PEIR) need to be more expansive. Mitigation is also covered within this chapter and has been expanded from the PEIR.
- HBC raised concerns in relation to potential temporary disruption to businesses along the Onshore Cable Corridor due to potential access restrictions to roads and a reduction in footfall. Temporary disruption of pedestrian and vehicle access is included within the assessment.

25.3.3.2. Appendix 25.1 (Consultation Responses) includes full details of the responses received in relation to the preliminary assessment of socio-economic effects provided in the PEIR and how those responses have been taken into account within the assessment reported in this Chapter. Further details of consultation undertaken to date is presented within the Consultation Report (document reference 5.1) and summarised in relation to the EIA in Chapter 5 (Consultation) of the ES Volume 1 (document reference 6.1.5).

25.3.4. POST PEIR CONSULTATION

25.3.4.1. WCC, EHDC and South Downs National Park Authority ('SDNPA') requested clarification on the rationale for a 500 m study area around the Converter Station as the study area is smaller than the Landscape and Visual Assessment study area. Clarification on the different assessment methodologies was provided and the different purpose of the two assessments, the former related to severance and latter visual amenity. This chapter also cross references effects on amenity value within wider study areas used for the landscape and visual assessment for permanent effects at the Converter Station.

25.3.4.2. Appendix 25.1 (Consultation Responses) sets out a summary of consultation undertaken and outcome of discussions. Further details of the consultation undertaken to date is presented within the Consultation Report (Document Reference 5.1) and summarised in relation to the EIA in Chapter 5 Consultation.

25.3.5. ELEMENTS SCOPED OUT OF THE ASSESSMENT

25.3.5.1. The elements shown in Table 25.1 were not considered likely to give rise to significant effects as a result of the Proposed Development and have therefore not been considered within the ES:

Table 25.1 – Topics and elements scoped out of the assessment at Scoping

Element Scoped Out	Justification
Impacts in relation to crime	The site security arrangements for the Proposed Development during the construction stage will be in line with the requirements set out in the Construction (Design and Management) Regulations 2015 and appropriate levels of security alongside design measures will be provided for operation.
Generation of direct, indirect and induced employment opportunities during the Operational Stage	The additional direct, indirect and induced employment opportunities associated with the Proposed Development would principally relate to the maintenance of the HVDC Cables and Converter Station and are considered to be minimal. As such, effects in relation to employment during operation will not be considered further within the ES.
Changes in local service demands (education and healthcare), accommodation and community facilities due to an increase in population from construction workers	It is anticipated that construction workers from the South East will continue to reside within their current locations or be sourced in for specialist work (and therefore not bringing families with them). Therefore, it is unlikely that there will be a significant increase in demand for local services (accommodation and community facilities) during the Construction Stage. Therefore, effects on local services demand for construction workers have been scoped out and are not considered further within this chapter. Further justification is provided in the assessment at 25.7

25.3.6. IMPACTS SCOPED INTO THE ASSESSMENT

Construction Stage

25.3.6.1. The following impacts are considered to have the potential to give rise to likely significant effects during the construction stage of the Proposed Development and have therefore been considered within the ES:

- Generation of direct, indirect and induced employment opportunities;
- Disruption, including change of access, to local residences and commercial businesses (including shops and other services);

- Disruption to users of community facilities, including potential severance impacts;
- Disruption, including change of access and amenity value for users of leisure facilities, recreational and open space, PRow and cycle routes; and
- Disruption to tourism, including change of access to tourism facilities and events.

Operational Stage (including repair and maintenance)

25.3.6.2. The following impacts are considered to have the potential to give rise to likely significant effects during operation of the Proposed Development and have therefore been considered within the ES:

- Disruption and changes in amenity value for users of recreational and open space, PRow and cycle routes.

Decommissioning Stage

25.3.6.3. During decommissioning of the Proposed Development, it is assumed that the cables will either remain in situ or be removed from joint bays, resulting in much reduced impacts but similar to those listed above for construction.

25.4. ASSESSMENT METHODOLOGY

25.4.1.1. Given the linear nature of the Proposed Development, to aid assessment it has been subdivided into the following 10 sections:

- Section 1 – Lovedean (Converter Station Area);
- Section 2 – Anmore;
- Section 3 – Denmead/Kings Pond Meadow;
- Section 4 – Hambledon Road to Farlington Avenue;
- Section 5 – Farlington;
- Section 6 – Zetland Field and Sainsbury's Car Park;
- Section 7 – Farlington Junction to Airport Service Road;
- Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way;
- Section 9 – Moorings Way to Bransbury Road; and
- Section 10 – Eastney (Landfall).

25.4.1.2. The boundaries of these 10 sections are shown on Figures 25.1 and 25.2, which identify the socio-economic receptors and affected features.

25.4.2. BASELINE DATA COLLECTION

25.4.2.1. The baseline data for the socio-economics assessment has been gathered through a desk based research exercise. Key data sources include (but are not limited to):

- Office for National Statistics ('ONS') Population and demographic data from Census information (2011);
- Local Authority PRow mapping; and
- ONS Business Register and Employment Survey ('BRES').

25.4.2.2. The purpose of the baseline data collection was to identify relevant sensitive receptors within the study area that could potentially be impacted during construction and operation of the of the Proposed Development. The methodology utilised for each type of receptor is outlined below.

Residences and Local Businesses

25.4.2.3. A desk-top based exercise was undertaken using sources including Google Maps which initially identified all businesses and residential areas within 500 m of the Order Limits. Businesses and residential areas closest to the proposed construction activities are likely to experience comparatively greater disturbance than those situated further away. The assessment focuses on those businesses and residences whose access is likely to be directly impacted by construction of the Proposed Development.

25.4.2.4. Residences and businesses are also identified within 500 m of the Order Limits as they experience (see Appendix 25.2 (Socio-economic Receptors within 500 m) of the ES Volume 3 (document reference 6.3.25.2)) indirect effects.

Community Facilities

25.4.2.5. Community facilities are generally assets in a community that help people meet their needs provided by an overarching organisation (such as the local authority or NHS). Community facilities in this assessment cover Doctor's surgeries, emergency services, aged persons homes, schools and religious buildings. A desk-top based exercise was undertaken using sources including Google Maps which identified all community facilities within 500 m of the Order Limits.

25.4.2.6. Section 25.5 and Appendix 25.2 (Socio-economic Receptors within 500 m) identifies community facilities within 500 m according to the section it is located in. Figure 25.1 also illustrates these facilities.

Recreation, Leisure, Open Space

25.4.2.7. Open space and recreation strategies of the four local authorities were reviewed to identify areas of recreation and open space within the Order Limits.

- 25.4.2.8. Sections 3 to 10 of the Proposed Development are within the South Hampshire Sub-Region, as defined by the Partnership for Urban South Hampshire ('PUSH') Green Infrastructure Strategy 2017 which includes the WCC, HBC and PCC areas. The areas of recreation and open space identified in this strategy within the study area are outlined in Section 25.5.
- 25.4.2.9. Leisure facilities within 500 m of the Order Limits were also identified and are listed in Section 25.5.11 below.

Tourism

- 25.4.2.10. The assessment identifies key attractions and events which bring in visitors. Some of these are identified as business and/or leisure facilities within 500 m of the Order Limits as set out above. Other events and attractions within the Local Authority Areas were determined through consultation with local authorities and via an online review of promoted visitor attractions (Portsmouth City Council, Official Visitor Guide 2019).

25.4.3. ASSESSMENT OF IMPACTS – CONSTRUCTION (AND DECOMMISSIONING) STAGE

- 25.4.3.1. The assessment methodologies utilised for the issues scoped into the assessment during construction are outlined below.

Employment Generation

- 25.4.3.2. Due to the specialist nature of construction required for the Proposed Development, employment numbers have been predicted using professional experience of similar projects. This approach ensures that employment benefits are not inflated by applying standard calculations of an average gross output per construction industry employee to the estimated total construction cost. Displacement and multiplier effects have been taken into account to determine the total net employment as set out below.
- 25.4.3.3. Leakage or the “proportion of outputs that benefit those outside of the intervention’s target area or group” (English Partnerships Additionality guide 4th Edition, 2014) has not been calculated in the assessment as it is assumed that due to the specialist nature of the work, the majority of the employment will not be local. However, local workforce will be used where possible.

Displacement

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

- 25.4.3.5. While construction workers typically move between construction projects, the construction workforce within South East Region is likely to have a moderate level of mobility (the ability to move between projects). As the majority of the workers are coming from outside the South East Region, a relatively low displacement of 25% has been applied.

Multiplier Effects

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

- 25.4.3.7. The effects of the multiplier depend on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The English Partnerships Additionality Guidance provides a guide to the composite multipliers (the combined effect of indirect and induced multiplier effects) which should be applied. The Proposed Development passes through four Local Authority areas: PCC, HBC, WBC and EHDC. Therefore, given the scale of the Proposed Development and economic linkages which will transcend Local Authority boundaries, the assessment will take account of impacts against the South-East Region as a whole. Based on HCA’s Additionality Guide, lower multipliers are only used at what is defined as a local, sub-regional or neighbourhood level. For the Aquind evaluation work, the lowest spatial level covers the South East region so this is equivalent to the larger, regional spatial area defined in the guidance. A composite ‘medium’ multiplier of 1.5 has been used in the analysis (note that the guidance does not give multipliers for spatial levels beyond the regional level so the same multiplier has been used for both).

Disruption to Residences, Commercial Businesses and Community Facilities

- 25.4.3.8. There will be no permanent land taken from residential and commercial properties or community facilities (though right over land will be secured). However, the proposed construction works are likely to temporarily disrupt businesses and residents along the Onshore Cable Corridor due to potential access restrictions to roads whilst construction is undertaken, associated construction traffic and consequential changes in amenity.

- 25.4.3.9. A qualitative assessment of changes as a result of disruption has been undertaken using information from related assessments within this Environmental Statement, the distance of residences or the business from the construction works and likely duration of disruption.

Disruption to Leisure Facilities, Tourist Attractions Recreational and Open Space and Pedestrian and Cycle Routes

- 25.4.3.10. During construction the Proposed Development is likely to require temporary land take and changes to the access of recreational and open spaces and pedestrian and cycle routes within the Order Limits. There is also the potential to result in changes to the amenity value of open spaces, leisure facilities, tourist attractions, PRow and cycle routes.
- 25.4.3.11. A qualitative assessment of changes to recreation, open space, leisure facilities and PRow/cycle routes, including severance, was undertaken based on impacts of land take and duration of construction works. Tourist attractions were also considered in relation to traffic.
- 25.4.3.12. Amenity can be described as the relative ‘pleasantness’ of a user’s experience including tranquillity and can typically be influenced by a number of factors which contribute to this, including exposure to traffic, noise, air quality and changes to the landscape and visual changes. These are assessed within respective chapters and referred to in the assessment. Effects on health and well-being are assessed in Chapter 26 (Human Health).
- 25.4.3.13. It should be noted that socio-economic receptors may fall under more than one category and will therefore be assessed for more than one impact. For example, a marina is a commercial facility and disruption may affect the business. Similarly, users of the same marina may experience disruption to leisure and recreation. Another example is private care home which is a commercial business but also a community facility providing care for the elderly.

25.4.4. ASSESSMENT OF IMPACTS - OPERATIONAL STAGE (INCLUDING REPAIR AND MAINTENANCE)

Effects on Users of Recreational and Open Space and Recreational Routes

- 25.4.4.1. During operation the Proposed Development will require permanent land take at the Converter Station and Optical Regeneration Station(s) (‘ORS’) and potential for changes to access. The effects on users of recreational and open space and recreational routes will be assessed on a qualitative basis utilising the methodology described above.

25.4.5. SIGNIFICANCE CRITERIA

25.4.5.1. In determining the significance of a potential effect, the magnitude of impact arising from the Proposed Development is correlated with the sensitivity of the particular environmental receptor or process under consideration.

Value/Sensitivity

25.4.5.2. As described within Chapter 4 (EIA Methodology), sensitivity is a means to measure how sensitive receptors/processes and/or the receiving environment is to change. The sensitivity is assigned at the receptor/process level. This may be defined in terms of quality, value, rarity or importance, and be classed as negligible, low, medium, or high.

25.4.5.3. Sensitivities assigned to socio-economics receptors have been determined in accordance with the tables below.

Residences, commercial businesses, community facilities, leisure/ tourism facilities and areas of open space have been given sensitivities based on the descriptions in Table 25.2. PRoW and Long Distance Paths have been given sensitivities based on descriptions in

25.4.5.4. Table 25.3. These are based on professional judgement.

25.4.5.5. No sensitivity has been given to employment as significance of effect is based on the magnitude of change only, being the number of jobs generated compared to the number that already exist within the region.

Table 25.2 - Sensitivity of socio-economic receptors

Sensitivity	Criteria
High	<p>Residential buildings.</p> <p>Commercial or industrial buildings or land key to the operation of a business.</p> <p>Building or facilities used by the community, for example schools, community halls and hospitals.</p> <p>Community land or facilities that attract users nationally, for example national parks, elite sporting facilities or national museums.</p> <p>Regional trails, long distance paths and routes likely to be used for recreation that record high use.</p> <p>Designated public open space and common land.</p> <p>Religious sites and cemeteries.</p>
Medium	<p>Residential land or external buildings, secondary to the main dwelling, for example gardens, access and out houses.</p> <p>Commercial or industrial land not key to the commercial function of a business, for example car parking space, access and storage space.</p> <p>Land associated with community facilities, not key to their functioning.</p> <p>Land used by the community on a regional scale, for example country parks, forests and other land managed in such a way as to attract visitors from a regional catchment.</p> <p>Locally designated public rights of way and other routes close to communities which are used mainly for recreational purposes, but for which limited alternatives are available,</p> <p>Facilities or attractions that fulfil a cultural function on a regional scale or that are not found elsewhere within the region, for example sporting clubs and venues for the arts. These may also be operated commercially.</p>
Low	<p>Derelict buildings.</p>

Sensitivity	Criteria
	<p>Locally used community land, for example local parks and playing fields, which are not safeguarded or designated open spaces.</p> <p>Locally designated public rights of way and other routes close to communities which are used mainly for recreational purposes (for example dog walking), but for which alternative routes can be taken.</p> <p>Community facilities which are used on a local scale, but for which alternatives are available within the locality, for example convenience stores, pharmacies and public houses. These may also be operated commercially.</p>

Magnitude

- 25.4.5.6. The magnitude relates to the level at which the receptor will be impacted, using the duration of the impact, timing, scale, size and frequency to determine the magnitude of the impact to each receptor. Magnitude of impact is evaluated in accordance with the definitions set out in Table 25.3 below.

Table 25.3 – Definitions of magnitude of impact

Magnitude of Impact	Definition
High	Total loss or major alteration to key elements/features of the baseline (i.e. pre-development) conditions.
Medium	Partial loss or alteration to one or more key elements/features of the baseline (i.e. pre-development) conditions.
Low	Minor shift away from baseline (i.e. pre-development) conditions.
Negligible	Very slight change from baseline (i.e. pre-development) conditions.

Significance

25.4.5.7. Significance of effects will be assessed using the matrix shown in Table 25.4. Effects deemed to be significant, for the purposes of assessment, are those which are described as ‘moderate’, ‘moderate to major’ or ‘major’. Whether they are determined by a qualitative analysis of the specific impact to the environment based on professional judgement. If/where this is the case, the basis for any judgement is outlined.

Table 25.4 – Matrix for classifying the significance of effects

		Sensitivity of receptor/receiving environment to change			
		High	Medium	Low	Negligible
Magnitude of Change	High	Major	Major to Moderate	Moderate	Negligible
	Medium	Major to Moderate	Moderate	Minor to Moderate	Negligible
	Low	Moderate	Minor to Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

25.4.6. ASSUMPTIONS AND LIMITATIONS

- 25.4.6.1. The assessment of the significance of effects has been carried out against a benchmark of current socio-economic baseline conditions within the relevant study areas. Desk-based sources of information are dated when referenced. As with any dataset, these may be subject to change over time, which may influence the findings of the assessment and could lead to the assessment being subject to statistical time lag. In particular, data collection for socio-economic receptors such as commercial businesses, is undertaken using the methodology in this assessment and it is acknowledged that there may be additional receptors within the study area that are not identified. However, there is sufficient information available to make a sufficiently robust assessment of significance.
- 25.4.6.2. A number of assumptions are made based on Chapter 3 (Description of the Proposed Development), Chapter 22 (Traffic and Transport) and supporting appendices, including the Transport Assessment, Appendix 22.1.
- 25.4.6.3. Where the Onshore Cable Corridor is in or immediately adjacent to roads, traffic management measures will be used. To minimise disruption to traffic and associated effects, a single lane closure will be used where practicable. Road closure is anticipated at:
- Section 2 - Broadway Lane (1 day per circuit);
 - Section 3 - Anmore Road (1 day to 2 weeks per circuit);
 - Section 4 – A3 London Road between Post Office Road and Rocking Horse Nursery (2 weekends per circuit);
 - Section 5 - Farlington Avenue between Sea View Road and Havant Road (4 weeks per circuit);
 - Section 5 - Eveleigh Road* (2 weeks per circuit);
 - Section 5 - Havant Road (1-2 weekends per circuit);
 - Section 8 – Eastern Avenue (3 weeks per circuit);
 - Section 9 - Moorings Way to Furze Lane bus link (3 weeks per circuit); and
 - Section 9 - Yeo Court (1 week per circuit).
- 25.4.6.4. Diversions would be in place for all road closures and pedestrian access will be retained at all times.

- 25.4.6.5. It is anticipated that cable installation in urban areas will be at a rate of approximately 100 m per week (based on lower estimate of 18 m per day for 5 working days plus working areas). Therefore, outside of road closures, it is anticipated vehicular access to residences, businesses, community and leisure facilities will be affected for a period of 1-2 weeks for each cable circuit depending on where these are located on each 100 m stretch (so up to 4 weeks in total, this may or may not be consecutive).
- 25.4.6.6. Pedestrian access will be maintained to all residential properties, businesses and community facilities. Where access is required via roads within the Order Limits, access will be maintained wherever possible, albeit with different traffic management approaches applied depending on the circumstances.
- 25.4.6.7. Where PRoW or off-road cycle routes need to be closed, an alternative route will be provided and signage will be provided in advance of the temporary closure.
- 25.4.6.8. Joint bays will be positioned in highway verges, fields or car parks, where practicable to limit the need for road closures. Construction of Joint Bays will require approximately up to 4 weeks each, (although not necessarily consecutively) for Joint Bays on both circuits in a particular location.
- 25.4.6.9. Working hours for the installation of the Onshore Cable installation are Monday to Friday, 07.00-17.00 and Saturday typically 08:00 to 13:00; and for the construction of the Converter Station are 08.00 -18.00 Monday to Friday and Saturday morning typically between 08.00-13.00. There will be some working outside these hours, for example to undertake trenchless techniques on the Onshore Cable Route (12 to 24 hour shifts), reduce duration of works in some locations, accommodate delivery of abnormal loads and minimise traffic impacts or overnight to limit daytime disruption. Working hours for the Marine Cable installation will be 24 hours.
- 25.4.6.10. When the Proposed Development is decommissioned, it is assumed that the onshore cable ducts will remain in situ, with limited works will be undertaken to remove the cable via joint bays; and the Converter Station would be removed. It is assumed that potential decommissioning impacts are likely to be similar to those for construction, although more limited along the Onshore Cable Corridor.

25.5. BASELINE ENVIRONMENT

- 25.5.1.1. This section presents the current baseline information with regards to the following socio-economic characteristics, which are relevant to the Proposed Development:
- Population and labour force;
 - The local and regional economy;
 - Residential areas
 - Commercial businesses;

- Community facilities;
- Recreation, leisure uses and open space; and
- Tourism.

25.5.2. POPULATION AND LABOUR FORCE

- 25.5.2.1. The 2018 ONS Population estimates for each of the four local authorities has been outlined below in Table 25.5. The table shows that of the four local authorities, PCC had the highest population at 215,100, whilst EHDC had the smallest population at 120,700.
- 25.5.2.2. Table 25.5 presents the population density of each of the local authority areas, compared to both regional and national average. PCC has the highest population density with 53.27 people per hectare (p/ha), which is significantly higher than the regional and national averages. HBC area also has a population density higher than the national and regional average at 22.72.
- 25.5.2.3. WCC and EHDC are sparsely populated, and both have population densities lower than both the regional and national averages. The lower population densities of WCC and EHDC are indicative of their rural nature.
- 25.5.2.4. Table 25.5 also shows the estimated working age population (residents aged 16-64 years old) as a percentage of the total resident population for the four Local Authority areas against regional and national comparators.
- 25.5.2.5. There is a higher proportion of working age residents within PCC compared with the more rural areas of HBC, WCC, and EHDC.

Table 25.5 - Local Authority size and population data (Local Government Association, 2019, ONS, 2019)

	LA Size (ha)	Total Local Authority populations estimates	Local Authority Population density (people per hectare – p/ha)	Population aged 16-64 (% of residential population)
PCC	4,038.82	215,100	53.27	67.4%
WCC	66,097.47	124,300	1.88	60.3%
EHDC	51,443.21	120,700	2.35	58.7%
HBC	5,537.32	125, 800	22.72	59.1%

	LA Size (ha)	Total Local Authority populations estimates	Local Authority Population density (people per hectare – p/ha)	Population aged 16-64 (% of residential population)
South East England	1,907,249.53	9,133,600	4.79	61.5%
Great Britain	-	64,553,900	4.30	62.7%

25.5.3. DEPRIVATION

25.5.3.1. The English Indices of Deprivation 2019 attempts to measure a broad concept of multiple deprivation indicators at the small area level. The Indices provide a set of relative measurements of deprivation across England, based on seven different domains of deprivation (The Department for Communities and Local Government, 2015). Table 25.6 outlines each Local Authority area's overall deprivation rank compared to both its 'Employment Rank' and 'Income Rank'.

Table 25.6 – Indices of Multiple Deprivation (Ranked by District) (Local Government Association, 2019)

Local Council Area	Overall Deprivation Rank (of 317 Local Authority Districts)	Employment Deprivation Rank	Income Deprivation Rank
PCC Area	59	153	104
HBC Area	119	103	120
WCC Area	292	299	295
EHDC Area	285	285	288

25.5.3.2. Table 25.6 shows that the PCC area is considerably more deprived than the three other local authority areas in terms of overall deprivation. The area is also the most deprived in terms of income deprivation, however the gap between PCC and HBC is somewhat smaller. Employment deprivation is highest within the HBC area, with a rank of 103. Overall Deprivation along with both employment and income deprivation in EHDC and WCC is significantly lower than PCC and HBC.

25.5.3.3. Each of the local authority areas can be broken down further into lower super output areas ('LSOA's) which show pockets of high level deprivation (within the top 10% - 20% nationally). There are no LSOAs within WCC or EHDC. In PCC there are 30 LSOAs that are either in the top 10% or 20% of deprived areas in the country, whilst Havant has 23 LSOAs that are either in the top 10% or 20% of deprived areas in the country.

25.5.4. LOCAL AND REGIONAL ECONOMY

25.5.4.1. The proportion of individuals aged 16-64 that were estimated to be economically active according to 2019 (ONS, 2019) were: 77.8% in the PCC area; 78.2% in HBC; 85.3% WCC; and 83.1% in EHDC. This is broadly consistent with proportions of economic activity in the South-East (80.8%) and Great Britain (78.5%).

25.5.4.2. The NOMIS Job Densities Report (ONS, 2017), is available at a local authority-wide and sub-regional level and indicates the availability of employment and labour demand within an area. As of 2017, the job density levels (i.e. the ratio of total jobs to the working age population) in the four local authority areas are outlined in Table 25.7.

Table 25.7 – Job Density 2017

Local Council Area	Job Density
PCC Area	0.88
HBC Area	0.65
WCC Area	1.24
EHDC Area	0.73

25.5.4.3. Job density rates within the PCC area are consistent with the averages across the South-East (0.87) and Great Britain (0.86), whilst HBC and EHDC have lower job density, indicative of a slightly lower availability of jobs.

- 25.5.4.4. WCC has a significantly higher than average job density at 1.24. A job density greater than 1 indicates that there is more than one job per person for the working age population.
- 25.5.4.5. Table 25.8 shows the proportion of employees working in each industry sector in 2018 (ONS, 2018).
- 25.5.4.6. It shows that the dominant industry in three of the four local authority areas (PCC², HBC and EHDC) is Sector G which is consistent with the proportions within the South East (16.4%) and Great Britain (15.2%). In the WCC area Sector Q (Human health and social work activities) is the dominant industry (16.9%) which is higher than the neighbouring areas, the South East and Great Britain. Sector G (wholesale and retail trade; repair of motor vehicles and motorcycles) is the second most dominant industry in WCC Area with 15.7% of the working age population working in this sector. All other sectors across the four local authority areas are broadly in line with South East and Great Britain levels, although construction industry is slightly lower in Portsmouth.

² Sectors G and Q are the joint highest sectors of employment in the PCC area at 14.3%; with Sector P (Education) next highest at 11.4%.

Table 25.8 – Proportion of total employees in each industry sector (ONS, 2018)

Sector	PCC Area (%)	HBC Area (%)	WCC Area (%)	EHDC Area (%)	South East (%)	Great Britain (%)
B: Mining and quarrying	0.0	0.0	0.0	0.1	0.0	0.2
C: Manufacturing	8.5	10.2	4.8	10.7	6.4	8.1
D: Electricity, gas, steam and air conditioning supply	1.4	0.2	0.0	0.4	0.4	0.5
E: Water supply; sewerage, waste management and remediation activities	0.6	0.8	0.4	0.8	0.8	0.7
F: Construction	3.3	6.8	4.8	6.0	5.1	4.7
G: Wholesale and retail trade; repair of motor vehicles and motorcycles	14.2	15.9	15.7	19.0	16.4	15.2
H: Transportation and storage	3.8	2.0	3.6	3.0	4.7	4.8
I: Accommodation and food service activities	8.5	8.0	7.2	8.3	7.4	7.6

Sector	PCC Area (%)	HBC Area (%)	WCC Area (%)	EHDC Area (%)	South East (%)	Great Britain (%)
J: Information and communication	5.7	3.4	7.2	4.8	5.7	4.2
K: Financial and insurance activities	1.9	1.8	4.2	3.0	2.9	3.5
L: Real estate activities	1.2	1.6	1.2	1.4	1.4	1.7
M: Professional, scientific and technical activities	3.3	6.8	9.6	9.5	9.0	8.7
N: Administrative and support service activities	9.4	11.4	7.2	7.1	8.9	9.1
O: Public administration and defence; compulsory social security	7.5	2.8	3.6	2.4	3.2	4.3
P: Education	11.3	13.6	8.4	10.7	10.0	8.9
Q: Human health and social work activities	14.2	9.1	16.9	11.9	12.8	13.2

Sector	PCC Area (%)	HBC Area (%)	WCC Area (%)	EHDC Area (%)	South East (%)	Great Britain (%)
R: Arts, entertainment and recreation	2.8	1.8	2.1	1.7	2.7	2.5
S: Other service activities	1.7	1.6	1.5	2.4	2.1	2.0

25.5.5. RESIDENTIAL RECEPTORS

25.5.5.1. Residential areas within 500 m of the Order Limits are outlined below. There are no residential buildings directly affected by the Proposed Development, although some residential land lies within the Order Limits. The Onshore Cable Corridor lies adjacent to both isolated residences and more densely populated residential areas. Residents adjacent to the Order Limits are likely to experience direct disruption due to impacts on direct access for both pedestrians and vehicles, as well as effects from noise, air quality, traffic and visual intrusion.

Section 1 – Lovedean (Converter Station Area)

25.5.5.2. Within the study area for Section 1 there are scattered residential properties located off Broadway Lane, Day Lane, Old Mill Lane, Edney’s Lane and White Horse Lane. There are also individual cottages on higher ground to the northwest and north (e.g. Ludmore Cottages).

Section 2 – Anmore

25.5.5.3. Within the study area for Section 2, there are a number of scattered individual properties on the edge of Denmead and Anmore Dell, which includes Denmead Farm and The Old Farmhouse. In addition, there are properties off Anmore Road, Edney’s Lane and Broadway Lane.

Section 3 – Denmead/Kings Pond Meadow

25.5.5.4. Residential properties within the study area for Section 3 are concentrated within Denmead. In particular, there are numerous residences located off Hambledon Road, Soake Road, Mill Road and Anmore Road.

Section 4 – Hambledon Road to Farlington Avenue

25.5.5.5. The study area for Section 4 of the Onshore Cable Corridor is distinctly more urban in nature with several residential areas. In particular, recent development to the west of Hambledon Road has shifted the urban fringe to the west. This pattern continues along the route, with pockets of residential development at Stratfield Park, Oak Vale and Forest End redefining the urban fringe to the west of Hambledon Road, Maurepas Way and London Road further south. New development, a mix of townhouses and flats (two storeys or more), sit alongside older properties, a mix of semi-detached, detached and terrace ranging from Victorian/Edwardian and later, largely one to two storeys.

25.5.5.6. Residential receptors likely to experience access issues include those directly off Hambledon Road, Maurepas Way, London Road, Portsdown Hill Road and Farlington Avenue. This may also include minor adjoining roads.

Section 5 – Farlington

- 25.5.5.7. The study area for Section 5 is mainly urban in nature, with the northern extent comprising of relatively narrow streets with residential properties on large plots. There are also numerous properties located along Farlington Avenue (including minor roads such as Sea View and Moortown), Havant Road, Blake Road and Eveleigh road.

Section 6 – Zetland Field and Sainsbury’s Car Park

- 25.5.5.8. Similarly to Section 5, the study area for Section 6 is also urban in nature with residential properties located throughout. These include properties off Eastern Road, Waterworks Road and Fitzherbert Road.

Section 7 – Farlington Junction to Airport Service Road

- 25.5.5.9. In Section 7, the Onshore Cable Corridor cuts across Farlington Playing Fields, before crossing the A27 and then Langstone Harbour. As such, residential properties within the 500 m study area are located west of Eastern Road. This includes residential properties along Anchorage Road.

Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way

- 25.5.5.10. There are limited residential receptors within the northern half of the study area for Section 8. To the south, there are more residential properties. These include properties edging Baffins, properties within Harbourside Park and those off minor roads such as Langstone Road and Kirpal Road.

Section 9 – Moorings Way to Bransbury Road

- 25.5.5.11. Within the study area for Section 9 lies the built up, residential area of Milton. The Onshore Cable Corridor passes the University of Portsmouth Hall of Residences referred to as Langstone Student Village off Furze Lane, and predominantly Edwardian to 1970’s/80s semi-detached to terrace properties located along numerous minor roads within the section. These include properties located along Kingsley Road and Bransbury Road.

Section 10 – Eastney (Landfall)

- 25.5.5.12. Within the study area for Section 10 there are a number of residential properties to the north, northeast and west of the Landfall. These are a mixture of houses and three-story flats ranging in ages from the late 50’s to more recent developments built at the beginning of this century. In particular, there are properties located along Fort Cumberland Road and within Southsea Leisure Park.

25.5.6. COMMERCIAL BUSINESSES

25.5.6.1. Commercial businesses within 500 m of the Order Limits are presented in Appendix 25.2 (Socio-economic Receptors within 500 m). There are approximately 100 businesses adjacent to or with direct access to highway affected by the Order Limits which are likely to experience potential direct disruption due to impacts on access for both pedestrians and vehicles and/or potential changes required for delivery vehicles to the commercial properties.

Section 1 – Lovedean (Converter Station Area)

25.5.6.2. There is one commercial property within the study area in Section 1: Lower Chapters Bed and Breakfast.

Section 2 – Anmore

25.5.6.3. There are no commercial properties within the study area in Section 2.

Section 3 – Denmead/Kings Pond Meadow

25.5.6.4. There are two commercial properties within the study area in Section 3: Lozpop's Babycakes and Easterlea Rest Home (which is adjacent to the Order Limits).

Section 4 – Hambledon Road to Farlington Avenue

25.5.6.5. There are approximately 160 commercial properties in the study area in Section 4, a number of these commercial receptors are located adjacent to or within the Order Limits. These include:

- Hambledon Parade which is comprised of approximately 14 retail units (primarily local businesses including a laundrette, McColl's and Hart Plain Post Office). It is accessed via Hambledon Parade (which runs parallel to Hambledon Road) and there is a verge for pedestrians in-between. Hambledon Parade has both vehicular and pedestrian access and footpaths on both sides.
- Local businesses opposite Hambledon Road that form part of a recent development at 162 Hambledon Road. Both vehicular and pedestrian access is provided from the car park on the corner of Sickle Way and Hambledon Road.
- Local businesses within BYNG's Business Park, accessed off Hambledon Road.
- Local businesses within Brambles Business Park accessed from Elettra Ave, Silverthorne Way and Waterberry Drive.
- Local businesses within Hambledon Road Business Park, accessed via Aston Road.
- Local businesses on the corner of Ladybridge Road and London Road. The row of approximately 35-45 retail units extends from 1st Quay Fish & Chip Shop, which is opposite Purbrook Heath Road, to Purbrook Tyres on the corner of Stakes Road

and London Road. All retail units have parking provision on the road frontage or on nearby streets. The nearest car park is Ladybridge Road Parking Facility accessed off Ladybridge road to the east of this row of retail units.

- There is one local pub called the Hampshire Rose which is fronted on London Road and has parking provisions outside the front of the pub.
- There is a row of retail units located between Lily Avenue and Lansdowne Avenue. All properties, apart from Widley Hand Car Wash, are accessed via an access road from London Road. Widley Hand Car Wash is located on the corner of Lily Avenue and London Road. All properties have parking provision separate to that of London Road.
- The George Inn is located on the corner of Portsdown Hill Road and Boundary Way. Access is provided from Boundary Way.

Section 5 – Farlington

- 25.5.6.6. There are five commercial businesses within the study area for this section. Three of these are adjacent to the Order Limits: Lisa Moffat Soprano, Farlington Dog Training Club and Setyres Portsmouth.

Section 6 – Zetland Field and Sainsbury's Car Park

- 25.5.6.7. There are 41 commercial businesses located within the study area for Section 6, all of which are accessed from A2030 Eastern Road. Mountbatten Business Park is also located within the study area for Section 6, accessed from Grove Road, off the A2030. Those adjacent to or within the Order Limits include Sainsbury's Petrol Station, Sainsbury's Supermarket, and B&M Home Store with Garden Centre located to the west of Farlington Industrial Estate.

Section 7 – Farlington Junction to Airport Service Road

- 25.5.6.8. There are 24 commercial businesses within the study area for Section 7. Those adjacent to the Order Limits include:
- Holiday Inn Express Portsmouth- North, located north of the A27/A2030 roundabout and accessed from Eastern Road;
 - Morrisons, located south of the A27/A2030 roundabout and accessed from Anchorage Road; and
 - Kendall Bros. (Portsmouth), a concrete factory located in proximity to Morrisons and accessed from Eastern Road.

Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way

25.5.6.9. There are 16 commercial businesses within the study area for Section 8. Those adjacent to or within the Order Limits include:

- The Great Salterns Mansion Harvester restaurant;
- Premier Stores and BP Petrol Station; and
- Harbourside Park, a gated community of holiday homes and lodges open 11 months of the year.

Section 9 – Moorings Way to Bransbury Road

25.5.6.10. There are 26 commercial business within the study area for Section 9. Those adjacent to or within the Order Limits include:

- The University of Portsmouth Langstone Campus, accessed via Furze Lane;
- Ye Old Oyster House, accessed via Locksway Road. There is limited on-road parking provision in front of the public bar; and
- Thatched House Public House, accessed via Locksway Road. Parking provision is provided on site.

Section 10 – Eastney (Landfall)

25.5.6.11. There are seven commercial businesses within the study area for Section 10 Those adjacent to the Order Limits include:

- Southsea Leisure Park, a camping and caravan park accessed from Henderson Road (the eastern edge of the park is located partially within the Order Limits);
- Spar and Marine Fish bar located on Fort Cumberland Road; and
- Nelsons Bar and Restaurant, accessed from Henderson Road.

25.5.7. COMMUNITY FACILITIES

25.5.7.1. The following community facilities are located within the 500 m study area:

- 22 schools and children’s services;
- 16 early childhood facilities;
- two higher education facilities;
- one library;
- 11 churches;
- six GPs and medical facilities;
- three emergency services;

- three dentists;
- nine pharmacies;
- four care homes; and
- five opticians.

25.5.7.2. Schools, other educational facilities, churches, GPs, care homes and libraries are shown in Figure 25.1 and listed in Appendix 25.2 (Socio-economic Receptors within 500 m). Opticians and pharmacies are listed in Appendix 25.2 (Socio-economic Receptors within 500 m).

25.5.7.3. Several community facilities which are located adjacent to the Order Limits (i.e. a road which is used for access to and from the community facility) may be impacted by the construction of the Proposed Development. These facilities are listed in Table 25.9 below.

Table 25.9 – Community Facilities within, adjacent to, or with direct access to the Order Limits

Name of facility	Location
Section 1 – Lovedean (Converter Station Area)	
No Community facilities.	
Section 2 – Anmore	
Hillcrest Children’s Services Denmead	Located near Lavender House, Anmore Road. The grounds are within the Order Limits.
Section 3 – Denmead/Kings Pond Meadow	
Easterlea Rest Home	Located directly adjacent to the Order Limits, accessed from Maple Drive.
Section 4 – Hambledon Road to Farlington Avenue	
Waterlooville Fire Station	Directly accessible from the A3 to the west, located approximately 120 m to the north of the roundabout at Waterlooville. Directly adjacent to the Order Limits.
Vine Medical Group, Forest End Surgery	Accessed from Forest Road which is to the west London Road. The Medical Centre is located directly adjacent to the Order Limits.
Mill Hill Primary School and Early Years Centre	Accessed from Mill Road, which is accessible from London Road which is within the Order Limits. Included for assessment as it is likely that

Name of facility	Location
	school students walk to and from the school along London Road or get dropped off by vehicle.
Christ Church	Located directly adjacent to the Order Limits and accessed via Christchurch Gardens.
Rocking Horse Nursery and Pre-School	Directly adjacent to the Order Limits, accessed from London Road.
Deverell Hall Pre-School	Directly adjacent to the Order Limits, accessed from London Road.
Little Acorns Nursery	Located within Brambles Enterprise Centre, accessed from Hambledon Road.
Section 5 - Farlington	
Solent Infant School	Located adjacent to the Order Limits. Accessed via Farlington Road from Eveleigh Road.
Solent Junior School	Located adjacent to the Order Limits and accessed from Solent Road.
Little Stars Preschool and 70 th Portsmouth Scouts Hut	Located adjacent to the Order Limits and accessed from Eveleigh Road.
Alexandra Rose Residential Care Home	Located adjacent to the Order Limits, accessed from Havant Road.
ANA Treatment Centre, Fleming House	The back of the Treatment Centre is located adjacent to the Order Limits on Waterworks Road, within 20 m west, and accessed south from A2030 Havant Road and Waterworks Road junction
Section 6 – Zetland Field and Sainsbury’s Car Park	
Springfield School	Located approximately 250 m to the west of Eastern Road. Accessed via Grove Road. Included for assessment as it is likely that school students walk to and from the school along Grove Road or get dropped off by vehicle.
Drayton Daisy Chain Pre School	Accessed via Grove Road to the west of Eastern Road. Included for assessment as it is likely that school students walk to and from the school along Grove Road or get dropped off by vehicle.
Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way	

Name of facility	Location
Portsmouth Ambulance Station	Accessed from Eastern Road. The station is located directly adjacent to the Order Limits.
Little Bear's Forest Pre-School	Located directly adjacent to the Order Limits, accessed from East Shore Way, off Eastern Road.
Langstone Church	Located directly adjacent to the Order Limits, accessed from East Shore Way, off Eastern Road.
Langstone Church Centre Pre- School	Located directly adjacent to the Order Limits, accessed from East Shore Way, off Eastern Road.
Portsmouth College	Located adjacent to the Order Limits, 150 m west, accessed from Tangier Road, off Eastern Road.
Section 9 – Moorings Way to Bransbury Road	
Mooring Way Infant School	Adjacent to the Order Limits, accessed from Moorings Way.
University of Portsmouth Langstone Student Village	Located directly adjacent to the Order Limits. Accessed via Locksway Road and Furze Lane.
Land South of Locksway Road – Yard used by Langstone Harbour Fisherman's Association	The yard is located within the Order Limits and will be required for the Proposed Development, disruption is expected to last approximately 4 weeks.
Section 10 – Eastney (Landfall)	
Portsmouth Day Services	Henderson Road Centre, Ferry Road, adjacent to the Order Limits.
RNLI Portsmouth Lifeboat Station	Accessed from Ferry Road, east of the Landfall location.

25.5.8. RECREATION, LEISURE AND GREEN OPEN SPACE

25.5.8.1. Areas of recreation, open space, leisure facilities and pedestrian recreational routes/PRoW within the study area and Order Limits are identified below. Further details can be found on Figure 25.2 and within Appendix 25.2 (Socio-economic Receptors within 500 m).

25.5.9. PUBLIC OPEN SPACE

25.5.9.1. Within the study area (Section 1-10), there are a number of formal and informal public open spaces. These are outlined in Table 25.10 and in Figure 25.2. Although not Public Open Space, the South Downs National Park ('SDNP') is located on the edge of the Order Limits for the Converter Station Area (Section 1).

Table 25.10 - Public Open Space within the study area

Topic	Public Open Space within the study area (where a Public Open Space lies within the Order Limits, this is stated)
Section 1	No formal areas of recreational or public open space within 500 m.
Section 2	No formal areas of recreational or public open space within 500 m.
Section 3	Goodman Fields, and carpark, an informal recreation area popular for dog walkers behind the auxiliary pumping station on Hambledon Road South East corner within the Order Limits.
Section 4	<p>Waterlooville Recreational Ground (Jubilee Park), located 350 m to the east of Hambledon Road, accessed via Milton Road;</p> <p>Fielders Park 100 m east of the Order Limits;</p> <p>An unnamed area of open space (including a playground) on the corner of Hambledon Road and Sickle Way;</p> <p>An unnamed area of open space and another along Hambledon Road, along Darnel Road;</p> <p>Purbrook Heath Bowling Club and Purbrook Heath located 250 m to the west of the Order Limits, which has a playground and open space directly adjacent to it, accessed via Purbrook Heath Road which adjoins London Road;</p> <p>Berewood Park, located to the west of the Order Limits down Milk Lane;</p> <p>The Bog (an area of informal open space) located along Ladybridge Road to the east of the Order Limits;</p> <p>Portsmouth Hill within the Order Limits adjacent to Portsmouth Hill Road. This is an informal recreation space that is accessible from Portsmouth Hill Road and contains picnic benches with views out towards the sea;</p>

	<p>Purbrook West and East allotment sites located directly to the east and west of London Road between Park Road and Downside Road; and</p> <p>Forest End Allotments located 200 m to the east of the Order Limits.</p>
Section 5	<p>Waterworks Fields Play Area 50 m from the Order Limits to the east of Farlington Road, west of Grant Road and north of Solent Infant School. The space consists of playing fields and a playground; and</p> <p>East Lodge Recreation Ground. Open space including play area, south of Havant Road.</p>
Section 6	<p>Zetland Field, an open space located to the east of the A2030 and north of Fitzherbert Road, within the Order Limits;</p> <p>Unnamed area of open space located south of Springfield's Playing Fields; and</p> <p>Springfield Playing Fields, 250 m west of the Order Limits.</p>
Section 7	<p>Farlington Playing Fields, a large area of open space with football pitches and cricket squares, located within the Order Limits;</p> <p>St John's College Farlington Pitches, located directly adjacent to the Farlington Playing Fields;</p> <p>Farlington Marshes Nature Reserve, an area of reclaimed land in Langstone Harbour that is accessible from the A27 roundabout, 43 m from the Order Limits. There is a popular walk within the Nature Reserve which follows the route of the sea wall;</p> <p>Baffins Milton Rovers Football ground (Kendall Stadium) and associated sports grounds. A portion of the grounds are located within the Order Limits; and</p> <p>Anchorage Park, located adjacent to Eastern Road, 250 m east of the Order Limits. Within the park are numerous dog walking paths.</p>

<p>Section 8</p>	<p>Admiral Lord Nelson Playing Fields located 500 m to the west of the Order Limits. These facilities consist of an AstroTurf pitch and a multi-use game area;</p> <p>Great Salterns Recreation Ground located 300 m to the west of the A2030; Tangier Park, located 440 m west of the A2030;</p> <p>Baffins Park, including a portion of Baffins Pond located 700 m west the A2030;</p> <p>Tamworth Park, located 270 m west of the Order Limits, is a large area of open space including a children's play area. The Stacey Community Centre with floodlit ball court is adjacent to the park; and</p> <p>Milton Common, an area approximately 45 ha comprising grassland and lakes which, has been reclaimed from the Langstone Harbour. A portion of Milton Common is within the Order Limits.</p>
<p>Section 9</p>	<p>The University of Portsmouth Sports Site and Playing Fields, used by the University and summer schools; and Langstone Sports Site comprising all weather pitches, tennis courts and other facilities;</p> <p>Milton Locks Nature Reserve, located within the Order Limits;</p> <p>An open space between the Milton and Eastney Allotments (Kingsley Road Open Space), which is within the Order Limits</p> <p>Milton and Eastney Allotments, located within the Order Limits;</p> <p>Bransbury Park, including a flower garden, children's play area and skate park. A section of Bransbury Park lies within the Order Limits;</p> <p>St James' Public Park, a dog park between Fair Oak Road and The Driveway, 300 m north of the Order Limits (Kingsley Road);</p> <p>An unnamed area of open space directly to the east of Solent Drive (450 m north of the Order Limits); and</p> <p>An unnamed open space between St James' Public Park and Solent Drive (400 m north of the Order Limits).</p>

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Cockleshell Playing Fields, including football fields and tennis courts. The football fields are home to Meon Milton Youth Football Club;

Fort Cumberland Road Play Area, a small playground on the corner of Fort Cumberland Road;

Premier Southsea Marina and Boatyard;

Fort Cumberland Open Space SINC, car park within the Order Limits; and

Eastney Beach.

25.5.10. RECREATIONAL ROUTES

25.5.10.1. The following PRoW and long-distance paths are within the Order Limits (shown in Figure 25.2) (all PRoW within the study area are listed in Appendix 25.2 (Socio-economic Receptors within 500 m)):

- PRoW 4 (Section 1) is a track that runs within the southern part of the Converter Station Area that connects Anmore Lane (Broadway Farm) to Edney's Lane (Little Denmead Farm);
- Monarch's Way Long Distance Path (Section 1), which travels north, northwest and northeast of the Converter Station;
- PRoW 41 (Section 2), a bridleway located between Anmore Road and Edney Lane;
- Denmead Millennium Trail (Section 2) is a local circular route which covers 12 km, traversing the edge of Denmead Village, which is located to the southeast of the Converter Station Area;
- Wayfarer's Walk Long Distance Path (Section 4);
- PRoW 11 (Section 4), located to the west of the Order Limits, starting at Maurepas Way;
- PRoW 17 (Section 4), located along Milk Lane;
- PRoW 24 (Section 4), a short length of footpath connecting Drayton Lane and the B2177 to the south west of the Order Limits;
- PRoW 30 (Section 5) starts at Copsey Grove, crosses Eastern Road (via a subway) and then heads south to Nutbourne Road;
- PRoW 31 (Section 5), a small section of footpath which provides a link between Eastern Road and Copsey Grove;
- PRoW 33 (Section 6), provides a link from Fitzherbert Road along the southern boundary of Zetland Field to Zetland Road;
- Solent Way Long Distance Path (Sections 7-10) starts at Farlington Marshes Nature Reserve and runs south along the eastern coastline and then heads west along the Eastney foreshore; and
- Shipwrights Way Long Distance Walking Path (Section 10).

25.5.10.2. The following Sustrans Cycle Routes are located within the study area:

- National Cycle Route 222 (Section 4-10). Within the Order Limits in Sections 6-10;

- National Sustrans National Cycle Route 2, also known as the Shipwrights Way (within Section 10 Order Limits);
- Sustrans Local Cycle Route (Section 5-7). Within Order Limits in Sections 6-7;
- Sustrans National Cycle Route 22 (Section 6-7);
- Sustrans Local Cycle Route along Burrfields Road (Section 8);
- Sustrans Local Routes running off-road through the east and west side of Milton Common, one continuing on to join joining Furze Lane and the other joining Eastern Road and Velder Avenue (within Section 8 Order Limits);
- Horndean Cycle route (County promoted route, Section 1): A circular 22.5 km route which joins Denmead, Cowplain, Horndean, Catherington and Clanfield. The route runs along some of the bridleways to the west of the Converter Station Area including along Sawyer's Hill and Harrowgate Lane;
- Broadpenny Down (Locally promoted route, Section 1): A circular route covering 43 km which runs along Crossway Road, up Old Mill Lane to Broadpenny Down and onto West Meon before running to Denmead;
- River Alre (Locally promoted route, Section 1): A circular route covering 75.5 km running along Old Mill Lane, cutting across to Hinton Moor Lane to the northeast of the site and looping up to Ovington before returning to Denmead; and
- Horndean Technology College (Locally promoted route, Section 1): A circular route covering 46 km starting on Hambledon Road to the north of Old Park Farm, the route heads north before turning right onto Soake Road and continuing north along Anmore Lane, Broadway Lane, onto Day lane and joins Lovedean Lane before leading onto Catherington, then Waterlooville Bypass and Horndean.

25.5.11. LEISURE FACILITIES

25.5.11.1. Leisure facilities directly adjacent to or within the Order Limits are outlined below:

- Waterlooville Leisure Centre (Section 4), located to the west of the Proposed Development, located along Hambledon Road, adjacent to the Order Limits;
- Portsmouth Golf Course (Section 4) is located adjacent to the B2177, located approximately 100 m north of the Order Limits;
- Andrew Simpson Watersports Centre and Tudor Sailing Club (Section 7), 130 m to the east of the Order Limits. There is a boat storage area, used by the Tudor Sailing Club which lies within the Order Limits;
- Langstone Harbour Viewing Car Park used as a recreational area and a starting point along the Langstone Harbour Waterside Walk and is within the Order Limits (Section 8);

- Great Salterns Golf Course (Section 8), an 18-hole golf course with floodlit driving range open to the public;
- Milton Cemetery (Section 8) is located 40 m to the south of the Order Limits;
- Locks Sailing Club (Section 9) located along Longshore Way, adjacent to the Order Limits;
- Eastney Public Swimming Pool (Section 10) is located on Melville Road 150 m south of the Order Limits; and
- Premier Southsea Marina and Boatyard (a fully equipped boatyard, providing 300 berths) is accessed from Ferry Road, 330 m east of the Order Limits (Section 10).

25.5.12. TOURISM

25.5.12.1. Tourism in the South East in 2015 was worth £12 billion to the local economy, supporting 400,000 jobs (Portsmouth City Council, 2015). Portsmouth attracted around 9.3 million visitors in 2014, contributing £601,561,000 to the local economy, supporting 12,500 jobs (Portsmouth City Council, 2017). In recent years, there have been major improvements to the city's tourism offer including the reopening of the Mary Rose Museum in the Historic Dockyard in 2016 and the Americas Cup World Series sailing racing events in 2015 and 2016. In addition, the Victorious Festival and the South-Central Festival continue to attract excellent visitor numbers increasing in popularity year on year (outlined below).

25.5.12.2. There is the potential for the Proposed Development to impact on events within the study area. Main impacts will include access disruption during the Construction Stage. There are a number of events which would increase visitors within 5 km of the Proposed Development, ranging from local village fetes to larger festivals. These events include, although are not limited to:

- Cowes Week (Isle of Wight) - an 8-day event in August, attracting 100,000 visitors. The Proposed Development would cause traffic flow to Portsea Island;
- South Central Festival - located on King George Playing Fields (approximately 2 km from the Order Limits), this music festival has capacity for 20,000 people and also offers camping on Farlington Playing Fields. The event occurs during May Bank Holiday weekend;
- Victorious Festival - this music festival attracts up to 90,000 people and occurs over August Bank Holiday weekend. Off-site camping for the festival is located on Farlington Playing Fields, within the Order Limits;
- The Great South Run - local 10 mile running event around Portsmouth and occurs in October. A section of the route lies within Section 10 of the Proposed Development, within the Order Limits; and

- Portsmouth Coastal Waterside Marathon - attracting 500 participants, the route runs along the coastal path of Langstone Harbour and occurs in December. The route is within Sections 7, 8, 9 and 10 (at times within the Order Limits).

25.5.12.3.

In addition to recreational and leisure facilities listed in Section 25.5.8 above, there are a number of other tourism attractions within 500 m of the Order Limits and in the wider 5 km study area. These include:

- The SDNP. The National Park attracted 18.8 million visits in 2016, which accounted for £342 million of direct expenditure. Key attractions within the park include the South Downs Way National Trail (popular for walkers, cyclists and horse riders), iconic viewpoints (The Seven Sisters Cliffs, Beachy Head and lighthouse), and stately homes and National Trust properties (such as Stansted Park);
- Portsmouth Port and Harbour lies approximately 5 km to the west of the Proposed Development and serves as a port for numerous ferries crossing to the Isle of Wight and destinations in Spain and France;
- Premier Southsea Marina and Boatyard (a fully equipped boatyard, providing 300 berths) accessed from Ferry Road, 330 m east of the Order Limits;
- Harbourside Park within Section 8. The site is adjacent to the Order Limits for the Proposed Development and is a gated community of holiday homes and lodges;
- Southsea Leisure Park (which is a camping and caravan park) is located within Section 10 and is within the Order Limits;
- Portsmouth Historic Dockyard. The Dockyard is located approximately 4.5 km to the west of the Proposed Development (measured from Section 10 Milton Common). The Dockyard comprises 11 on site attractions, which includes three famous historic ships, two submarines, three museums and a harbour tour;
- Gunwharf Quay's is located approximately 4.5 km to the west of the Proposed Development (measured from Section 10 Milton Common). The Quay's is Portsmouth Outlet Shopping Centre, comprising of over 30 restaurants, cafes and bars, including a multiplex Vue cinema and Hollywood Bowl;
- Emirates Spinnaker Tower. The Spinnaker Tower is located adjacent to Gunwharf Quay's, standing 170 m tall, offering views across Portsmouth Harbour, the Solent, the South Downs and the Isle of Wight;
- Blue Reef Aquarium. The aquarium is located approximately 4 km to the west of the Proposed Development (Landfall location in Section 10);
- The seafront at Southsea. The seafront at Southsea has a beach stretching 4 miles from Old Portsmouth to Eastney. Other attractions include Henry VII's Southsea Castle, Canoe Lake and Portsmouth Natural History Museum;

- The Holiday Inn Express Portsmouth North, which is located adjacent to Farlington Playing Field and only a short journey from the A27. The Holiday Inn is also adjacent to the Order Limits; and
- Eastney Beam Engine House Museum; located on Henderson Road, adjacent to the Order Limits (Section 10). Tours are offered of this Victoria engine house featuring restored engines and pumps from 1887.

25.6. FUTURE BASELINE

- 25.6.1.1. The predicted percentage increase in population from between 2019 to 2039 for the South-East of England is predicted to be 9.3%. This is slightly higher than the predicted increase for England, which is 8.4%. The proportion of the population aged 65 and over is projected to increase by 32% over the same 20-year period, which is slightly higher than the England average of 30% (ONS, 2019).
- 25.6.1.2. The working age population (residents aged 16-64 years old) across the region is set to rise by 2.4% between 2019 and 2039, however, it is anticipated that the working age population in East Hampshire will reduce by 5% and by 2% in Havant.
- 25.6.1.3. It is envisaged that over time there are likely to be changes to the locations and types of businesses near to the Proposed Development.
- 25.6.1.4. Some areas of open space, recreation and pedestrian routes are likely to change dependent on the type and location of development in the area. However, there is a general trend towards protecting and enhancing areas of open and green space and enhancing connectivity between areas of recreational space, as demonstrated in the PCC Core Strategy (Portsmouth City Council, 2012). For example, Natural England have begun to investigate how to improve coastal access along a 30 km stretch of the Hampshire Coast between Old Portsmouth and South Hayling. The proposed coastal access route runs adjacent to Langstone Harbour, and would lie within the Order Limits in Sections 7, 8, 9 and 10. Once the proposals are approved, Natural England will begin preparing the coastal access route for public use.

25.7. PREDICTED IMPACTS

- 25.7.1.1. This section assesses the following potential impacts:
- Construction and Decommissioning Stage:
 - Generation of direct, indirect and induced employment opportunities during the Construction Stage;
 - Disruption, including change in access to local residences, commercial businesses (including shops and other services) during construction;
 - Disruption, to users of community facilities, including potential impacts on community severance, during construction;

- Disruption, including change of access and amenity value for users of leisure facilities, recreational and open space, PRoW, and cycle routes during construction;
- Disruption to tourism, including change of access to tourist attractions and events during construction; and
- Disruption and changes in amenity value for users of recreational and open space, PRoW and cycle routes during operation.
- Operational Stage (including repair and maintenance) which will be considered in the EIA are as follows:
 - Disruption and changes in amenity value for users of recreational/open space, PRoW and non-designated public routes.

25.7.2. CONSTRUCTION (AND DECOMMISSIONING) STAGE

Embedded Mitigation

25.7.2.1. Embedded mitigation includes those measures that have already been incorporated into the design of the Proposed Development to avoid or reduce any likely significant effects (these measures have been included in the assessment below). The socio-economic impact assessment is based on the following aspects of the Proposed Development, as set out in Chapter 3 (Description of the Proposed Development):

- Horizontal Directional Drilling ('HDD') will be used at Landfall, Milton and Eastney Allotments/Milton Locks Nature Reserve. This avoids direct impacts on Eastney Beach, the Allotments and Milton Locks Nature Reserve.
- Where the Onshore Cable Corridor crosses open space, the Cable Route will be designed to avoid key recreational facilities where practicable. This includes avoiding:
 - Farlington Playing Fields cricket squares (although one of the squares is affected);
 - Baffins Milton Rovers football pitch (although training areas are affected); and
 - Bransbury Park football pitch, skate park and footway.

25.7.2.2. Where the Order Limits are crossed by off-road PRoW or Cycle route, there is the potential for the route to be closed temporarily during construction for safety purposes. To mitigate this disruption, an alternative route will be provided along with signage in advance of the temporary closure.

25.7.2.3. A number of assumptions have been made regarding access based on Chapter 3 (Description of the Proposed Development) and Chapter 22 (Traffic and Transport); and these are set out at Section 25.4 above. These assumptions are also embedded in the assessment. The Traffic Management Strategy (document reference 6.3.22.1) also sets out principles for mitigation including:

- Traffic Management to keep one lane open including temporary traffic signals on single carriageways and lane closures on wider roads including dual carriageways;
- Access to residences, businesses and community facilities - including access to driveways outside working hours and three-way signals for business premises with their own access onto affected highways; and maintenance of side road access;
- A communication strategy to allow stakeholders such as residents, businesses and community facilities to keep up to date with construction works;
- Access principles for pedestrians and cyclists; public transport; school access; and emergency services; and
- Programme constraints, taking into consideration major events.

25.7.2.4. A Construction Traffic Management Plan has been produced to reduce effects from construction traffic. This covers:

- Construction traffic routing and embargoed routes;
- Types of construction vehicles to be used for different purposes;
- Avoidance of peak commuting hours;
- Site access and designated parking; and
- Management of loading, waste management and abnormal loads.

Employment Generation

25.7.2.5. Based on the anticipated programme, the Construction Stage would commence in Quarter 3 2021 and would will be completed in Quarter 1 2024, as outlined in Chapter 3 (Description of the Proposed Development).

- 25.7.2.6. The construction of the Proposed Development is relatively specialised. Elements such as construction of the Converter Station, onshore and marine cable installation and HDD require specialist contractors. There are number of such contractors in the UK, and their workforce typically travels to the location of each project for the duration of construction for each specialist element. Depending on their place of residence, they may commute, but more commonly, stay in temporary accommodation for the duration of their employment, returning to their place of residence at weekends and/or holidays. The marine works will be undertaken by crew on specialist vessels, some of which will stay on board and others undertake shift work, returning to the port of origin at the end of their shift.
- 25.7.2.7. Some aspects of construction can be undertaken by local contractors such as earthworks, landscaping and onshore cable trenching. The workforce for these elements is likely to be local to the South East Region. As described in Section 25.4 above, the assumptions around source of labour are based on professional experience of other similar projects. These are set out below along with anticipated employment.
- 25.7.2.8. Table 25.11 sets out the for the assumed direct employment generation.

Table 25.11 Assumed direct employment generation

Construction element	Employer type (and %)	Local (SE)	Non Local	Number of FTE Jobs
Converter Station	Main Contractor (30%)	5%	95%	150
	Subcontractor (70%)	25%	75%	
Onshore Cable Installation	Main Contractor (30%)	25%	75%	75
	Subcontractor 1 (20%)	0%	100%	
	Subcontractor 2 (50%)	50%	50%	
Marine Cable Installation	Multiple Contractors (100%)	10%	90%	275
Client Organisation	Client Organisation (100%)	10%	90%	25

25.7.2.9. Taking the above assumed numbers in relation to employment generation in connection with the construction of the Proposed Development, displacement was taken into account before calculating multiplier effects associated with additional income and local suppliers.

Table 25.12 Net construction employment calculations

	Converter Station	Onshore Cable	Marine Cable	Client Organisation	Total
Anticipated Gross Direct Employment	150	75	275	25	525
Displacement (25%)	38	19	69	6	132
Net Direct Employment	113	56	206	19	394
Indirect and Induced Employment (0.5)	56	28	103	9	196
Total	169	84	309	28	590

25.7.2.10. The split between South East region and outside of this region were calculated for each of the construction elements, employer types, and percentage local/ non-local as set out in Table 25.11. Table 25.13 summarises the results across all the project elements.

Table 25.13 Summary of regional and national employment benefits

	Totals	South East Region	Outside of Region
Total Direct Employment	394	62	332
Total Employment (direct, indirect & induced)	590	93	497

25.7.2.11. Many of the workforce coming from outside the region are likely to stay in the local area and while they will utilise hotels and guesthouses in the Portsmouth area, they are likely to use other local services (such as GPs) in their home area. According to Tourism South East, there are a total of 14,733 rooms available in Winchester, Havant, East Hampshire and Portsmouth (2016), with room occupancy peaking at 87-88% in August for the period 2016-2018, leaving 1768 available rooms. Given that 497 people are predicted to be employed from outside the region, a conservative calculation would mean that there is availability in existing rooms, it should be noted that a proportion of these workers will be accommodated offshore and worker numbers are also likely to be reduced at weekends when room occupancy is highest.

25.7.2.12. Given that the levels of existing employment in the study area are consistent with the national and regional averages, and local job creation is limited, the magnitude of change is **low**. The Construction Stage would have a beneficial, though temporary effect on the local economy through using local labour and supporting local businesses through expenditure from direct spend on materials and services for the Proposed Development. There would also be beneficial effects from any construction labour employed from outside of the region who would need to use local hotels and/or restaurants. Therefore, there is likely to be a direct, temporary, medium-term effect on local (South East) receptors of **minor beneficial** significance (not significant).

Disruption to Residences and Local Businesses

25.7.2.13. Where residences and businesses are situated adjacent to the Order Limits, there is potential for disruption from construction. This includes:

- Direct vehicular and pedestrian access;
- Noise, dust and visual annoyance; and
- Traffic congestion.

25.7.2.14. Residential and business access comes in two forms along the Onshore Cable Corridor: as direct access, through access junctions or driveways directly onto residential or business premises; and via side-road junctions that adjoin the Onshore Cable Corridor. Residential and business access will be maintained wherever possible albeit with different traffic management approaches applied depending upon the circumstances as described in the Framework Traffic Management Strategy (document reference 6.3.22.1A).

- 25.7.2.15. Along the majority of the roads within the Order Limits a single lane will remain open to traffic and access will be maintained for cyclists and pedestrians at all times (see section 25.4.6 for road closures). Pedestrian and cycle routes along the Onshore Cable Corridor will be maintained wherever possible, with full closure considered as the last resort. In all cases the construction works will ensure that pedestrians and cyclists can pass the corridor in a safe manner, with suitable barriers between the construction works.
- 25.7.2.16. Access to junctions with roads affected by the Order Limits, business premises and retail parks will be maintained using three-way traffic lights.
- 25.7.2.17. Chapter 22 (Traffic and Transport), Chapter 23 (Air Quality) and Chapter 24 (Noise and Vibration) identify effects from construction, which combine with reduced access to increase disruption during construction.
- 25.7.2.18. In particular, businesses or residences, adjacent to the Order Limits which rely on amenity value, provision of accommodation or outside space will be affected. These include Great Salterns Mansions Harvester, Thatched House Public House, Southsea Leisure Centre or front gardens to residential properties. The effect is likely to be greater in summer and other times of good weather when doors and windows are open and outside space is used more intensively.
- 25.7.2.19. A number of roads are identified as experiencing traffic delay, principally along highways within and adjacent to the Order Limits, but also key junctions and routes in the wider study area (see Chapter 22 (Traffic and Transport)).
- 25.7.2.20. In terms of Air Quality there is potential for short-term temporary impacts from dust soiling from site earthworks, construction activities and from trackout of material to the road network. Risks are medium to high on many sections of the Onshore Cable Corridor, but are reduced to negligible significance due to application of best practice construction mitigation measures (see Chapter 24 (Noise and Vibration)).
- 25.7.2.21. For the majority of the route, effects from noise from construction activities are not significant, however, for some areas, significant effects have been predicted, particularly for night time working which would affect residential receptors (Chapter 24 (Noise and Vibration)).
- 25.7.2.22. Traffic congestion is also likely to cause disruption to residences and businesses, particularly those which are accessed from roads within the Order Limits. Section 25.5.5 of the baseline describes residential areas adjacent to and within 500 m of the Order Limits. Section 25.5.6 above describes businesses which are adjacent to the Order Limits. In total there are approximately 100 businesses within 500 m of the Order Limits.

25.7.2.23. Access to businesses and residences is of **medium** sensitivity. Any direct access restrictions would be limited to 1-2 weeks for each circuit, although the duration of disruption is likely to last up to several weeks as the cable installation progresses, depending on the location of the property or business relative to where works are ongoing. The magnitude of the impact is therefore considered **low**. Effects on businesses and residences are considered **minor to moderate** (not significant) adverse, direct, temporary, and short-term.

25.7.2.24. Some businesses will be affected by temporary loss of car parking and outside access areas. The magnitude of change for these businesses is anticipated to be **medium**, with **moderate** (significant) adverse, direct, temporary, and short-term impacts. Those businesses include:

- Hampshire Rose pub (Section 4);
- Sainsbury's Supermarket (Section 6);
- Car Park north of Kendalls Wharf Stadium (currently used by adjacent aggregate yard (Section 7);
- Boat storage for Tudor Sailing Club and Andrew Simpson Water Sport Centre (Section 7);
- Great Salterns Mansions Harvester (Section 8);
- Thatched House Public House (Section 9); and
- Yard used by Langstone Harbour Fisherman's Association (Section 9).

25.7.2.25. In addition Southsea Holiday Park is likely to be indirectly affected during the construction period due to the HDD drilling and construction of the ORS compound in the Fort Cumberland Road Car Park. This could give rise to amenity effects as a result of construction traffic, noise, vibration and changes to the views. Thee effect on Southsea Holiday Park is considered in more detail below under the heading 'Disruption to Tourism'.

25.7.2.26. The magnitude of the impact on Southsea Holiday Park is expected to **medium** and the effect considered **moderate** (significant) adverse, direct, temporary, and short-term.

Disruption to Community Facilities

25.7.2.27. It is anticipated that the Proposed Development would cause disruption and changes in accessibility for community receptors due to the carrying out of works in the highway and associated management measures, including vehicular and pedestrian diversions, and intra-project effects from traffic, noise and air quality similar to those described for residences and businesses above. Disruption from construction, including access, would affect the following community facilities:

- Emergency Services: Waterlooville Fire Station, Portsmouth Ambulance Station, RNLI Portsmouth Lifeboat Station.
- Medical and other Services: Portsmouth Day Services, ANA Treatment Centre Vine Medical Group, Forest End Surgery.
- Schools, Education and Children’s Services: Hillcrest Children’s Services, Mill Hill Primary School, Solent Infant School, Rocking Horse Nursery and Preschool, Deverell Hall Pre-School, Little Acorns Nursery, Solent Junior School, Little Stars Preschool and 70th Portsmouth Scout Hut, University of Portsmouth Langstone Student Village, Langstone Church Centre Pre-School, Moorings Way Infant School.
- Homes for the Aged: Easterlea Rest Home, Alexander Rose Residential Care Home.
- Religious Buildings: Christ Church, Langstone Church.

25.7.2.28. Hillcrest Children’s Services will also be affected by loss of access to part of the grounds for up to two weeks per circuit (so up to four weeks in total) during cable installation.

25.7.2.29. As set out in the Traffic Management Strategy (document reference 6.3.22.1), to avoid disturbance to schools construction of the Cable Corridor where practicable will take place during the school holidays where there are schools located directly adjacent to the Onshore Cable corridor. These include:

- Solent Junior School on Solent Road and Solent Infant School on Eveleigh Road, adjacent to Farlington Avenue; and
- Mooring Way Infant School, Moorings Way.

25.7.2.30. The Traffic Management Strategy (document reference 6.3.22.1) also includes measures to continue to provide access to emergency services adjacent to the Order Limits.

25.7.2.31. In addition, there are a number of community facilities listed in Appendix 25.2 (Socio-economic Receptors within 500 m) which are within the 500 m study area and are likely to be affected by indirect effects, particularly congestion and severance. These include a further 17 schools, 11 early childhood facilities, one college (Portsmouth College), one library, 11 churches, three GP’s and medical services, three dentists, nine pharmacies, two care homes and five opticians.

25.7.2.32. The sensitivity of access related to these community facilities is generally **medium**, although any access required for emergency services would be **high**. The magnitude of change prior to any additional mitigation is considered to be **low** as there would be a limited reduction in accessibility as it is assumed that access would be maintained to these facilities. Direct effects would be limited to 1-2 weeks for each cable circuit, although the duration of other disruption such as congestion is likely to last up to several weeks as the cable installation progresses, depending on the location of the community facility. Therefore, there is likely to be a direct, temporary, short-term, **moderate adverse** (significant) effect on community facilities.

Effects on Users of Recreation, Leisure Facilities and Open Space and Non-Motorised User Routes

Non-Motorised User Routes

25.7.2.33. There are 53 PRoW within the study area for the Proposed Development. The location of these routes is shown on Figure 25.2 and in Appendix 25.2 (Socio-economic Receptors within 500 m).

25.7.2.34. It is anticipated that seven of these PRoW will be intersected by the construction of the Onshore Cable Corridor and would need to be temporarily diverted for health and safety purposes. The PRoW are listed below:

- PRoW 4 – Section 1, farm track between Broadway Farm and Little Denmead Farm;
- PRoW 41 – Section 2, bridleway between Anmore Road and Edney Lane;
- PRoW 11– Section 4, starting at Maurepas Way;
- PRoW 17 – Section 4, located along Milk Lane;
- PRoW 24 – a short length of footpath connecting Drayton Lane and the B2177 to the south west of the Order Limits for the Proposed Development;
- PRoW 31 – Section 5, a small section of footpath which provides a link between Eastern Road and Copsey Grove; and
- PRoW 33 – Section 6, Zetland Fields.

25.7.2.35. The proposed diversions are not considered to add substantial distance to the journey length of the PRoW (**medium** sensitivity) and, with the exception of PRoW 4, would only be for a temporary duration of time (not more than 1-2 weeks for each circuit at each location specified above). As such, the magnitude of change in terms of severance is considered to be **low**, leading to a **minor-moderate** (not significant) adverse, direct, temporary short-term effect.

- 25.7.2.36. The magnitude of change for PRoW 4 is considered to be **medium**, as it may be diverted for a longer period of time due to construction of the Converter Station Area, resulting in a **moderate** adverse (significant) effect.
- 25.7.2.37. Additionally, there are four Long Distance Walking Routes (**high** sensitivity) that are within the Order Limits (Monarchs Way in Section 1, Wayfarers Walk in Section 3- 4, The Solent Way in Sections 7-10, and Shipwrights Way in Section 10). It is anticipated that the construction of the Onshore Cable Corridor is also likely to directly sever these routes which will require temporary diversions to be implemented. Similar to above, pedestrians using these routes would experience disruption to their journeys and an increase in journey length and time. However, the routes would remain open and only temporarily diverted (1-2 weeks per circuit). In future there may also be a regional section of coastal path, although it is not yet known whether this would be affected. The magnitude of the impact in terms of severance is considered **low**, leading to a **moderate adverse** (significant), direct, temporary short-term effect.
- 25.7.2.38. Sections of off-road cycle routes have also been identified at National Route 222 (**high** sensitivity) alongside Eastern Road and along coast path in Milton Common. As with PRoW, proposed diversions will be designed to avoid adding substantial distance to the journey length of the route. The magnitude of the impact in terms of severance is considered **low**, leading to a **moderate adverse** (significant), direct, temporary short-term effect.
- 25.7.2.39. Chapter 15 (Landscape and Visual Amenity) also assesses effects on amenity for recreation and visitor receptors on individual PRoW, Long Distance Walking Routes and cycle routes, within 3 km of the Converter Station and 120 m along the Onshore Cable Corridor. Within Section 1 there will also be an increase in plant and equipment within the Order Limits associated with the construction of the Converter Station. The preparation of the construction site, earthworks and construction activities are likely to reduce amenity value for those PRoW within Section 1. Effects in Chapter 15 (Landscape and Visual Amenity) were assessed as ranging from moderate – major adverse to minor – moderate adverse (temporary, direct, short-term).
- 25.7.2.40. Chapter 26 (Human Health), assesses combined effects on mental health and wellbeing.

Recreation and Open Space

- 25.7.2.41. The impacts during construction on identified areas of recreation and open space are outlined in Table 25.14 below. It should also be noted that durations in the table below demonstrate a worst case scenario. Appendix 25.5 illustrates how works may progress in practice for a couple of example sites (Farlington Playing Fields and Fort Cumberland Road Car Park) , although these examples are intended to be illustrative only and the exact details will not be known until a construction contractor is appointed.

Table 25.14 - Effects on users of areas of public recreation, leisure and open space within or adjacent to Order Limits

Name of Area	Sensitivity	Impact/ Duration*	Magnitude of Impact	Assessment of Effect
Goodman Fields Section 3	An informal recreation area popular for dog walkers, low sensitivity.	The south-east corner of the field lies within the Order Limits and there will be temporary loss of this field for up to 13 weeks (if used for HDD access).	Medium due to a reduction in open space available for use and alongside reduction in amenity value for users of the area during the period of the works.	Minor to moderate adverse, (not significant) direct, temporary and short-term.
Waterlooville Leisure Centre Section 4	Equivalent to access to community facilities, therefore medium sensitivity.	Reduced access and disturbance (traffic, air quality, noise, visual effects) for 1 – 2 weeks per circuit (up to 4 weeks total).	Given short duration of impacts and use of leisure centre within this period by individual users, magnitude is negligible.	Negligible, direct, temporary and short-term
Portsmouth Hill Section 4	Portsmouth Hill is identified in the PCC Parks and Open Spaces Strategy. As such it is considered to have a high sensitivity.	Reduced access through full and partial loss of car park for up to 4 weeks, in addition to loss of amenity and joint bay construction in open space of up to 4 weeks per circuit (total 12 weeks).	Low, as marginal change to open space, although loss of access.	Moderate adverse (significant), direct, temporary, medium-term.

Name of Area	Sensitivity	Impact/ Duration*	Magnitude of Impact	Assessment of Effect
Purbrook West and East Allotments Section 4	Allotments are identified in the PCC Parks and Open Spaces Strategy and are high sensitivity.	Reduced access and disturbance (traffic, air quality, noise, visual effects) for 1 – 2 weeks per circuit (up to 4 weeks in total).	Given short duration of impacts within existing carriageway and use of allotments, magnitude is negligible.	Negligible direct, temporary and short-term (not significant).
Waterworks Fields Play Area, Section 5	Playing Field and playground and therefore considered high sensitivity.	No direct effect as the area is separated from the Order Limits by residences, with the exception of the Farlington Road access which is adjacent to the Order Limits. Reduced access and indirect disturbance (traffic, air quality, noise) for 1 – 2 weeks per circuit (up to 4 weeks in total).	Given short duration of impacts within existing carriageway and separation from users, magnitude is negligible.	Negligible direct, temporary and short-term (not significant).
Zetland Field Section 6	Zetland Field is identified in the PCC Parks and Open Spaces Strategy. As such it is considered to have a high sensitivity.	A portion of the area is required for construction. It is envisaged that there is likely to be a temporary disruption to access and reduction in amenity due to proximity of construction activities to recreational receptors. The duration is anticipated to be up to 10 weeks.	Low due to temporary partial loss of open space and duration of loss.	Moderate adverse (significant) direct, temporary, short-term effect.

Name of Area	Sensitivity	Impact/ Duration*	Magnitude of Impact	Assessment of Effect
Farlington Playing Fields Section 7	Farlington Playing Fields are identified in the PCC Parks and Open Spaces Strategy. As such it is considered to have a high sensitivity.	Over the construction period, areas within the Playing Fields will be restricted by compounds for two HDDs, cable trenching and a portion of the car park will be used as a temporary laydown area. In total works will be undertaken for 52 weeks, although this is not continuous. Additionally, there is envisaged to be a reduction in amenity due to proximity of construction activities to users.	Medium due to a reduction in open space available, duration of loss and the popularity of the playing fields, alongside reduction in amenity value for users of the remaining area.	Major to moderate adverse (significant), direct, temporary, medium-term effect.
Baffins Milton Rovers Football Ground and associated sports ground Section 7	Kendall Wharf is leased to the Baffins Milton Rovers which is identified in the Draft PCC Playing Pitch Strategy 2018-2034. As such it is considered to have a high sensitivity.	A portion of the grounds and football pitches are located within the Order Limits. The Onshore Cable Corridor has been designed to avoid the Football Club's main pitch but training areas will be temporarily restricted for up to 8 weeks. There will also be loss of amenity during this period.	Low due to temporary partial loss of open space and duration of loss.	Moderate adverse (significant), direct, temporary, medium-term effect.
Great Salterns Golf Course	Equivalent to access to community facilities,	Disruption to access and disturbance (traffic, air quality,	Low given duration of impacts and use within	Minor to moderate adverse (not

Name of Area	Sensitivity	Impact/ Duration*	Magnitude of Impact	Assessment of Effect
Section 8	therefore medium sensitivity.	noise, visual effects) for up to 8 weeks during works to adjacent Eastern Road.	this period by individual users.	significant), direct, temporary, short-term.
Milton Common Section 8	Milton Common is identified in the PCC Parks and Open Spaces Strategy and has a network of informal paths that provide good access around the area and to Langstone Harbour Coastal Path. As such it is considered to have a high sensitivity.	Portions of the common on the western and eastern sides are within the Order Limits, in addition to an HDD in the northwest corner. Access to construction areas is expected to be restricted for a period of 23 weeks (not continuous). There will also be loss of amenity during this period.	Medium due to temporary loss of open space and duration of effect. The temporary loss of the area will not preclude use of the entire open space.	Moderate adverse (significant), direct, temporary, short-term.
Langstone Harbour Viewing Car Park Section 8	Car Park used as a recreational area and a starting point along the Langstone Harbour Waterside Walk. Low due to local use.	The Car Park associated with the Langstone Harbour Viewing Car Park may require temporary suspension throughout the course of construction on the southbound carriageway (up to 2 weeks).	Low due to temporary loss of access to car park and short duration of effect.	Minor adverse (not significant), direct, temporary, short-term.

Name of Area	Sensitivity	Impact/ Duration*	Magnitude of Impact	Assessment of Effect
University of Portsmouth Playing Fields and Langstone Sports Site Section 9	Equivalent to access to community facilities, therefore medium sensitivity.	The football pitches to the east of the University of Portsmouth Langstone Campus included within the Order Limits will temporarily be restricted for use for up to 12 weeks. Langstone Sports Site is located to the west of the University of Portsmouth Campus and not directly affected.	Medium given duration of impacts and use within this period by individual users.	Moderate adverse (significant) direct, temporary, short-term.
Milton Locks Nature Reserve and Milton and Eastney Allotments Section 9	Allotments and nature reserves are identified in the PCC Parks and Open Spaces Strategy and are high sensitivity.	No impact is predicted as the Onshore Cable Corridor will be HDD under these sites.	None.	None – avoided due to HDD design.
Kingsley Road Open Space Section 9	An informal recreation area popular for dog walkers, low sensitivity.	The Cable Corridor crosses this informal open space resulting in partial temporary loss of land required for up to 24 weeks (though potentially not continuous). There will also be loss of amenity during this period.	Medium due to a reduction in availability of open space and duration of effect.	Minor to moderate adverse (not significant), direct, temporary, medium-term effect.

Name of Area	Sensitivity	Impact/ Duration*	Magnitude of Impact	Assessment of Effect
Bransbury Park Section 9	Bransbury Park is identified in the PCC Parks and Open Spaces Strategy and has a children's play area. As such, skate park, miniature railway and floodlit sports area for netball, tennis and football. As such, it is considered to have a high sensitivity as it is designated public open space.	<p>The proposed construction activities will not preclude the use of the park as the area that is proposed to be utilised for construction limited to the west of the skate park and to the north of the existing football pitches. Bransbury Road Car Park will also be used limiting access for those travelling by car.</p> <p>The duration is anticipated to be up to 12 weeks (not continuous), including the car park.</p>	Medium due to a reduction in availability of open space and duration of effect. However, the temporary loss of the area will not preclude use of the key features of the park.	Major to moderate adverse (significant), direct, temporary, short-term.
Fort Cumberland Site of Importance for Nature Conservation and Car Park Section 10	Nature reserves are identified in the PCC Parks and Open Spaces Strategy and are high sensitivity.	Open space is not directly affected. Loss of amenity and partial loss of access to car park from construction works for up to 66 weeks (not continuous).	Low, as no direct change to open space, although partial loss of access.	Moderate adverse (significant), direct, temporary, medium-term.

Name of Area	Sensitivity	Impact/ Duration*	Magnitude of Impact	Assessment of Effect
Eastney Beach Section 10	Likely to attract visitors from Portsmouth and surrounding area. Sensitivity is medium.	No direct impact is predicted as the Onshore Cable Corridor will be in HDD under these sites. However, partial loss of Fort Cumberland Road Car Park for up to 66 weeks (not continuous).	Low as open space not directly affected, partial loss of car park may affect amenity use.	Minor to moderate adverse (not significant), direct, temporary, medium-term.

*Duration includes all works including HDD, cable trenching, joint bays, etc and may not be consecutive, for example due to installation of different circuits.

Disruption to Tourism

- 25.7.2.42. Tourism receptors identified in the baseline include leisure or recreational facilities within 500 m of the Order Limits (SDNP, Southsea Leisure Park, Southsea Marina and Boatyard, Eastney Beam Engine House Museum and Harbourside Leisure Park), in addition to a number of tourist attractions within 5 km and annual events that are likely to bring in visitors.
- 25.7.2.43. For the majority of tourism receptors, the impacts will be limited to traffic congestion. It is not considered that congestion will increase to such a degree that it discourages people from visiting the area (i.e. will not reduce visitor numbers) or affect destinations such as the Port of Portsmouth. The Traffic Management Strategy programmes road work outside key periods, such as Christmas shopping. In addition, there is potential that it may encourage increased train travel for destinations in Portsmouth. Due to the regional importance of the attractions and events they are considered to be of **medium** sensitivity. The change in magnitude is anticipated to be **negligible**, and the effect is therefore assessed as **negligible**.
- 25.7.2.44. However, for the Victorious and South Central festivals, which uses Farlington Playing Fields as a campsite, the magnitude of the effect is **medium**, due to potential partial loss of areas of the fields. The impact is assessed as **moderate adverse** (significant), direct, temporary and short term.
- 25.7.2.45. Effects on the SDNP are covered in Chapter 15 (Landscape and Visual Amenity), including impacts on setting which are assessed as moderate adverse during construction. It is considered unlikely that the construction of the Proposed Development will affect visitor numbers, given the relatively small proportion of the National Park that would be affected. Therefore, in relation to the socio-economic assessment, the sensitivity of the SDNP is assessed as **high**, the magnitude of change to tourism is **negligible** and the effect is assessed as **negligible** significance.
- 25.7.2.46. Temporary access and disruption impacts to both Harbourside Park and Eastney Beam Engine House Museum are consistent with those described above for Commercial Businesses. Works outside the Harbourside Caravan Park would take approximately 7 days per circuit, although the duration of congestion outside the Park is likely to be longer while cabling work is undertaken on the adjacent Eastern Road. Similarly, works on Henderson Road which provides access to the Eastney Beam Engine House would last approximately 7 days per circuit, although traffic congestion would be for a longer period. Both receptors are assessed as **medium** sensitivity, the magnitude of change is assessed as **low** and the impact is **minor to moderate** (not significant), indirect, temporary and short-term.

- 25.7.2.47. In relation to tourism, construction effects on Southsea Leisure Park would also include changes to the view, in particular the drilling equipment and construction of the ORSs (Chapter 15 (Landscape and Visual Amenity)), movement of construction traffic (Chapter 22 (Traffic and Transport)) and noise (Chapter 24 (Noise and Vibration)) as described for residences and businesses above. In addition, a minor adverse effect is predicted from vibration from the HDD under the Southsea Leisure Park (Chapter 24 (Noise and Vibration)).
- 25.7.2.48. Although the HDD will avoid trenching through the holiday park, the associated works in the Fort Cumberland Road Car Park is anticipated to be for a period of duration of up to 66 weeks at this location. Occupants of the holiday lodges on the north-eastern side of the park, in particular, are likely to experience a combination of project effects. There may also be some reduced amenity for holiday lodges on the sea front in relation to vessels and cable installation for the marine works. Impacts to views will be mitigated to some degree due by existing trees which screen the site. The Leisure Park is assessed as being of **medium** sensitivity, the magnitude of change is assessed as being **medium** and the effect is **moderate** (significant) adverse indirect, temporary, and short-term.

25.7.3. OPERATIONAL STAGE (INCLUDING REPAIR AND MAINTENANCE)

Embedded Mitigation

- 25.7.3.1. A set of landscape mitigation principles were agreed with the LPAs and SDNPA. These principles have been used to inform indicative landscape mitigation plans, and are also included in the Design Principles detailed in the Design and Access Statement (document reference 5.5).
- 25.7.3.2. The Design Principles cover general, building design, landscape, sustainability principles in relation to the Converter Station and principles in relation to the design of the Optical Regeneration Station(s). The Converter Station Design Principles are relevant in the context of its impact on the surrounding landscape character and visual amenity. These are discussed further within Chapter 15 (Landscape and Visual Amenity).

Effects on Users of Recreation and Open Space and Non-Motorised User Routes

- 25.7.3.3. During operation none of the cable components of the Proposed Development will be visible above the ground (save for Link Pillars which would be negligible in terms of landscape character and visual amenity effects and are therefore not assessed in Chapter 15 (Landscape and Visual Amenity). As such, the potential impacts on recreation, open space and non-motorised routes are limited to Sections 1 and 10 as this is where the Converter Station and ORS are located respectively and in relation to which the potential for impacts on visual amenity is assessed.

- 25.7.3.4. There are seven PRow within 500 m of the Proposed Development within Section 1. None of these PRow will be subject to permanent diversions or closures. However, there may be a reduction in amenity value as a consequence of the introduction of the Converter Station. Chapter 15 (Landscape and Visual Amenity) details the potential impact on the views for pedestrians from these routes. The visual assessment for PRow and cyclists on Broadway Lane in Chapter 15 (Landscape and Visual Amenity) assesses impacts as ranging from moderate-major to minor-moderate after mitigation, in the first year of operation, reducing to moderate to negligible in the long term (after 20 years). No additional impacts on PRow are reported in the socio-economic assessment. There are no PRow at the ORS.
- 25.7.3.5. There are no informal or formal areas of open and recreation space within 500 m of Section 1. As such, there are no impacts on recreation and open space during operation of the Proposed Development.
- 25.7.3.6. Chapter 15 (Landscape and Visual Amenity) assesses the landscape and visual effects on the setting of the SDNP. At Year 0 this is moderate – major to moderate and reduces to minor over the course of 20 years as landscape planting becomes established. It is considered unlikely that the construction of the Converter Station Area will have any effect upon the desirability of the SDNP as a visitor attraction, given the small extent of the National Park that would be affected by the development.
- 25.7.3.7. The ORS is located within 500 m of a number of open spaces, however no effects have been identified in relation to access to these spaces. The ORS will, however, occupy a small area within the Fort Cumberland Road Car Park. This car park is utilised by users of the adjacent Open Space SINC. The car park can also be used to access Eastney Beach. The SINC is of **high** sensitivity, the magnitude of change is considered **negligible** as the open space is indirectly affected by very small area lost to car parking as the maximum size of the compound which houses the ORS will be 18 m x 34 m. The effect is assessed as **negligible** (not significant), indirect, permanent and long-term.

25.8. CUMULATIVE EFFECTS

25.8.1. INTER-PROJECT EFFECTS

- 25.8.1.1. In order to screen projects for the inter-project cumulative effects assessment ('CEA') relating to socio-economics the following threshold criteria has been applied:
- The Zone of Influence ('ZOI') for other developments has been identified as up to 1 km from the Order Limits. This is wider than the 500 m baseline study area to capture overlapping catchments.
 - The scale and nature of other developments: projects greater than 0.5 ha, used as a threshold for likely significant effects in Schedule 2 of the EIA Regulations. However, it is also acknowledged that some projects under this threshold may

give rise to cumulative effects, so projects within 100 m of the Order Limits are included due to their proximity to the Proposed Development.

- Temporal scope: construction would need to fall within 1 year with Aquind construction for cumulative construction effects to be applied.

Construction Stage

- 25.8.1.2. There is potential for cumulative effects to occur when multiple developments are being constructed at the same time. Impacts described above including disruption from reduced access, noise dust and visual annoyance, traffic congestion and reduced amenity from multiple sources, have the potential to combine and increase the magnitude of impact on socio-economic receptors. This may only affect a few receptors, for example a few dwellings adjacent to both the Order Limits and small building projects or may affect multiple receptors, for example an area situated adjacent to both the Order Limits and a large scale residential extension.
- 25.8.1.3. Appendix 25.3 (Cumulative Effects Assessment Matrix (Stage 1 & 2)) of the ES Volume 3 (document reference 6.3.25.3) and Appendix 25.4 (Cumulative Effects Assessment Matrix (Stage 3 & 4)) of the ES Volume 3 (document reference 6.3.25.4) provide the assessment of cumulative effects. Those projects identified for assessment are listed below, mainly on the basis of potential for overlapping construction periods. It should be noted that exact construction periods for these developments are not currently known, therefore it is not known for certain whether construction periods will overlap. Although some developments listed may have been completed prior to the construction of the Proposed Development, for the purpose of this assessment, it is assumed that they do, to provide a worst case scenario.
- 25.8.1.4. For smaller scale developments (e.g. house conversions and small building projects) minor adverse effects were identified for land associated with residences and businesses (**medium sensitivity**) where the construction period has the potential to overlap and increase disturbance (including noise, traffic, changes to access). No other socio-economic receptors were identified as being associated with these developments. The effects are **low magnitude**, with a duration of several weeks and limited to adjacent properties. The following were assessed as having **minor** significance cumulative effects:
- 108 London Road, Widley, Waterlooville (7);
 - Land at 38-44 London Road, Purbrook (8);
 - Former BAE Systems, Waterloo Park, Elettra Avenue, Waterlooville (Hambledon Road) (11);
 - Land adj 1A Eveleigh Road, Portsmouth (20);
 - Portsmouth Park Hotel, Eastern Road, Portsmouth (21);

- Land to north of Harbourside Holiday and Lodge Park (27);
- Cliff House, Dayton Lane, Portsmouth (33);
- 81 Solent Road, Portsmouth (34);
- Land to rear of 32-36 Mill Road, Denmead (37);
- Land South of Lovedean Electricity Substation, Broadway Lane, Lovedean (67);
- Land to the south of Old Mill Lane and east/south-east of The Haven, Denmead (68);
- 36 Mill Road Denmead (69); and
- Lovedean Electricity Station, Broadway Lane, Lovedean, Waterlooville (70).

25.8.1.5. For larger developments (e.g. mixed-use developments and larger residential developments) located close to the Onshore Cable Corridor, minor adverse effects were identified for residences and businesses (**medium sensitivity**) where the construction period has the potential to overlap and increase disturbance (including noise, traffic, changes to access). The effects are **low** magnitude, with a duration of several weeks and limited to adjacent properties. The following were assessed as having **minor to moderate** significance cumulative effects:

- Waterlooville Swimming Pool, Waterberry Drive, Waterlooville (10);
- St James Hospital, Locksway Road, Southsea (28);
- Admiral Lord Nelson School, Dundas Lane, Portsmouth (29);
- Berewood Phase 2 Development Site, London Road, Purbrook (50);
- Southsea Seafront from Long Curtain Moat in the West to Eastney Marine Barracks (74); and
- North Portsea Island Coastal Flood Defence Scheme, Eastern Road and Kendall's Wharf (62).

25.8.1.6. The North Portsea Island Coastal Flood Defences Scheme also has potential for cumulative effects on Baffins Milton Rovers Football Ground and associated sports ground (high sensitivity) if constructed concurrently, leading to a moderate adverse significant effect.

25.8.1.7. Those developments that are larger in scale but located further away from residences, businesses community facilities and other socio-economic receptors, negligible magnitude and **negligible** cumulative effects are predicted due to traffic effects only for:

- Woodcroft Farm Development Site, Woodcroft Lane, Waterlooville (9);
- Former Kingston Prison, Milton Road, Portsmouth (16);

- Former Dairy Site, Station Road, Portsmouth (23);
- 170 Milton Road, Portsmouth (26);
- Unit 5, Interchange Park, Robinson Way, Portsmouth (30);
- Self-Drive Depot, Airport Service Road, Portsmouth (31);
- 142 Milton Road, Portsmouth (35);
- Land Bounded by Tanners Lane, Kidmore Lane and Anmore Road, Denmead (36);
- Grainger Development Site Land West of London Road, Waterlooville/Newlands (43);
- Berewood Phase 1, Hambledon Road, Denmead (46);
- Land at Old Park Farm, Wimpey Site, Hambledon Road (47);
- Berewood Phase 10a, South of Marrelsmoor Avenue, Waterlooville (54);
- Berewood Phase 9a, West of Marrelsmoor Avenue, Waterlooville (55);
- Berewood E2, Plot 1, Houghton Avenue, Waterlooville (56);
- Locks Farm, Botley Road, Bishops Waltham (57);
- Portsmouth City Centre Highway Network incorporating parts of Mile End Road, Church Street, Commercial Road Marketway, Charlotte Street, Cascades Approach, Hope Street, Flathouse Road (58);
- Welborne Land North of Fareham (59);
- Site of Fawley Power Station, Fawley (60);
- Land South of, Chalton Lane, Clanfield, Waterlooville (71);
- Yew Tree Cottage, Eastland Gate, Lovedean, Waterlooville (72); and
- England Coast Path – Portsmouth to South Hayling (73).

Operational stage

25.8.1.8. No inter-project cumulative effects were identified during operation.

25.8.2. INTRA-PROJECT EFFECTS

25.8.2.1. A number of effect interactions are considered in the assessment in relation to how disruption from construction can include access, traffic, noise, air quality and visual effects.

25.8.2.2. Depending on a more detailed construction programme which will be developed when a construction contractor is appointed, there is also potential for intra-project cumulative effects to occur if multiple areas used for recreation and open space are affected concurrently. As detailed in Chapter 4 (EIA Methodology), Chapter 29 (Cumulative Effects) presents a consideration of the potential intra-project effects for the Proposed Development.

25.9. PROPOSED MITIGATION AND ENHANCEMENT

25.9.1.1. Proposed mitigation and enhancement measures are outlined below. It should be noted that the mitigation as set out in Chapter 15 (Landscape and Visual Amenity), Chapter 22 (Traffic and Transport), Chapter 23 (Air Quality) and 24 (Noise and Vibration) will also assist in reducing intra-project effects on these receptors.

25.9.2. EMPLOYMENT GENERATION

25.9.2.1. Measures would be put in place, where possible, to maximise the potential for the workforce and supply chain to be sourced locally. These measures could include:

- Working with local people and local business to ensure that, where practicable, investment in the South East, stays in the South East.
- Engaging with Jobcentre Plus to ensure local job opportunities, where practicable are advertised to local unemployed people and identifying opportunities to help people get back into employment through work placements, education and skills training.
- Upskill people working on the Proposed Development, where practicable through experience, training and development programmes.

25.9.3. DISRUPTION TO BUSINESSES AND RESIDENCES

- 25.9.3.1. Measures will be put in place to reduce disruption to businesses and residents during the construction period. These measures outlined in the Onshore Outline Construction Environmental Management Plan ('CEMP') as part of embedded mitigation relating to communication state:
- Businesses, residents and community facilities who are likely to be impacted during construction will be consulted about access requirements.
 - Where construction activities impact on the ability for customers to determine whether or not a business is still open, signage will be erected such as 'Business as Usual signs' to publicise that the business is still open.
- 25.9.3.2. The construction contractor would need to develop these measures so that communication methods are effective during construction.
- 25.9.3.3. There will be occasions where vehicular access to residential or commercial properties would be needed at different times and in this situation, road plates can be used to bridge the longitudinal excavations to open the carriageway to provide access with full vehicular access being reinstated overnight. This will be determined by the Contractor on a case-by-case basis.

25.9.4. DISRUPTION TO COMMUNITY FACILITIES

- 25.9.4.1. Similar to the mitigation applied above, Community Facilities would be consulted prior to construction where access arrangements would be directly affected. Traffic management systems and diversion routes would be put in place to maintain access to identified community facilities.
- 25.9.4.2. Vehicular access will be maintained at all times to community facilities which perform emergency service activities. Specific measures are outlined in the Traffic Management Strategy and include road plates.
- 25.9.4.3. Works adjacent to Solent Infant School on Eveleigh Road and Mooring Way Infant School, Moorings Way will where practicable be programmed to coincide with the school holidays, even though overlaps with the immediate periods on either side of such holidays are possible. The construction programme will be reviewed by the construction contractor (s) to see whether it is practicable to work within school holidays for other schools near the Order Limits.

25.9.5. EFFECTS ON USERS OF RECREATIONAL AND OPEN SPACE, LEISURE FACILITIES AND PEDESTRIAN ROUTES

- 25.9.5.1. To ensure that adverse effects on amenity value and disruption are reduced as far as possible during the construction stage of the Proposed Development, the following mitigation measures would be incorporated into the Onshore Outline CEMP:
- The community groups who utilise the areas of recreational and open space which will be impacted by the construction of the Proposed Development would be informed of the nature, timing and duration of particular activities during the construction stage; and
 - If alternative routes or spaces are required to be utilised in and around areas of open and recreational space, directions would be clearly communicated at the appropriate place.
- 25.9.5.2. The construction programme will be reviewed by the construction contractor(s) to see where there are opportunities to reduce effects on open space, for example by reducing construction programme though concurrent working on a single or multiple spaces (including car parks) and avoiding key events (also see tourism). Appendix 25.5 provide an illustrative phasing of works that might be undertaken to reduce the impact on public open space for Farlington Playing Fields.
- 25.9.5.3. This would also apply to where there may be cumulative effects with North Portsea Island Coastal Flood Defence Scheme at Kendall's Wharf if construction is concurrent. Site liaison would be required to ensure construction site management minimises disturbance in this area.
- 25.9.5.4. The areas required for longer- term construction works, such as Trenchless methods, within the Order Limits will also be reviewed by the construction contractors to determine whether there are any opportunities to reduce areas of open space required for long-term works. The Applicant will discuss with local authorities and University of Portsmouth opportunities to provide temporary mitigation during periods of disruption, such as where sports pitches are affected, reconfiguring pitches to maximise use of unaffected areas.
- 25.9.5.5. The Fort Cumberland Road Car Park is currently unsurfaced. As part of reinstatement works following construction, the Applicant will leave the car park in better condition in discussion with PCC.
- 25.9.5.6. Areas of open space will be restored to the same condition as they were in prior to construction.

25.9.6. DISRUPTION TO TOURISM

25.9.6.1. Prior to construction, the Contractor will review the events programme to determine where it may be possible for construction on key transport routes and relevant areas of open space to avoid one-off events. Where this is not possible, the Contractor will liaise with event organisers to implement additional traffic management or other measures to minimise disruption and congestion, such as screening of compounds and provision of security.

25.9.7. EFFECTS ON NON-MOTORISED USERS, RECREATION AND OPEN SPACE

25.9.7.1. The Fort Cumberland Road car park is currently unsurfaced. As part of reinstatement works following construction, the Applicant will leave the car park in better condition in discussion with PCC. This can encourage better parking and greater capacity use of the remaining car park area.

25.10. RESIDUAL EFFECTS

25.10.1.1. Table 25.15 provides a summary of the findings of the assessment, including the residual effects following the implementation of the above described mitigation measures. In summary, the residual effects are:

- Increase in employment during construction (Minor beneficial, not significant).
- Temporary disruption to residences and businesses from changes to access, traffic, noise, air and visual amenity (minor adverse, not significant) and temporary loss of access for businesses to outside space including parking (minor to moderate adverse, not significant).
- Temporary disruption to community facilities from changes to access, traffic, noise, air and visual amenity (minor, not significant).
- Temporary diversion during construction for users of seven PRow and four long distance footpaths and an off-road cycle route (Minor to moderate adverse, not significant).
- Temporary loss of open space, access and amenity during construction at Farlington Playing Fields and Bransbury Park (Moderate adverse, significant).
- Temporary loss of open space, access and amenity during construction at Portsdown Hill, Zetland Field, Baffins Milton Rovers Football Ground and associated sports ground, Milton Common, Fort Cumberland SINC Car Park (Moderate to minor adverse, not significant), in addition to Goodman's Field, Great Saltern's Golf Course, Langstone Harbour Viewing Car Park, Kingsley Road Open Space, Eastney Beach (Minor adverse, not significant); Waterlooville Leisure Centre, Purbrook West and East Allotments, Waterworks Fields Play Area, Milton Locks Nature Reserve and Milton and Eastney Allotments (Negligible/ none, not significant).

- Temporary disruption from changes to access, traffic, noise, air and visual amenity for tourist receptors - visitors to Southsea Leisure Park, Victorious Festival and South Central Festival (Moderate adverse, significant).
- Temporary disruption from changes to access, traffic, noise, air and visual amenity for tourist receptors and events - visitors to Harbourside Park (Minor adverse, not significant) and other tourist receptors and events (Negligible).
- Loss of amenity for users of PRow at the Converter Station during operation (Moderate, minor to moderate adverse as reported in Chapter 15 (Landscape and Visual Amenity) and significant).
- Reduced car parking at Fort Cumberland Car Park for recreational open space during operation (Negligible, not significant).

Table 25.15 – Summary of Effects Table for Socio-Economics

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
Construction Stage				
Increase in employment	Regional and national employment	Minor +/ D/ T/ MT	Measures to employ and upskill local workforce where possible.	Minor (not significant) +/ D/ T/ MT
Disruption from changes to access, traffic, noise, air and visual amenity.	Residences	Minor to Moderate - / T / D / ST	Traffic Management Strategy. Construction Traffic Management Plan. Consultation with affected users.	Minor (not significant) - / T / D / ST
Disruption from changes to access, traffic, noise, air and visual amenity.	Businesses – Southsea Holiday Park	Moderate - / T / D / ST	Traffic Management Strategy. Construction Traffic Management Plan. Consultation with affected user.	Minor to moderate (not significant) - / T / D / ST

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
Disruption from changes to access, traffic, noise, air and visual amenity.	Businesses	Minor to Moderate - / T / D / ST	Traffic Management Strategy. Construction Traffic Management Plan. Consultation with affected users.	Minor (not significant) - / T / D / ST
Temporary loss of access or outside space including car parking	Businesses Hampshire Rose pub, Sainsburys, Kendalls Wharf, Great Salterns Mansions Harvester, Thatched House Public House, Tudor Sailing Club and Andrew Simpson Watersports Centre, Langstone Harbour Fisherman's Association	Moderate - / T / D / ST	Traffic Management Strategy. Construction Traffic Management Plan. Consultation with affected users.	Minor to moderate (not significant) - / T / D / ST
Disruption from changes to	Community Facilities	Moderate	Traffic Management Strategy.	Minor to moderate (not significant)

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
access, traffic, noise, air and visual amenity.		- / T / D / ST	Construction Traffic Management Plan. Consultation with affected users. Contractor review of construction programme.	- / T / D / ST
Severance and diversion of PRow and long distance paths	Users of seven PRow four long distance footpaths	Minor to Moderate/ Moderate - / T / D / ST	Traffic Management diversions. Consultation with user groups and local authority.	Minor to moderate (not significant) - / T / D / ST
Severance and diversion of off-road cycle routes	Cycle routes and users	Moderate - / T / D / ST	Traffic Management diversions. Consultation with user groups and local authority.	Minor to moderate (not significant) - / T / D / ST

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
Temporary loss of recreational areas and amenity	Recreation & open space and users: Farlington Playing Fields Bransbury Park	Major to Moderate - / T/ D /MT	Consultation with affected users and local authority. Restoration of recreational and open space and car parks. Contractor review of construction programme and working areas.	Moderate (significant) - / T/ D /MT
Temporary loss of recreational areas and amenity	Recreation & open space and users: Portsmouth Hill Zetland Field Baffins Milton Rovers Football Ground and associated sports ground Milton Common University of Portsmouth Playing Fields	Moderate - / T/ D/ ST	Consultation with affected users and local authority or landowner. Restoration of recreational and open space and car parks. Contractor review of construction programme and working areas.	Minor to moderate (not significant) - / T/ D / ST

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
	Fort Cumberland SINC (Car Park)			
Temporary loss of recreational areas and amenity	Recreation & open space and users: Goodman Fields Great Salterns Golf Course Langstone Harbour Viewing Car Park Kingsley Road Open Space Eastney Beach	Minor to Moderate, Minor - / T/ D/ ST	Consultation with affected users and local authority. Restoration of recreational and open space. Contractor review of construction programme.	Minor (not significant) - / T/ D / ST
Temporary loss of recreational areas and amenity	Recreation & open space and users: Waterlooville Leisure Centre Purbrook West and East Allotments	Negligible / None	N/A	Negligible / None (not significant)

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
	Waterworks Fields Play Area Milton Locks Nature Reserve and Milton and Eastney Allotments			
Disruption from changes to access, traffic, noise, air and visual amenity.	Tourist receptors and events: Visitors to Harbourside Park Eastney Beam Engine House Museum	Minor to Moderate - / T / I / ST	Traffic Management Strategy. Construction Traffic Management Plan. Consultation with affected users.	Minor (not significant) - / T / I / ST
Disruption from changes to access, traffic, noise, air and visual amenity.	Tourist receptors and events: Victorious Festival, South Central Festival, Visitors to Southsea Leisure Park	Moderate - / T / I / ST	Traffic Management Strategy. Construction Traffic Management Plan. Contractor review of programme and	Moderate (significant) - / T / I / ST

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
			consultation with event organisers. Consultation with affected users.	
Disruption from changes to access, traffic, noise, air and visual amenity.	Other tourist receptors and events	Negligible	Traffic Management Strategy. Construction Traffic Management Plan.	Negligible (not significant)
Operational Stage				
Loss of amenity for pedestrians	PRoW at the Converter Station	Visual and amenity effects only (see Chapter 15) ranging from moderate- minor to minor-moderate. -/P /D /LT	Embedded - Design Principles (Chapter 15).	Moderate to minor-moderate (significant, Chapter 15) - /P /D /LT

Description of Effects	Receptor	Significance and Nature of Effects Prior to mitigation	Summary of Mitigation/Enhancement	Significance and Nature of Residual Effects following Mitigation / Enhancement
Reduced car parking for recreational open space	Eastney Beach and Fort Cumberland SINC	Negligible - / P / I / LT	Resurfacing of car park, encouraging better parking and more capacity (as part of construction mitigation).	Negligible (not significant) - / P / I / LT

Key to table:

+ / - = Beneficial or Adverse P / T = Permanent or Temporary, D / I = Direct or Indirect, ST / MT / LT = Short Term, Medium Term or Long Term, N/A = Not Applicable

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