

Southampton to London Pipeline Project

Volume 6

Environmental Statement (Volume B)
Chapter 13: People and Communities

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13 People and Communities

13.1 Introduction

- 13.1.1 This chapter assesses the potential significant effects that could result from the project on people and communities. In this context, 'potential effects' refers to the potential social and economic consequences of the project on human populations. These potential effects are linked to the way in which people live, work, play, relate to one another, organise to meet their needs and generally operate as members of society.
- 13.1.2 This assessment considers the potential significant effects for 'effects on communities' and 'tourism'.
- 13.1.3 Disruption to receptors under this assessment is considered to occur only when significant impacts are anticipated for the following environmental effects and they occur in combination with one another: noise and vibration effects, landscape and visual effects, and traffic and transport effects. The combination of some, or all, of such effects contribute to the overall level of community disruption.
- 13.1.4 Air quality impacts have not been considered in the assessment of disruption, as no significant impacts were identified when considering the use of good practice measures (Appendix 13.2 Air Quality Technical Note).
- 13.1.5 In addition, the significance of potential effects on community cohesion is also considered within this assessment. 'Community cohesion', in its simplest form, is the term used to describe how everyone in a geographical area lives alongside each other with mutual understanding and respect. A cohesive community is one where a person has a strong sense of belonging. It is safe, vibrant and able to be resilient and strong when tensions occur. Community cohesion describes the ability of a community to function and grow in harmony together, rather than in conflict. It is the cumulative effect of significant environmental or social effects that determine the impacts on the social or community cohesion of an area.
- 13.1.6 In respect to tourism, and the location and extent of the project, a bespoke approach has been used to determine the potential impacts on the South Downs National Park as outlined in paragraphs 13.2.14 to 13.2.20.
- 13.1.7 This people and communities assessment is supported by the following Environmental Statement (ES) chapters, appendices and figures:
- Chapter 10 Landscape and Visual;
 - Appendix 13.1 Traffic and Transport Technical Note;
 - Appendix 13.2 Air Quality Technical Note;
 - Appendix 13.3 Noise and Vibration Technical Note;
 - Appendix 13.4 Human Health Technical Note;
 - Figure 13.1 Community Receptors; and
 - Figure 13.2 Tourism Receptors.



- 13.1.8 Chapter 12 Land Use considers receptors and all land plots within the Order Limits.
- 13.1.9 A separate study has been undertaken to understand the potential effects of the project at specific open space locations, which is included within the Planning Statement (**application document 7.1**). It considers the potential impacts on specific individual open space receptors and the details around the reinstatement of these areas. This assessment does not form part of the ES, however the conclusions of this people and communities assessment are aligned with that assessment.

Legislative and Policy Background

- 13.1.10 Chapter 2 Regulatory and Policy Context sets out the overarching policy relevant to the project including the overarching National Policy Statement for Energy (EN-1). EN-1 contains the following paragraphs relating to people and communities which have been considered within this chapter:
- Paragraph 5.12.2 states that '*Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES*'; and
 - Paragraph 5.12.3 states that this assessment '*should consider all relevant socio-economic impacts, which may include: the creation of jobs and training opportunities; the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities; effects on tourism; the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure ...; and cumulative effects ...*'. As discussed in section 13.2 below, this assessment considers the potential significant effects for 'effects on communities' and 'tourism' and has scoped out the assessment of other impacts which are not likely to be significant, including the influx of workers. Cumulative effects are assessed in Chapter 15 Cumulative Effects.
- 13.1.11 In addition, Appendix 2.1 Environmental Legislation and Policy includes legislation and national policy relevant to people and communities. Appendix 2.2 Regional and Local Planning Policy provides a review of local policy considerations relevant people and communities.

13.2 Approach and Methods

- 13.2.1 This section describes the methods used to establish the baseline and the approach used to consider and assess the significance of potential effects on people and communities.
- 13.2.2 There is no published guidance or legislation covering the specific assessment of potential impacts on people and communities as a result of large infrastructure projects. Therefore, the methodological approach used for this assessment has been developed using a combination of professional judgement and experience from many other schemes. This approach was outlined within Chapter 13 People and Communities of the Scoping Report (Esso, 2018), the Inspectorate outlined no objection within its published Scoping Opinion.



- 13.2.3 The People and Communities assessment takes a different approach from the other ES chapters in that it considers the residual impacts (post mitigation) from the other topic disciplines (visual, noise and traffic), and then considers whether further commitments or mitigation related to people and communities are required in order to reduce any significant impacts identified. For the assessment of significance, the general approach outlined in Section 6.4 of Chapter 6 Overview of Assessment Process has been broadly followed when considering the significance of impacts of the project on people and communities. In addition, professional judgement and experience is applied throughout the assessment.
- 13.2.1 For the purposes of this assessment, the route and Order Limits are broken down into eight separate sections, further details can be found in Chapter 3 Project Description:
- Section A – Boorley Green to Bramdean;
 - Section B – Bramdean to South of Alton;
 - Section C – South of Alton to Crondall (via Alton pumping station);
 - Section D – Crondall to Farnborough (A327 crossing);
 - Section E – Farnborough (A327 crossing) to Bisley and Pirbright Ranges;
 - Section F – Bisley and Pirbright Ranges to M25;
 - Section G – M25 to M3; and
 - Section H – M3 to West London Terminal storage facility.

Scope of Assessment

- 13.2.2 The scope of the people and communities assessment has been informed by the Scoping Opinion, provided by the Planning Inspectorate (2018) on behalf of the Secretary of State, following the submission of the Scoping Report (Esso, 2018).
- 13.2.3 Table 13.1 summarises the scope of the assessment for people and communities. This table includes the references (for example ID 4.6.1) to the relevant paragraph response from the Planning Inspectorate in the Scoping Opinion. The boxes shaded in grey are the matters that have been scoped out of the assessment following the feedback from the Planning Inspectorate.

Table 13.1: Matters Scoped In and Out of the Assessment (grey shading indicates matters scoped out following feedback from the Planning Inspectorate)

Matter	Potential Effect	Conclusion in the SR (July 2018)	Comments from the Planning Inspectorate in the Scoping Opinion (September 2018)
Employment	Effects on employment during the construction period	Scoped out	(ID 4.7.1) The Planning Inspectorate agreed that there are unlikely to be significant impacts and that this matter can be scoped out of the ES.
	Operational effects in respect of employment	Scoped out	(ID 4.7.2) The Planning Inspectorate agrees that significant effects are unlikely and that this matter can be scoped out of the ES.
Economy	Effects on local and national supply chains during construction	Scoped out	(ID 4.7.3) The Planning Inspectorate agreed that there are unlikely to be significant impacts and that this matter can be scoped out of the ES.
	Operational effects on the local economy and on national and local supply chains	Scoped out	(ID 4.7.4) The Planning Inspectorate agrees that significant effects on local and national supply chains during operation are unlikely and that this matter can be scoped out of the ES.
Tourism	Tourism receptors: effects on tourism receptors (disruption, community severance and changes in access).	Scoped in	Scoped in for construction only.
		Scoped out	(ID 4.7.5) The Planning Inspectorate considers that significant effects are unlikely and that these matters could be scoped out of the people and communities assessment.
	Effects on the tourism sector.	Scoped in	Scoped in for construction only.
		Scoped out	(ID 4.7.7.) The Planning Inspectorate agreed that significant effects on the tourism sector during operation are unlikely and that this matter can be scoped out of the ES.
Accommodation: Operational effects on worker accommodation	Scoped out	(ID 4.7.6.) The Planning Inspectorate agreed that there are unlikely to be significant impacts and that this matter can be scoped out of the ES.	
Effects on communities	Effects from disruption in rural and urban areas (air quality, traffic, noise, vibration and visual impacts) on communities.	Scoped in	Scoped in for construction only.
		Scoped out	(ID 4.7.8) The Planning Inspectorate agrees that significant effects from disruption in rural and urban areas (air quality, noise, vibration and visual impacts) on communities during operation are unlikely and that this matter can be scoped out of the ES.
	Effects from disruption in rural and urban areas (including schools).	Scoped in	Scoped in for construction only.
		Scoped out	(ID 4.7.9) The Planning Inspectorate agrees that significant effects from disruption during operation in rural and urban area (including schools) are unlikely and that this matter can be scoped out of the ES.
		Scoped in	Scoped in for construction only



Matter	Potential Effect	Conclusion in the SR (July 2018)	Comments from the Planning Inspectorate in the Scoping Opinion (September 2018)
	Effects on community severance and changes in access to local communities in rural and urban areas.	Scoped out	(ID 4.7.10) The Planning Inspectorate does not anticipate that these impacts will result in significant effects and agrees that this matter can be scoped out of the ES.
Public safety	Public safety: Construction effects on public safety	Scoped out	(ID 4.7.11) The Planning Inspectorate agrees that significant effects to public safety during construction are unlikely and this matter can be scoped out of the ES.
	Public safety: Operation effects on public safety	Scoped out	(ID 4.2.12) The Planning Inspectorate agrees that significant effects to public safety during operation are unlikely and this matter can be scoped out of the ES.

13.2.4 As reported in Table 13.1, potential effects during the operation phase of the project have been scoped out of the people and communities assessment. Therefore, only the potential effects of construction are assessed.

13.2.5 In addition to the points noted in Table 13.1 the Planning Inspectorate also raised the following comments to consider within the assessment, set out below along with an explanation of how these have been addressed:

- (ID 4.7.13) The Inspectorate does not agree that effects associated with air quality changes due to construction can be scoped out at this stage as there is not enough information provided in the Scoping Report regarding the location and value of sensitive receptors that could be within or adjacent to the Proposed Development route and could potentially be affected by dust deposition, nor does it entirely confirm the risk from construction generated dust associated with the Proposed Development. The ES should clearly identify the risk of construction dust and the sensitivity of tourism and communities receptors for the Proposed Development, where significant effects are likely to occur. The mitigation relied upon in the assessment should be specified in the ES and appropriately secured. Air Quality is assessed within Appendix 13.2: Air Quality Technical Note.
- (ID 4.7.14) The Scoping Report does not explain why a buffer zone of 500m from the Order Limits has been considered in the assessment. Justification for determining this distance should be provided in the ES. The Applicant should make effort to agree the study area with relevant consultation bodies. It should reflect the extent of the anticipated impacts. This study area is explained further in paragraph 13.2.22 with the response from consultation bodies addressed in paragraph 13.2.26.
- (ID 4.7.15) Greater London Authority (GLA) data has not been included in the baseline. A short distance of the Proposed Development would be located within the administrative area of the GLA and it has been determined that including GLA data would not add value to the assessment and has been omitted from the baseline. This approach should be justified, and agreement to this approach should be provided by the relevant consultation bodies. This comment is addressed in paragraph 13.2.28.



13.2.6 The scope of assessment used within this chapter mostly mirrors that which is presented within Table 13.1 and what was presented in the Scoping Report. However, the request to consider schools (separately from other community receptors) is no longer relevant, as the Order Limits have since evolved, with only a handful of schools directly impacted. Therefore the approach to give schools special consideration is no longer appropriate and these are now assessed in the wider context of the assessment of effects on communities along with other sensitive receptors.

13.2.7 The scope of the people and communities assessment is described below for each assessment matter.

Effects on Communities

13.2.8 The assessment of effects on communities considers the potential effects of the construction of the project on the following sensitive receptors within the study area (see 'Study Areas' below in Section 13.2 Approach and Methods), collectively:

- residential receptors – all residential properties;
- commercial receptors – all commercial properties;
- community receptors – for example, community facilities, schools (and associated facilities), hospitals, nursing homes, community centres, places of worship, golf courses; and
- recreation/amenity receptors – greenspaces, Suitable Alternative Natural Greenspace (SANGs), playing fields (pitches), play areas, country parks, open space, open access land, common land, Public Rights of Way (PRoWs), cycleways.

13.2.9 Those recreation/amenity receptors that comprise greenspaces are matched with those provided in Chapter 10 Landscape and Visual. Greenspaces are considered from a recreational perspective, in which a negative impact on the greenspace could adversely affect users of the space. This approach is in line with the Planning Inspectorate's (2018) Scoping Opinion. Greenspaces are presented in Figure 13.1 Community Receptors.

13.2.10 Potential effects on greenspaces are also considered within Appendix 13.4 Health Technical Note in relation to issues of access, severance or availability of greenspaces that could affect human health.

13.2.11 This assessment considers disruption to individual sensitive receptors within each section of the project's route and then assesses on a collective basis whether that section (and the sensitive receptors and their users) would experience a level of disruption considered to be significant. Individual receptors are purposely not 'assessed' or assigned a significance so as to reflect the scope of this assessment, which is to determine the significance of potential disruption to communities.

13.2.12 As outlined in the Scoping Report (Esso, 2018), only the cumulative residual effects from the noise and vibration and visual assessments are considered within largely rural areas (Sections A to C). Traffic effects were considered not to be significant, due to the short duration of potential effects and therefore were 'scoped out' for such



areas. Potential effects from air quality (dust), traffic and transport, community severance and changes in access (due to road closures and diversions) are not anticipated in rural areas due to the short duration of construction activity and the dispersed nature of receptors and as such have been scoped out of the assessment within largely rural areas.

- 13.2.13 For sections of the route which are largely urban areas, namely Sections D to H, the cumulative effects of reported residual noise and vibration, visual and traffic effects are considered. The assessment also considers the effects of community severance and changes in access (due to road closures and diversions) that may occur during the construction period.

Tourism

- 13.2.14 The tourism assessment considers potential effects within the study area in respect of the following:
- tourism receptors – tourist attractions and tourist accommodation, as well as the associated change in visitor behaviour locally in relation to tourism receptors; and
 - tourism sector – potential effects on the wider tourism sector.
- 13.2.15 In considering the potential impact on the South Downs National Park, this assessment notes the defined purposes of the South Downs National Park, as outlined within the Environment Act 1949, as follows:
- *‘Conserve and enhance the natural beauty, wildlife and cultural heritage’ and*
 - *‘Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public’.*
- 13.2.16 It is acknowledged that the South Downs National Park encompasses mostly privately owned and farmed landscapes (South Downs National Park Authority, 2013). Therefore, the public are only entitled to access certain areas of the park including public rights of way and open access land.
- 13.2.17 The entire area of the South Downs National Park is not considered a tourism receptor but rather individual components, or tourism receptors (i.e. tourism accommodation and attractions including the South Downs Way), located within the South Downs National Park and within the study area are considered. This approach has been taken as the vast majority of the South Downs National Park would not be impacted by the project, although it is acknowledged that the South Downs National Park as a whole possesses many functions, not least tourism.
- 13.2.18 Potential impacts of the project are only likely in the immediate vicinity of the project. Similarly, the significance of potential impacts on residential, commercial, community and recreational/amenity receptors within the South Downs National Park is considered within the context of the ‘effects on communities’ assessment and as such may not be specifically outlined as a sensitive receptor within the South Downs National Park.
- 13.2.19 In line with the approach taken for effects on communities, the assessment accounts for, but does not assign a significance to, the potential effects on individual tourism

receptors as a result of the construction of the project. Professional opinion was used to allow potential impacts on individual receptors were given due consideration within a collective assessment for each section of the project. The collective assessment determines if that section (and the tourism receptors and their visitors) is likely to experience a level of disruption that is considered to be significant.

- 13.2.20 Tourism receptors within the sections of the route that are anticipated to experience significant disruption during construction are considered collectively to determine if there would be any subsequent significant effect on the wider tourism sector.

Study Areas

- 13.2.21 The project was initially split into Sections A to H in order to aid design development and assessment during the scoping stage. In the absence of specific guidance, professional judgment deemed these sections as providing practical divisions for the assessment and reporting of effects on people and communities, following consideration of the nature and scale of the project, the location in which it would be set and the potential effects that would be experienced.
- 13.2.22 The 'study area' for the assessment of potential effects on sensitive receptors within communities, as well as known tourism receptors, has been determined to be the spatial area which extends 500m from the Order Limits (as shown on Figure 13.1 Community Receptors and Figure 13.2 Tourism Receptors). The 'study area' therefore includes the Order Limits. Using professional judgement, this study area is considered sufficient to encompass all potential effects of relevance to sensitive receptors and tourism receptors during construction of the project (see Scoping Opinion reference ID. 4.7.14).
- 13.2.23 The study area to determine potential effects on the tourism sector comprises the geographical areas of Hampshire and Surrey. The study area is shown on Figure 13.2 Tourism Receptors.

Baseline Conditions

Desk-based Assessment

- 13.2.24 An initial desktop survey was undertaken to identify the existing features within the study area and inform baseline information. The following sources were used:
- Ordnance Survey mapping;
 - aerial photography;
 - Jacobs Geographical Information System (GIS) database; and
 - statistical information from the relevant sources (e.g. census, labour market, tourism).

Engagement Relevant to the Assessment

- 13.2.25 In addition to the scoping responses received from the Planning Inspectorate (see Table 13.1), consultation and engagement with consultees has informed the people and communities assessment. This is set out in Chapter 5 Consultation and Scoping.



13.2.26 With regard to Scoping Opinion ID 4.7.14, Hampshire and Surrey County Councils were contacted and consulted on the approach to this assessment. Surrey Council were in agreement with the approach taken (letter received August 2018); we had no response from Hampshire County Council regarding the 500m study area chosen.

Limitations of Assessment

13.2.27 In some instances, data do not always perfectly align with the study area identified for the people and communities assessment. However, the 'best fit' or dataset with the closest representation of the study area was used to assess impacts. This is not considered to affect the quality of the assessment and conclusions within this chapter.

13.2.28 The project would be situated within the counties of Hampshire and Surrey, except for a short section (up to 125m) within the London Borough of Hounslow and the administrative area of the Greater London Authority (GLA). This section is where the project would connect with the Esso West London Terminal storage facility. Given the small size of this area (approximately 0.57ha) within the study area, it was determined that including GLA data would not add additional value to the assessment, as the environment of this area is consistent with the rest of the study area. Therefore, GLA data are not explicitly presented in the baseline conditions (see Scoping Opinion reference ID. 4.7.15).

Impact Significance

13.2.29 Impacts reported in this ES are adverse unless otherwise stated and are considered 'likely significant effects' in the context of the EIA Regulations when of moderate significance or above.

13.2.30 As explained in Chapter 6 Overview of Assessment Process significance is determined using a three-step process:

- 1) identify value/sensitivity of a receptor;
- 2) determine magnitude of potential impact; and
- 3) assign impact significance.

13.2.31 Impact significance was then determined by taking the value/sensitivity and magnitude values into account using the matrix approach provided in Section 6.3 of Chapter 6 Overview of Assessment Process.

Value/Sensitivity

13.2.32 The value or sensitivity of receptors may be considered a function of their sensitivity to an effect. However, it can also relate to the overall value of the receptor to social or economic needs, for example, the tourism sector to the economy. In the absence of published guidance, a bespoke approach has been adopted that assigns the sensitivity/value of receptors to the prominence that they hold within local and regional policies, their vulnerability to changes or their particular location within the study area. The value/sensitivity of receptors is defined in Table 13.2.



Table 13.2: Value/Sensitivity Criteria for People and Communities

Sensitivity / Value	Criteria
High	The receptor or effect category is identified as a priority in relevant policies. There is evidence that this receptor or subtopic faces major socioeconomic challenges or underperforms, or there is vulnerability in the study area.
Medium	The receptor or effect category is not identified as a priority in relevant policies. There is evidence of considerable socioeconomic challenges or underperformance and vulnerability for this receptor or subtopic.
Low	The receptor or effect category is not identified as a priority in relevant policies. There is evidence that this receptor or subtopic is resilient, and there are no identified weaknesses or challenges in the study area.
Negligible	The receptor or effect category is not identified as a priority in relevant policies. There is evidence that this receptor or subtopic currently performs well, with no weaknesses or challenges in the study area.

Effects on Communities

13.2.33 Local communities form the basis of society where people predominantly work, socialise and play. For this reason, impacts on local communities lead to a greater potential for impacts on the local population. Therefore, local communities which comprise residential, commercial, community and recreation/amenity receptors are assigned a high sensitivity.

Tourism

13.2.34 Tourism receptors (tourist attractions and tourist accommodation) are considered to be of high sensitivity to potential impacts of the project, as they are regularly used by local residents and visitors in the area. Significant adverse effects on such receptors could have a knock-on effect on associated visitor behaviour (i.e. whether to visit the area in which the tourist receptor is located due to the level of disruption associated with the construction of the project).

13.2.35 In addition, when considering the sensitivity of the tourism sector, the proportionate size of the tourism sector within Hampshire and Surrey relative to the economy of the South East was considered. The tourism sector contributed just over 3% to the economy of the South East in 2013 (Tourism Alliance, 2017). Given the proportionate size of the tourism sector relative to the economy of the South East, the tourism sector within Hampshire and Surrey is assigned a low sensitivity.

Impact Magnitude

13.2.36 The magnitude of change represents the scale or extent of the change from the baseline conditions arising as a result of the project.

13.2.37 Due to the complexity of the change under consideration, it is not appropriate to create a definitive magnitude criterion for each assessment matter. Therefore, magnitude has been determined to be the degree of change that is experienced by sensitive receptors compared to existing baseline conditions. This has been determined using professional judgement in line with the general approach and



information outlined in Chapter 6 Overview of Assessment Process. As such, magnitude of change is reported as negligible, small, medium or large.

13.3 Baseline Conditions

Local Communities

Overview

- 13.3.1 Hampshire and Surrey are two of nine counties that comprise the South East region of England.
- 13.3.2 In 2018, the South East region was estimated to have a population of just over nine million (Office for National Statistics, 2018). Surrey had a population of approximately 1,195,000, and Hampshire 1,378,000. Together, these two counties make up 28% of the total population of the region.
- 13.3.3 In 2011, the population density of Surrey was 6.8 persons per hectare, compared to Hampshire which had 3.6 persons per hectare, reflecting a higher level of urbanisation in Surrey. Surrey is also more densely populated (a larger concentration of people per hectare), than the South East (4.5) and England (4.1) averages (Nomis, 2011).

Sections

- 13.3.4 Community receptors are listed per section below and are also mapped in Figure 13.1 Community Receptors. The 'location' of the receptor simply identifies whether the receptor lies within the Order Limits, or within the Study Area (but outside the Order Limits).

Section A – Boorley Green to Bramdean

- 13.3.5 This section of the route passes through predominantly agricultural land and/or rural landscape, although it also passes through areas of linear, dispersed and clustered residential settlement patterns within the study area, and areas proposed for new residential development. In addition, a number of small, but concentrated, villages and towns are also situated within 500m of the project, namely Boorley Green and Newtown (Northbrook).
- 13.3.6 Section A has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.3.

Table 13.3: Community and Recreation/Amenity Receptors in Section A

Type	Receptor Name	Location within the Study Area
Community receptor	Brockwood Park School	Outside the Order Limits but within study area
	Albany Cricket Ground	Outside the Order Limits but within study area
	Albany Road Allotments	Outside the Order Limits but within study area
Recreation/amenity receptor	The Sawmills	Outside the Order Limits but within study area
	Hermitage Heights	Outside the Order Limits but within study area
	17 PRoWs including the South Downs Way	Within Order Limits



Section B – Bramdean to South of Alton

- 13.3.7 This section of the route is predominantly routed through rural landscape. It crosses several minor roads and one larger A road (A32). Within 500m of the Order Limits are the small villages of Lower and Upper Farringdon.
- 13.3.8 Section B has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.4.

Table 13.4: Community and Recreation/Amenity Receptors in Section B

Type	Receptor Name	Location within the Study Area
Community receptor	St Mary Magdalene (Church)	Outside the Order Limits but within study area
	Four Marks Golf Course	Within Order Limits
	Westlands Care Home	Outside the Order Limits but within study area
	Ropley Station	Outside the Order Limits but within study area
	Jubilee Playing Fields (used by Alton Cricket Club)	Outside the Order Limits but within study area
	Chawton Cricket Club	Outside the Order Limits but within study area
	Four Marks Church of England Primary School	Outside the Order Limits but within study area
	Chawton Church of England Primary School	Outside the Order Limits but within study area
Recreation/amenity receptor	Chawton playground	Outside the Order Limits but within study area
	Bramdean Common	Outside the Order Limits but within study area
	28 PRoWs	Within Order Limits

Section C – South of Alton to Crondall

- 13.3.9 This section of the route is approximately 2km away from the large town of Alton, although the route itself passes through predominately agricultural land. The project crosses over one major road (A31) and passes close to the villages of Upper Froyle and Crondall.
- 13.3.10 Section C has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.5.

Table 13.5: Community and Recreation/Amenity Receptors in Section C

Type	Receptor Name	Location within the Study Area
Community receptor	Worldham Golf Club	Outside the Order Limits but within Study area
	Church of the Assumption of the Blessed Virgin Mary	Outside the Order Limits but within study area
	All Saints Church	Outside the Order Limits but within study area
	Spire Clare Park Hospital & St Mary's	Outside the Order Limits but within study area
	Crondall Primary School	Outside the Order Limits but within study area
Recreation/amenity receptor	Farnham Lane Recreation Ground	Outside the Order Limits but within study area
	19 PRoWs	Within Order Limits

Section D – Crondall to Farnborough

- 13.3.11 This section of the route, compared to Sections A to C, passes closer to more urban landscapes and large residential areas such as Church Crookham and Southwood. It also passes through the Cody Technology Park and is less than 500m from Farnborough Airport.
- 13.3.12 Section D has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.6.

Table 13.6: Community and Recreation/Amenity Receptors in Section D

Type	Receptor Name	Location within the Study Area
Community receptor	Ewshot Village Hall and Recreation Ground	Outside the Order Limits but within study area
	Church Crookham Community Centre	Outside the Order Limits but within study area
	Peter Driver Sports Ground (including Fleet & Crookham Athletics Club, and football pitches)	Within Order Limits
	Busy Bees Nursery	Outside the Order Limits but within study area
	Church Crookham Junior School	Outside the Order Limits but within study area
	Tweseldown Infant School	Outside the Order Limits but within study area
	Oak Park Golf Course	Within Order Limits
Recreation/amenity receptor	Southwood Playing Fields	Within Order Limits
	Quetta Park	Within Order Limits
	Eelmoor Marsh	Outside the Order Limits but within study area
	Haig Lines (Azalea Gardens) Play Area	Outside the Order Limits but within study area
	Three PROWs and two cycleways	Within Order Limits

Section E – Farnborough to Bisley and Pirbright Ranges

- 13.3.13 This section of the route runs through large urban areas. It passes through the towns of Farnborough and Frimley. These towns have large residential areas as well as several commercial and community facilities.
- 13.3.14 Section E has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.7.

Table 13.7: Community and Recreation/Amenity Receptors in Section E

Type	Receptor Name	Location within the Study Area
Community receptor	Multiple places of worship (including Frimley Baptist Church)	Outside the Order Limits but within study area
	Pine Ridge Golf Course	Within Order Limits
	Deepcut Village Centre	Outside the Order Limits but within study area
	Frimley Children's Centre	Outside the Order Limits but within study area
	Camberley Manor Care Home	Outside the Order Limits but within study area
	Cove Cricket Club	Within Order Limits
	Heatherside Church	Outside the Order Limits but within study area
	Tower Hill Primary School	Outside the Order Limits but within study area



Type	Receptor Name	Location within the Study Area
	Cove Junior School	Outside the Order Limits but within study area
	Farnborough Hill School	Within Order Limits
	North Farnborough Infant School	Outside the Order Limits but within study area
	Henry Tyndale School	Outside the Order Limits but within study area
	Frimley Church of England School	Outside the Order Limits but within study area
	Cross Farm Infant School	Outside the Order Limits but within study area
	Sandringham School	Outside the Order Limits but within study area
	Lakeside Primary School	Outside the Order Limits but within study area
	Tomlinscote School	Outside the Order Limits but within study area
	St Bernadette's Catholic Primary School	Outside the Order Limits but within study area
	The Sixth Form College Farnborough	Outside the Order Limits but within study area
	Treasure Montessori Nursery and Preschool	Outside the Order Limits but within study area
	Heather Ridge Infant School	Outside the Order Limits but within study area
	Birchett Road Allotments	Outside the Order Limits but within study area
	Cove Green Allotments	Outside the Order Limits but within study area
	Jubilee Allotment Gardens	Outside the Order Limits but within study area
	Paronage Way Allotments	Outside the Order Limits but within study area
Recreation/ amenity receptor	Farnborough Lawn Tennis Club	Outside the Order Limits but within study area
	Alma Dettingen Playing Fields	Outside the Order Limits but within study area
	Frimley Green Recreation Ground	Outside the Order Limits but within study area
	Farnborough Gate Recreation Ground	Within Order Limits
	Rectory Road Recreation Ground	Outside the Order Limits but within study area
	Blunden Road Play Area	Outside the Order Limits but within study area
	Cove Green Recreation Ground	Outside the Order Limits but within study area
	Priory Road Play Area (Local Area for Play)	Outside the Order Limits but within study area
	Ship Lane Play Area (Local Area for Play)	Outside the Order Limits but within study area
	Fairfax Road Play Area (Local area for play)	Outside the Order Limits but within study area
	Blackdown Road Recreation ground	Outside the Order Limits but within study area
	Tomlins Pond and recreation ground	Outside the Order Limits but within study area
	Queen Elizabeth Park (Neighbourhood equipped area for play)	Within Order Limits
	West Heath Road	Within Order Limits
	Seven PRoWs and four cycleways	Within Order Limits

Section F – Bisley and Pirbright Ranges to M25

13.3.15 This section of the route runs between a number of large residential areas as well as grassland, although it is predominately urban in nature. It passes close to the residential areas of Heatherside, Lightwater and Chertsey South. The project passes through Chobham Common Site of Special Scientific Interest/National Nature Reserve (SSSI/NNR) – a large greenspace used by the public.

13.3.16 Section F has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.8.

Table 13.8: Community and Recreation/Amenity Receptors in Section F

Type	Receptor Name	Location within the Study Area
Community receptor	St Peter's Hospital	Outside the Order Limits but within study area
	Lakeview Care Home	Outside the Order Limits but within study area
	Windlesham Golf Club	Outside the Order Limits but within study area
	Briars Nursery	Outside the Order Limits but within study area
	Gordon's School	Outside the Order Limits but within study area
	Lyne and Longcross Church of England Aided Primary School	Outside the Order Limits but within study area
	Salesian School	Within Order Limits
	Meadowcroft School	Outside the Order Limits but within study area
	Holy Trinity Church	Outside the Order Limits but within study area
	Jubilee High School Playfields	Outside the Order Limits but within study area
Recreation/amenity receptor	Chobham Common SSSI / NNR	Within Order Limits
	West End Common	Outside the Order Limits but within study area
	Hookstone Green	Outside the Order Limits but within study area
	Brentmoor Heath Local Nature Reserve (LNR)	Within Order Limits
	Homewood Park	Outside the Order Limits but within study area
	21 PRoWs and one cycleway	Within Order Limits

Section G – M25 to M3

13.3.17 This section of the route is located just south of Chertsey, a large urban area. The route passes through a large greenspace, Chertsey Meads, and passes under the River Thames.

13.3.18 Furthermore, Section G has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.9.

Table 13.9: Community and Recreation/Amenity Receptors in Section G

Type	Receptor Name	Location within the Study Area
Community receptor	Abbey Moor Golf Club	Within Order Limits
	Equipper's Church	Outside the Order Limits but within study area
	Chertsey Fire Station	Outside the Order Limits but within study area
	Sir William Perkin's School	Outside the Order Limits but within study area
	Saint George's College	Outside the Order Limits but within study area
	Playing fields north of Abbey Moor Golf Club	Within Order Limits
	Chertsey High School	Outside the Order Limits but within study area
	Philip Southcote School	Outside the Order Limits but within study area
	Abbey Rangers Football Club	Within Order Limits
	Runnymede Rockets BMX track	Outside the Order Limits but within study area



Type	Receptor Name	Location within the Study Area
	Barrsbrook Allotments	Outside the Order Limits but within study area
Recreation/ amenity receptor	Chertsey Recreation Ground	Outside the Order Limits but within study area
	Chertsey Meads LNR	Within Order Limits
	10 PRoWs and two cycleways	Within Order Limits

Section H – M3 to West London Terminal storage facility

- 13.3.19 The final section of the project is routed through a highly urbanised area within the town of Ashford and its environs. Several major roads are crossed or followed (particularly Woodthorpe Road and Church Road) by the route of the project.
- 13.3.20 Section H has several community and recreation/amenity receptors within the study area (and Order Limits), which are listed in Table 13.10.

Table 13.10: Community and Recreation/Amenity Receptors in Section H

Type	Receptor Name	Location within the Study Area
Community receptor	Multiple places of worship	Outside the Order Limits but within study area
	Ashford Hospital	Outside the Order Limits but within study area
	Ashford & Staines Community Centre	Outside the Order Limits but within study area
	Ashford Manor Golf Club	Outside the Order Limits but within study area
	Little Dreams Day Nursery	Outside the Order Limits but within study area
	Ashford Community Association	Outside the Order Limits but within study area
	Ashford Train Station	Outside the Order Limits but within study area
	Laleham Church of England Voluntary Aided Primary School	Outside the Order Limits but within study area
	Buckland Infant and Junior Schools	Outside the Order Limits but within study area
	The Matthew Arnold School	Outside the Order Limits but within study area
	Ashford Park County Primary School	Outside the Order Limits but within study area
	Clarendon Primary School	Within Order Limits
	St James Senior Boys School	Within Order Limits
	Thomas Knyvett College	Within Order Limits
	Ashford Town Football Club	Outside the Order Limits but within study area
	West Close Allotments	Outside the Order Limits but within study area
	Ashford Tennis Club	Outside the Order Limits but within study area
	Laleham Allotments	Outside the Order Limits but within study area
Ashford Sports Club	Within Order Limits	
Recreation/ amenity receptor	Fordbridge Park	Within Order Limits
	Laleham Park & Sports Ground	Outside the Order Limits but within study area
	Bedfont Lakes	Outside the Order Limits but within study area
	Woodthorpe Road Play Area (Local equipped Area for Play)	Within Order Limits
	Middle Green Park	Outside the Order Limits but within study area
	Hengrove Park	Outside the Order Limits but within study area
	Abbeyfields Park	Outside the Order Limits but within study area
	One PRoW and two cycleways	Within Order Limits



Tourism

Overview

- 13.3.21 An estimated 16.09 million trips were made to South East England, with 43.04 million staying overnight, bringing an associated expenditure of £2.7bn million to the region in 2017 (Visit Britain, 2017a). Such expenditure represents just over 1% of the total value of the economy of the South East, valued at £250 billion in 2015 (Tourism Alliance, 2017). The South East had the second highest tourism expenditure in the UK. Within the counties, 686,672 inbound visits to Hampshire and 555,520 inbound visits to Surrey were made in 2017. Of these, 30% were for a holiday, 19% for business and 46% visiting family and friends; the rest were for study or miscellaneous reasons. Hampshire and Surrey had associated expenditure from these visits of £278 million and £254 million respectively (Visit Britain, 2017b).
- 13.3.22 The number of inbound visits to the South East was at its highest in 2017 (5.32 million). However, the number of visits to Surrey (555,520) was 30% lower than its peak in 2006 (Visit Britain, 2017a). Hampshire's largest number of inbound visits was made in 2015 (756,493), 10% higher than the number made in 2017 (Visit Britain, 2017a). Surrey contributed 10% of visitors to the South East total inbound visitor number, while Hampshire contributed slightly more at 13%.
- 13.3.23 Although the South East has seen an increase in the number of visitors, it has not been associated with increased expenditure. Expenditure in the South East has decreased by 3.35% from 2016. However, the counties of Hampshire and Surrey have experienced an increase in associated expenditure despite visits in 2017 being down. Surrey experienced a 4% increase in expenditure between 2016 and 2017, while Hampshire only saw a small increase in expenditure between 2016 and 2017 (Visit Britain, 2017b).
- 13.3.24 The average length of stay (nights) in Surrey is 9.75, with the majority of visitors coming in the summer (July–September) (50.12%) – this is higher than the regional average (7.26 nights). The number of nights spent in Hampshire (7.54) is higher than the regional average but less than Surrey. The majority of visitors to Hampshire also come over the summer months (42.9%) (Visit Britain, 2017b).
- 13.3.25 The South Downs National Park is crossed by the project and possesses many unique and distinct landscape and views, habitats and wildlife. It is an area that covers approximately 1,600 square kilometres across the South East of England, from Winchester to Eastbourne (SDNP Authority, 2013). Perhaps more uniquely than most other National Parks in England, or even more widely within the UK, the South Downs National Park possesses an extensive network of thriving villages and market towns that provides employment and other economic opportunities/necessities required to sustain its population of approximately 112,000 (SDNP Authority, 2013).
- 13.3.26 According to the 2015 Visitor Survey of the park, people were generally visiting the South Downs National Park to walk, watch wildlife or cycle, with 99% of visitors rating their enjoyment of the park as high or very high (SDNP Authority, 2016). Three quarters of visitors are day visitors or residents. Only 5% of visitors said they were staying overnight within the South Downs National Park (SDNP Authority, 2016);



the remaining 20% were staying overnight outside the South Downs National Park. The location of the South Downs National Park in respect to the project can be seen in Figure 13.2 Tourism Receptors.

13.3.27 The Farnborough Airshow is a week-long event that takes place on the airfield at Farnborough Airport every two years in mid-July. In 2014, it had over 100,000 public visitors to the event (Hotten, 2014). The Chertsey Agricultural Show is an annual two-day event which takes place on the Chertsey Meads. The 176th show is expected to take place on 10 and 11 August 2019. An estimated 20,000 people attend the show every year according to its website (Chertsey Agricultural Association, 2018).

Sections

13.3.28 There are several tourism attractions and accommodations of varying size and prominence located within the study area. Tourist receptors within each project section are provided in Table 13.11 and mapped on Figure 13.2 Tourist Receptors.

Table 13.11: Tourist Receptors within each Section

Section	Tourist Receptors	Location within the Study Area
<i>Rural Sections</i>		
Section A – Boorley Green to Bramdean	Stable Farm Caravan and Campsite (Accommodation)	Outside the Order Limits but within study area
	South Downs Way (Attraction)	Within Order Limits
Section B – Bramdean to South of Alton	Chawton Park Farm (Attraction)	Outside the Order Limits but within study area
	Jane Austen House Museum and Chawton Park (Attraction)	Outside the Order Limits but within study area
	Chawton House (Attraction)	Outside the Order Limits but within study area
Section C – South of Alton to Crondall	West End House bed and breakfast (Bed & Breakfast) (Accommodation)	Outside the Order Limits but within study area
	Froyle Park (Accommodation)	Outside the Order Limits but within study area
	The Anchor Inn (Accommodation)	Outside the Order Limits but within study area
<i>Urban Sections</i>		
Section D – Crondall to Farnborough	Tweseldown Race Course (Attraction)	Within Order Limits
	Broadmead Place (Accommodation)	Outside the Order Limits but within study area
	Premier Inn Farnborough (Accommodation)	Outside the Order Limits but within study area
	The Farnborough Airshow (Attraction)	Outside the Order Limits but within study area
Section E – Farnborough to Bisley and Pirbright Ranges	Farnborough Travelodge (Accommodation)	Outside the Order Limits but within study area
	Premier Inn Farnborough (Town Centre) (Accommodation)	Outside the Order Limits but within study area
	House of Fisher Equinox Place (Accommodation)	Outside the Order Limits but within study area



Section	Tourist Receptors	Location within the Study Area
	SACO Aparthotel Farnborough (Accommodation)	Outside the Order Limits but within study area
	The Ship Inn (Accommodation)	Outside the Order Limits but within study area
	The Royal Logistic Corps Museum (Attraction)	Outside the Order Limits but within study area
	Deepcut Lodge Bed & Breakfast (Accommodation)	Outside the Order Limits but within study area
Section F – Bisley and Pirbright Ranges to M25	High Curlet Hill Summit (Attraction) (N.B. the summit is outside the study area, but paths leading to summit are within the study area)	Outside the Order Limits but within study area
	Blind Fire Paintball (Attraction)	Outside the Order Limits but within study area
	Foxhills Country Club & Resort (Accommodation)	Within Order Limits
	Great Cockcrow Railway (Attraction)	Outside the Order Limits but within study area
Section G – M25 to M3	Foxglove Close (Accommodation)	Outside the Order Limits but within study area
	The Bridge Hotel & Boat House Restaurant (Accommodation)	Outside the Order Limits but within study area
	Chertsey Camping & Caravanning Club Site (Accommodation)	Outside the Order Limits but within study area
	The Thames Path (Attraction)	Outside the Order Limits but within study area
	The Chertsey Agricultural Show (Attraction)	Within Order Limits
Section H – M3 to West London Terminal storage facility	Pure Apartments (Accommodation)	Outside the Order Limits but within study area
	E2 – Dover to Middleton in Teesdale Long Distance Walking Route (Attraction)	Within Order Limits

Future Baseline

13.3.29 Table 13.12 presents the future population forecast for Hampshire and Surrey.

Table 13.12: Population Forecasts for Hampshire and Surrey (Thousands) (Office for National Statistics, 2018)

Area	2018 Population	2041 Population	% Change in Population
Hampshire	1,378	1,502	9.0%
Surrey	1,195	1,310	9.6%
South East	9,153	10,236	11.8%
England	55,998	61,952	10.6%

13.3.30 Table 13.12 shows a forecasted increase in population of nearly 10% in Hampshire and Surrey between 2018 and 2041. However, both are less than the forecast regional (11.8%) and national (10.6%) change in population. This 10% increase is spread across 23 years, so on average the population is forecasted to grow less than half a percent each year.



13.3.31 This degree of population growth is not considered to be enough to alter the existing baseline conditions reported within this chapter on which the assessment of potential effects is based. As such, this population growth is not considered sufficient to alter the nature or significance of the findings of this assessment.

13.4 Design and Good Practice Measures

13.4.1 All commitments are listed within the Register of Environmental Actions and Commitments (REAC), which is included within Chapter 16 Environmental Management and Mitigation. Commitments include embedded design measures, good practice measures and mitigation required to reduce a significant effect.

13.4.2 Chapter 4 Design Evolution provides a summary of the environmental considerations that have influenced the design through this process, with iterative updates and improvements to reach the fixed design submitted for development consent. The embedded design measures have been built into the designs, for example through the amendment to the Order Limits to avoid a sensitive feature.

13.4.3 This chapter contains a number of project commitments to reduce impacts on the environment. These are indicated by a reference number like this (G20). Good practice measures are set out in the REAC and secured through DCO requirements such as the Code of Construction Practice (CoCP).

13.4.4 The good practice measures that are most relevant to people and communities are listed in Table 13.13. These are applicable to all areas unless stated otherwise. The following assessment is based on these good practice measures being in place.

Table 13.13: Good Practice Commitments within the REAC

Ref	Commitment Description
G114	All designated PRoW would be identified, and any potential temporary closures applied for/detailed in the Development Consent Order. All designated PRoW crossing the working area would be managed, including National Trails, with access only closed for short periods while construction activities occur.
G173	The project would consult with educational facilities within the Order Limits to co-ordinate where practicable the construction timetable to reduce impacts.

13.4.5 Further commitments for other environmental disciplines, namely those that contribute to the people and communities assessment (see paragraph 13.1.7), are outlined in the Design and Good Practice Measures section of their respective chapters.

Construction Methods and Programme

13.4.6 The construction schedule has yet to be developed in detail, as this would be undertaken during the detailed design stage. For the purposes of assessment, a short-term duration is assumed to be less than six months based on the criteria set out in Chapter 3 Project Description.

13.4.7 Other project assumptions include:



- Roads being crossed using open cut techniques would need to be partially or completely closed during construction of the crossing, with appropriate traffic management measures and temporary diversions being put in place for the duration of the works.
- Trenchless techniques are proposed in a number of locations. The duration of such techniques varies according to the length of the pipe being installed and the technique used. Certain activities would require continual 24 hours a day working, for example the pipe pulling phase for horizontal directional drilling (HDD).
- Partial and complete road closures would be kept as short as possible, typically a maximum of three working days for complete road closures, to reduce effects on local traffic and communities.

13.5 Potential Impacts (Without Mitigation)

- 13.5.1 This section sets out the potential significant effects of the project on people and communities. It assumes that the relevant embedded design measures and the good practice measures (set out in Table 13.13) are in place before assessing the effects. It should be noted that the assessment of potential impacts on people and communities considers the residual impacts from the other topic disciplines, and thus assumes the mitigation identified for these topics is in place, but does not include any mitigation specific to people and community effects. The discussion of potential impacts in the following paragraphs describes good practice and other measures where this assists in the explanation of impacts identified in other topic chapters.
- 13.5.2 The consideration of the potential effects of disruption in largely rural sections (Sections A to C) will comprise the cumulative effects of noise, vibration and visual effects on receptors, while the consideration of such potential effects in largely urban sections (Sections D to H) considers the combination of noise, vibration, visual and traffic effects on receptors.
- 13.5.3 The assessment of potential effects on communities considers sensitive receptors within the study area of each section (A – H). It then assesses on a collective basis whether people and communities within that section would experience a level of disruption considered to be significant.
- 13.5.4 Potential effects during installation are expected to be short term. Therefore, the potential effects identified in this assessment are considered temporary in nature.

Construction

Effects on Communities

- 13.5.5 As outlined in paragraph 13.2.11, potential effects on communities are reported per section (A – H) and consider the likely significance of the potential effects of community severance, changes in access and the level of disruption experienced during construction (as set out in paragraph 13.2.13).
- 13.5.6 The assessment of effects on communities considers the potential effects of the project on residential, commercial, community and recreational/amenity receptors



(paragraph 13.2.8). SANGs, open access land and common land are considered recreational/amenity receptors under this assessment, however, the potential impacts on such areas are not outlined within the eight individual sections of the project below. The reason for this is that such areas have identical functions (i.e. provision of alternative greenspace) regardless of their location and as such are likely to experience the same potential impacts. There are areas directly impacted by installation of the pipeline, for example, Crookham Park SANGs (Section D). Disruption is likely (from noise, visual, access and severance effects) at these areas, however, installation is not expected to occur simultaneously across all areas. In addition, construction within these areas would be short term given the open nature of the land while good practice measures outlined within the REAC would reduce disruption in such areas further. Therefore, the potential impacts on SANGs, open access land and common land are not anticipated to contribute to the overall level of disruption anticipated across sections A to H.

- 13.5.7 The Planning Statement (**application document 7.1**) considers the potential impacts on specific individual open space receptors and the details around the reinstatement of these areas.

Section A – Boorley Green to Bramdean

- 13.5.8 Given that this section of the route is located in a rural and scenic setting, construction activity could potentially bring about disruption as a result of significant residual visual and noise impacts to the study area.
- 13.5.9 During construction, there are expected to be some significant residual visual impacts on viewpoints in Section A in the short term (before reinstatement can take effect), mainly within the South Downs National Park. As the location of such impacts is within the South Downs National Park and close to local PRoWs, it is expected that only users of these local PRoWs would be affected. Seventeen PRoWs lie within the Order Limits. However, users passing through these locations would only experience such significant adverse impacts temporarily.
- 13.5.10 Appendix 13.3 Noise and Vibration Technical Note concludes that, in rural areas, significant noise effects would typically be limited to a small number of residential properties during installation. These would be localised given the sparse development in this section, would occur during normal working hours unless by exception, and would be expected to be of short duration given the rate of installation in rural areas (450m of pipeline laid per week). Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.
- 13.5.11 Seventeen local PRoWs and the South Downs Way National Trail are likely to experience significant noise and visual impacts during installation as they are located within the Order Limits. However, while significant adverse impacts are anticipated to occur in isolated locations (in respect to combined significant visual and noise effects), the mobile and temporary nature of works in these locations mean the disruption caused by such effects would be limited. Therefore, the magnitude of change is assessed as negligible, and the significance of effect of disruption to communities and people within Section A is also determined to be negligible.



- 13.5.12 The combination of environmental effects as described above is not likely to have a considerable change or effect on the existing environment to a degree that is considered significant in terms of disruption on people and communities. As such, the magnitude of change is determined to be negligible, and the significance of effect of disruption to communities and people within Section A is also determined to be negligible.

Section B – Bramdean to South of Alton

- 13.5.13 Section B is similar to Section A as it is situated within a rural and scenic setting, meaning construction activity throughout the construction phase within this section could potentially bring about disruption as a result of significant residual visual and noise impacts to the study area.
- 13.5.14 There are expected to be some significant visual impacts on a handful of viewpoints in Section B as a result of construction, some located within the South Downs National Park. Construction activity is anticipated to alter these viewpoints throughout the duration of the construction phase. However, the impact of these visual effects is considered to be very localised. The disturbed viewpoints would largely affect users of the local PRowS (28 PRowS within the Order Limits) and some local residents.
- 13.5.15 Given the rural setting of Section B, and as outlined in Appendix 13.3 Noise and Vibration Technical Note, significant noise effects would be typically be limited to a small number of residential properties during installation. These would be localised given the sparse development in this section, would occur during normal working hours unless by exception, and would be expected to be of short duration given the rate of installation in rural areas. Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.
- 13.5.16 One community receptor, Four Marks Golf Course, would be directly affected by the construction and positioning of the pipeline, leading to considerable localised disruption. There would likely be partial loss of this facility, which may have to temporarily close while works are ongoing. This would have a temporary adverse effect on users.
- 13.5.17 Due to the isolated locations where significant adverse impacts are anticipated to occur, as well as the mobile and temporary nature of works in such locations, the disruption caused by such effects would be limited. Therefore, the magnitude of change is assessed as small, and the significance of effect of disruption to communities and people within Section B is also determined to be minor.

Section C – South of Alton to Crondall

- 13.5.18 This section of the route is also situated in a rural and scenic environment, where construction activity could potentially bring about disruption as a result of significant residual visual and noise impacts to the study area throughout the construction phase.



- 13.5.19 There are expected to be some significant visual impacts on viewpoints in Section C during installation. The disturbed viewpoints would largely affect users of the local PRowS and some residents (19 PRowS within the Order Limits).
- 13.5.20 A small number of residential, community and recreation/amenity receptors lie within the study area, although none are situated within the Order Limits. Given the rural setting of Section C, and as outlined in Appendix 13.3 Noise and Vibration Technical Note, in rural areas significant noise effects would be typically be limited to a small number of residential properties during installation. These would be localised given the sparse development in this section, would occur during normal working hours unless by exception, and would be expected to be of short duration given the rate of installation in rural areas. Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.
- 13.5.21 Construction activities and their associated significant adverse effects are only anticipated to affect a small number of receptors within the study area of Section C due to their distance from such activity. Due to the isolated locations within Section C where significant adverse effects are anticipated to occur, as well as the mobile and temporary nature of works in such locations, the disruption caused by such effects is considered to be negligible. Therefore, the significance of effect of disruption to communities and people within Section C is determined to be negligible.

Section D – Crondall to Farnborough

- 13.5.22 Given that this section of the route is located in an area that is more urban in nature, construction activity could potentially bring about visual, noise and traffic effects. In addition, impacts associated with community severance and changes in access, particularly in large built up areas, are also a possibility.
- 13.5.23 The visual assessment has identified some significant visual impacts for some viewpoints within communities during construction (see Chapter 10 Landscape and Visual).
- 13.5.24 Appendix 13.3 Noise and Vibration Technical Note concludes that significant noise effects are likely at a number of residential properties and community receptors in urban areas during installation. However, any noise effects would be temporary and short term in nature, and would occur during normal working hours unless by exception. Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.
- 13.5.25 Appendix 13.1 Traffic and Transport Technical Note states there are no significant traffic impacts anticipated during construction of the project. Therefore, no significant adverse traffic impacts (traffic flows, journey times and collisions and safety) are anticipated in regard to disruption on people and communities.
- 13.5.26 There is the potential for localised disruption to several receptors located within the Order Limits. The likely impacts on these receptors are described in Table 13.14.



Table 13.14: Impacts on Community and Recreation/Amenity Receptors in Section D

Type	Receptor Name	Impact
Community receptor	Peter Driver Sports Ground (including Fleet & Crookham Athletics Club, and football pitches)	The Peter Driver Sports Ground is expected to lose the use of two full size football pitches for a number of weeks. Teams using these pitches could be required to seek an alternative space during construction.
	Oak Park Golf Course	The Order Limits cross directly through the golf course; therefore users of the course would be affected for the duration of construction.
Recreation/Amenity receptor	Southwood Playing Fields	Construction is only expected on the periphery of the receptor. Therefore, users of the facility are unlikely to be affected.
	Quetta Park	A construction compound would be located within the park and this area would be unavailable for use during construction. The remaining park and the play area could experience visual (and intermittent noise) effects. Users are therefore likely to be affected during installation.
	Three PRoWs and two cycleways	Visual effects on users while passing through the Order Limits. The effects would be localised and of short duration.

13.5.27 Installation of the project in urban areas would be undertaken using a phased approach, only affecting a small area at a time. The impact on users, in terms of severance and changes in access, would therefore be reduced and only likely be experienced in the short term.

13.5.28 Considering the limited area subject to construction activity at any one time, and the mobile and temporary nature of works, the magnitude of change is assessed as small. The significance of effect of disruption on people and communities in Section D would be minor adverse and not significant.

Section E – Farnborough to Bisley and Pirbright Ranges

13.5.29 Given that this section of the route is in a large urban area, construction activity could potentially bring about visual, noise and traffic effects. In addition, there is also the potential for impacts in terms of community severance and changes in access, particularly in large built up areas such as Farnborough and Frimley.

13.5.30 The visual assessment identified several significant visual effects during construction (see Chapter 10 Landscape and Visual). In particular, the community receptors of Queen Elizabeth Park and Farnborough Hill School and some residents in Farnborough and Frimley are expected to experience significant visual effects due to the removal of trees and the opening up of views to local roadways.

13.5.31 Appendix 13.3 Noise and Vibration Technical Note concludes that significant noise effects are likely at a number of residential properties and community receptors in urban areas during installation. However, any noise effects would be temporary and short-term in nature, and would occur during normal working hours unless by



exception. Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.

13.5.32 Two road closures are proposed in Section E, Balmoral Drive and St Catherine’s Road. The adverse impact of these two road closures is considered to be minor significant within Appendix 13.1 Traffic and Transport Technical Note. There are no other significant traffic and transport effects (traffic flows, journey times and collisions and safety) identified which could contribute to disruption on people and communities within Section E.

13.5.33 There is the potential for localised disruption to a number of community and recreation/amenity receptors located within the Order Limits (see Table 13.7). The impact on these receptors is described in Table 13.15.

Table 13.15: Impacts on Community and Recreation/Amenity Receptors in Section E

Type	Receptor Name	Impact
Community receptor	Pine Ridge Golf Course	There would be an impact on part of the golf course and the driving range. Therefore, users would be temporarily unable to use parts of the facility.
	Cove Cricket Club	Construction on the periphery is unlikely to significantly affect users of the cricket ground, however a local path around the ground may be affected during construction.
	Farnborough Hill School	The school grounds would be used for the installation as well as a storage area for lay down of the pipes. However, the operational capacity of the school would not be impacted. See Table 13.13 for commitment to consult with schools.
Recreation/amenity receptor	Farnborough Gate Recreation Ground	Farnborough Gate Recreation Ground is expected to be unavailable for use (loss of the whole pitch) during construction. Users of this space would be required to find alternative playing fields during construction.
	Queen Elizabeth Park	Access to part of Queen Elizabeth Park is expected to be restricted during construction. This includes the loss of the equipped Neighbourhood Area of Play (NEAP), and closure of paths and the cycleway. Users of the park including children would be affected and may be restricted to certain areas of the park during construction.
	West Heath Road	Construction on the periphery so likely to only affect some part of the open space and its users.
	Seven PRowS and four cycleways	Visual effects on users while passing through the Order Limits. The effects would be localised and not experienced for long periods.

13.5.34 Construction of the project in urban areas would be undertaken using a phased approach, only affecting a small area at a time. Therefore, while a 1km stretch of pipeline would be installed and covered within 11 weeks within an urban section, it is not anticipated that the whole 1km would be subject to construction activity at any one time. Instead, smaller areas would be affected for shorter durations. It should be noted however that the project requires specific portions of its route to be



constructed via trenchless construction, therefore construction, in specific isolated locations, would have a longer duration (see paragraphs 13.4.6 – 13.4.9).

- 13.5.35 Considering the limited area subject to construction activity at any one time and the mobile and temporary nature of works using professional judgement, the magnitude of change is assessed as small. The significance of effect of disruption to people and communities in Section E would be minor adverse and not significant.

Section F – Bisley and Pirbright Ranges to M25

- 13.5.36 This section of the route runs through a mixture of urban and rural areas. Due to its close proximity to large residential areas such as Lightwater and Heatherside, construction activity could potentially bring about visual, noise and traffic effects. In addition, community severance and changes in access, particularly in these large built up areas, are also a possibility.
- 13.5.37 The visual assessment identified several significant visual impacts during construction (see Chapter 10 Landscape and Visual). Chobham Common and its surroundings are expected to experience significant landscape and visual impacts, potentially deterring users from using parts of the greenspace for recreational activities during the period of construction works. There would also be significant visual impacts on a number of residential properties near Heatherside and Lightwater.
- 13.5.38 Appendix 13.3 Noise and Vibration Technical Note concludes that significant noise effects are likely at a number of residential properties and community receptors in urban areas during installation. However, any noise effects would be temporary and short-term in nature, and would occur during normal working hours unless by exception. Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.
- 13.5.39 Appendix 13.1 Traffic and Transport Technical Note states there are no significant traffic impacts (traffic flows, journey times and collisions and safety) anticipated during construction of the project. Therefore, no significant adverse impacts of traffic are anticipated in regard to disruption on people and communities in Section F.
- 13.5.40 There is the potential for localised disruption at some receptors due to their location within the Order Limits. The impact on these receptors are described in Table 13.16.



Table 13.16: Impacts on Community and Recreation/Amenity Receptors in Section F

Type	Receptor Name	Impact
Community receptor	Salesian School	One pitch would be directly impacted by construction.
Recreation/Amenity receptor	Chobham Common	Although significant visual effects are expected, alternative greenspace is available locally. Therefore, the users of Chobham Common are not expected to be significantly impacted. In addition, trenchless crossing techniques would be used within Chobham Common, further reducing the disruption within this SSSI/NNR.
	Brentmoor Heath LNR	Alternative greenspace is available locally. Therefore, the users of Brentmoor Heath LNR are not expected to be significantly impacted.
	21 PRowS and one cycleway	Visual effects on users while passing through the Order Limits. The effects would be localised and not experienced for long periods.

- 13.5.41 The installation of the pipeline in urban areas would be undertaken using a phased approach, only affecting a small area at a time. Therefore, while a 1km stretch of pipeline would be installed and covered within 11 weeks within an urban section, it is not anticipated that the whole 1km would be subject to construction activity at any one time. Instead, smaller areas would be affected for shorter durations. Users of these community and recreation/amenity receptors are only expected to be impacted by community severance and changes in access in the short term. It should be noted however that the project requires specific portions of its route to be constructed via trenchless construction, therefore construction, in specific isolated locations, would have a longer duration.
- 13.5.42 Considering the mobile and temporary nature of works in any one location using professional judgement, the magnitude of change is assessed as small. The significance of effect of disruption on communities and people in Section F would be minor adverse and not significant.

Section G – M25 to M3

- 13.5.43 This section of the route runs through residential areas south of Chertsey. Construction activity could potentially bring about visual, noise and traffic effects. In addition, community severance and changes in access, particularly through residential areas, are also a possibility.
- 13.5.44 The visual assessment identified significant visual impacts during installation (see Chapter 10 Landscape and Visual). Chertsey Meads, PRowS within Chertsey Meads and some residents in South Chertsey would be likely to experience significant visual impacts.
- 13.5.45 Appendix 13.3 Noise and Vibration Technical Note concludes that significant noise effects are likely at a number of residential properties and community receptors in urban areas during installation. However, any noise effects would be temporary and short-term in nature, and would occur during normal working hours unless by exception. Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.



- 13.5.46 Appendix 13.1 Traffic and Transport Technical Note states there is not anticipated to be any significant impacts on traffic (traffic flows, journey times and collisions and safety) during the construction of the project. Therefore, no significant adverse impacts are anticipated in regard to disruption on people and communities in Section G.
- 13.5.47 There is the potential for localised disruption at some receptors due to their location within the Order Limits. The impacts on these receptors are described in Table 13.17.

Table 13.17: Impacts on Community and Recreation/Amenity Receptors in Section G

Type	Receptor Name	Impact
Community receptor	Abbey Moor Golf Club	Some of the fairway on the course would be affected, but there would be discussions with the Club to allow for the rest of the course to be reconfigured to lessen the impact.
	Playing fields north of Abbey Moor Golf Club	Construction would be on the periphery of this receptor. Therefore, the impact on users is not expected to be significant.
	Abbey Rangers Football Club	The project Order Limits has potential to impact on six pitches (three full size and three 5-a-side/Junior). However, careful routing will reduce to a temporary impact from the installation of the pipeline to three five-a-side pitches and possibly the main match pitch. The 5-a-side pitch space can be provided using the newly installed artificial turf pitch. The project will work with the club to manage the impact of the installation of the replacement pipeline.
Recreation/amenity receptor	Chertsey Meads LNR	One car park is expected to be directly impacted. Therefore, users may struggle to park when visiting the receptor. Users are expected to experience significant visual effects and intermittent noise effects during construction.
	10 PRoWs and two cycleways	Visual effects on users while passing through the Order Limits. The effects would be localised and not experienced for long periods.

- 13.5.48 Construction of the project across the section is anticipated to be undertaken using a phased approach only affecting a small area at a time. Therefore, while a 1km stretch of pipeline would be installed and covered within 11 weeks within an urban section, it is not anticipated that the whole 1km would be subject to construction activity at any one time. Instead, smaller areas would be affected for shorter durations. Users of these community and recreation/amenity receptors are only expected to be affected by issues of community severance and changes in access in the short term.
- 13.5.49 Considering the mobile and temporary nature of works in any one location using professional judgement, the magnitude of change is assessed as small. The significance of effect of disruption on people and communities in Section G would be minor adverse and not significant.



Section H – M3 to West London Terminal storage facility

- 13.5.50 This section of the route runs through heavily residential areas of Ashford where construction activity could potentially bring about visual, noise and traffic effects to sensitive receptors within the study area. In addition, there is also the potential for impacts in terms of community severance and changes in access, particularly within residential areas.
- 13.5.51 The visual assessment identified significant visual effects during construction (see Chapter 10 Landscape and Visual). Users of Fordbridge Park are expected to experience significant visual impacts because of the potential for tree loss within the park, opening up views of the surrounding urban area and traffic on the A308. Clarendon Primary School is also expected to experience significant adverse impacts on visual amenity due to loss of vegetation. However, the project would consult with educational facilities within the Order Limits to co-ordinate where practicable the construction timetable to reduce impacts (G173). There is also expected to be significant impacts for some residents of Ashford as vegetation clearance opens up views of roads and the rail line through Ashford.
- 13.5.52 Appendix 13.3 Noise and Vibration Technical Note concludes that significant noise effects are likely at a number of residential properties and community receptors in urban areas during installation. However, any noise effects would be temporary and short-term in nature, and would occur during normal working hours unless by exception. Noise during installation activities would be below levels at which significant adverse effects on health and quality of life could occur.
- 13.5.53 Appendix 13.1 Traffic and Transport Technical Note states there is not anticipated to be significant impacts on traffic (traffic flows, journey times and collisions and safety) during the construction of the project. Therefore, no significant adverse impacts are anticipated in regard to disruption on people and communities in Section H.
- 13.5.54 There is the potential for disruption to some receptors located within the project's Order Limits. The impacts on these receptors are described in Table 13.18.

Table 13.18: Impacts on Community and Recreation/Amenity Receptors in Section H

Type	Receptor Name	Impact
Community receptor	Clarendon Primary School	Installation would remove the entire playing field for the school during construction.
	St James Senior Boys School	The eastern edge of the school's pitches may be affected during construction.
	Thomas Knyvett College	Installation would pass directly through the Thomas Knyvett playing fields and lead to the potential loss of a pitch.
	Ashford Sports Club	Installation would affect the main access to the club and half the car parking spaces. Installation would not impact the hockey, football or cricket pitches.
Recreation/Amenity receptor	Fordbridge Park	Installation would pass directly through the receptor leaving less of the park available to the public. Although a small park, it has several



Type	Receptor Name	Impact
		memorial trees and may therefore be of community value.
	Woodthorpe Road Local Equipped Area for Play (LEAP)	The Woodthorpe Road Play Area would be temporarily removed during construction, potentially affecting young children that use the receptor.
	One PRow and two cycleways	Visual effects on users while passing through the Order Limits. The effects would be localised and not experienced for long periods.

- 13.5.55 Installation of the project in urban areas would be undertaken using a phased approach, only affecting a small area at a time. Therefore, while a 1km stretch of pipeline would be installed and covered within 11 weeks within an urban section, it is not anticipated that the whole 1km would be subject to construction activity at any one time. Instead, smaller areas would be affected for shorter durations. The users of these community and recreation/amenity receptors are only expected to be affected in the short term.
- 13.5.56 The project Order Limits have potential to impact on six pitches (three full size and three 5-a-side/Junior). However, careful routing will reduce to a temporary impact from the installation of the pipeline to three 5-a-side pitches and possibly the main match pitch. The 5-a-side pitch space can be provided using the newly installed artificial turf pitch. The project will work with the club to manage the impact of the installation of the replacement pipeline
- 13.5.57 Considering the mobile and temporary nature of works in any one location using professional judgement, the magnitude of change is assessed as small. The significance of effect of disruption on people and communities in Section H would be minor adverse and not significant.

Community Cohesion

- 13.5.58 No significant adverse effects are anticipated in respect to disruption on communities, therefore there is not anticipated to be any subsequent significant effect on community cohesion.

Tourism

- 13.5.59 The findings of the assessment of potential impacts on tourism receptors within the study area are described per section (A to H).

Section A – Boorley Green to Bramdean

- 13.5.60 Stable Farm Caravan and Campsite would be directly impacted by the project, as use of the site for caravans and camping is likely to be temporarily affected whilst the pipe is laid across the field adjacent to the camping area, and due to the location of a construction compound next to it. Significant disruption is expected at this location during these works, which may adversely change visitor behaviour over this period.



- 13.5.61 Located within Section A is the South Downs Way, a National Trail and prominent tourism feature within the South Downs National Park. The South Downs Way crosses the Order Limits and would potentially be subject to localised noise and significant visual impacts. As visitors to the National Trail are expected to pass through the area of disruption they are not expected to experience the effects for a long period (potentially only a few minutes). In addition, commitment G114 states that National Trails would be managed with access only affected for short periods during construction, through short term localised diversions around live working areas. Users are therefore only expected to experience a temporary localised impact at the South Downs Way.
- 13.5.62 Due to the nature of the tourism receptors and the small number of visitors that may be affected by the short duration of construction activity at these locations, the magnitude of change experienced by Section A would be negligible. Therefore, the overall significance of effects from disruption would be negligible also.

Section B – Bramdean to South of Alton

- 13.5.63 There are only three tourist receptors within Section B: Chawton Park Farm, Chawton House and Jane Austen House Museum.
- 13.5.64 Although these tourist receptors lie within the study area, they are located close to the logistics hub at Chawton (A32/ A31 Junction Northfield Lane) rather than the replacement pipeline route. To visit Chawton Park Farm, visitors would have to drive past the logistics hub and may, therefore, experience localised visual and noise impacts. However, as visitors would only be passing the logistics hub, the effects would not be experienced for a long period.
- 13.5.65 Chawton House, is outside the study area, however part of the gardens and parklands are approximately 500m from the Order Limits. This receptor is therefore not expected to experience any significant environmental impacts during construction. Jane Austen House Museum is approximately 500m from the logistics hub at Chawton (A32/ A31 Junction Northfield Lane). It is therefore not expected to experience any significant environmental impacts during construction.
- 13.5.66 Due to the nature of the tourism receptors affected and the distance from the installation, the magnitude of change is assessed as small. The significance of effect from disruption to tourism receptors and visitor numbers within Section B would be minor adverse and not significant.

Section C – South of Alton to Crondall

- 13.5.67 West End House Bed and Breakfast is likely to be significantly disrupted as the Order Limits are aligned very close to the receptor and cross over the access road to the bed and breakfast, potentially restricting access for a short period of time. The bed and breakfast may lose some passing trade as people are deterred from visiting due to the construction works. Located 150m from the Order Limits, the receptor may potentially experience noise impacts, however, these are not significant. It is also likely to experience visual impacts, although due to existing screening, these are unlikely to be significant.



- 13.5.68 There are two other tourist receptors within Section C: Froyle Park and The Anchor Inn. They may potentially experience visual effects and potential localised noise effects due to the lack of screening between the installation works and the receptors. However, these effects are not anticipated to be significant. Therefore, there is no combination of significant effects that could occur to create disruption at these tourism receptors. Visitor numbers are, therefore, not likely to be affected.
- 13.5.69 Due to the nature of the tourist receptors affected and the length of time of installation in any one location, the magnitude of change is assessed as small. The significance of effect from disruption to tourism receptors and visitor numbers within Section C would be minor adverse and not significant.

Section D – Crondall to Farnborough

- 13.5.70 Tweseldown Racecourse is expected to be directly affected by construction as the Order Limits pass through the racecourse. Potentially significant visual and noise effects are expected. No significant traffic impacts are expected during construction. However, due to the short duration of works, the effects are expected to be temporary in nature. As such, it is also unlikely that visitor numbers would be significantly affected as the racecourse is used twice a month for the training of thoroughbreds and only hosts a small number of events. Therefore, it is envisaged that construction activities would only marginally disrupt such operations.
- 13.5.71 The Farnborough Airshow would take place on the Farnborough Airport airfield located 400m from the Order Limits. However, as the Order Limits crosses the A327 using trenchless crossing techniques, the Farnborough Airshow is not anticipated to be significantly affected should works take place at the same time as the event.
- 13.5.72 The magnitude of change is anticipated to be negligible resulting in the significance of effect from disruption to tourist receptors and visitor numbers within Section D to be negligible overall.

Section E – Farnborough to Bisley and Pirbright Ranges

- 13.5.73 Most tourist receptors are located on the other side of the rail line (through Farnborough) from the Order Limits and would be unlikely to experience any visual or noise effects. No significant traffic impacts are expected during construction. Two receptors, Premier Inn Farnborough and The Ship Inn, may potentially be impacted by noise and visual effects as they are close to construction activity. However, as the duration of installation works would be short and limited at any one specific location, with works being mobile and temporary in nature, these significant noise and visual effects are not expected to adversely impact visitor numbers.
- 13.5.74 Considering the combination of effects and the short duration of construction activity at any one location, the magnitude of change on is assessed as small. The significance of effect from disruption to tourism receptors and visitor numbers within Section E would be minor adverse and not significant.

Section F – Bisley and Pirbright Ranges to M25

- 13.5.75 Only one tourist receptor is located within the Order Limits within Section F. Foxhills Country Club and Resort is expected to be directly affected by the installation works



as the Order Limits pass through the golf course. Potentially significant visual and noise effects may be experienced. No significant traffic impacts are expected during construction. The potential impact of disruption on Foxhills Country Club and Resort would be significant during installation, as some of the golf course would not be usable during this period. Therefore, visitor numbers may also be affected temporarily.

- 13.5.76 No other tourism receptors would be directly affected, although Great Cockcrow Railway is very close to the Order Limits. These receptors could, however, still experience some disruption from a combination of localised noise and visual effects. As installation works would be of short duration in any one location, with works being mobile and temporary in nature, no potential effects are considered to be significant, therefore visitor numbers are not expected to be significantly impacted.
- 13.5.77 Taking a combined view of all tourism receptors within Section F, the magnitude of change is assessed as small. The significance of effect from disruption to tourism receptors and visitor numbers within Section F would be minor adverse and not significant.

Section G – M25 to M3

- 13.5.78 Section G is an urban section. See Table 13.11 for the types of tourist receptors located within the study area.
- 13.5.79 Two tourist receptors are located within the Order Limits: the Thames Path and the Chertsey Agricultural Show. The Thames Path is a National Trail which would be subject to commitment G114. Visitors to the Thames Path are expected to pass through the area of disruption and are not expected to experience the effects for a long period (potentially only a few minutes). The effects on users of the Thames Path are not expected to be significant during installation.
- 13.5.80 One event, The Chertsey Agricultural Show, would take place on Chertsey Meads, located within the Order Limits. There would be the potential for significant adverse effects if construction was underway during the running of the two-day event. With the potential of significant adverse effects on this event impacting the people and communities locally, mitigation is proposed, as outlined in Section 13.6.
- 13.5.81 Due to the other tourist receptors being located within the built-up area of Chertsey, visual effects are not expected due to screening between the receptors and the installation works. No significant traffic impacts are expected during construction. Therefore, there is no combination of effects that could occur to create disruption at any tourism receptors other than those outlined above regarding Chertsey Agricultural Show. Visitor numbers are therefore not likely to be affected.
- 13.5.82 The magnitude of change is assessed as negligible. The significance of effect from disruption to tourism receptors and visitor numbers within Section G would be negligible.

Section H – M3 to West London Terminal storage facility

- 13.5.83 There is only one tourist\ receptor located within the Order Limits in Section H: E2 – Dover to Middleton in Teesdale Long Distance Walking Route (The Long Distance

Walkers Association, 2018). The Long Distance Walking Route is made up of PRowS which would be subject to commitment G114. Visitors to the Long Distance Walking Route are expected to pass through the area of disruption and are not expected to experience the effects (visual and noise) for a long period (potentially only a few minutes). No significant traffic impacts are expected during construction. As installation works would be limited to a short duration at any one location, with works being mobile and temporary in nature, these effects are not expected to adversely impact visitor numbers.

- 13.5.84 The magnitude of change is assessed as negligible. The significance of effect from disruption to tourist receptors and visitor numbers within Section H would be negligible.

Tourism Sector

- 13.5.85 The tourism sector within the counties of Hampshire and Surrey has been assigned a low sensitivity. An effect on the wider tourism sector has been assessed following the assessment of disruption to tourist receptors and the impact on visitor numbers within the study area for each section (A to H). No individual sections are expected to experience significant disruption to local tourism receptors or to visitor numbers. Therefore, no significant effects are anticipated on the wider tourism sector.
- 13.5.86 Although the South Downs National Park itself is not considered a tourism receptor within the People and Communities assessment (see paragraph 13.2.17) the contribution of the South Downs National Park to the tourism sector, particularly Hampshire, is noted. No individual components of the South Downs National Park are expected to be significantly impacted during construction, therefore, it is assumed that disruption would not be experienced more widely within the South Downs National Park. As visitors to the area are not expected to be discouraged from visiting the area during construction, it is expected that the contribution of the South Downs National Park to the tourism sector would not be adversely impacted.

13.6 Mitigation

- 13.6.1 This section outlines the mitigation that has been identified to reduce the significant effects that were identified in Section 13.5. Mitigation outlined below is in addition to the design measures and good practice measures in the REAC (see Table 13.13) as outlined in Section 13.4.
- 13.6.2 As outlined in paragraph 13.5.78, there is the potential for significant adverse effects on the Chertsey Agricultural Show should construction take place at the same time as the event. As a result, the project would work with the Chertsey Agricultural Show to limit impacts to the Show at Chertsey Meads and along Mead Lane (PC1), within Section G of the project's Order Limits.
- 13.6.3 There is no further mitigation of relevance to this assessment.



13.7 Residual Impacts (With Mitigation)

- 13.7.1 The assessment has concluded that there would be no significant residual effects on people and communities, including the South Downs National Park, as a result of the construction of the project.
- 13.7.2 Significant noise effects may be experienced at individual properties and community receptors, as set out in Appendix 13.3 Noise and Vibration Technical Note. These would be temporary and short term, and within the normal working hours unless by exception. When considered as one of the aspects contributing to the overall assessment of effects on people and communities, it is concluded that they do not represent significant adverse residual impacts.



13.8 References

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