



**RWE Renewables UK Dogger Bank  
South (West) Limited**

**RWE Renewables UK Dogger Bank  
South (East) Limited**

# **Dogger Bank South Offshore Wind Farms**

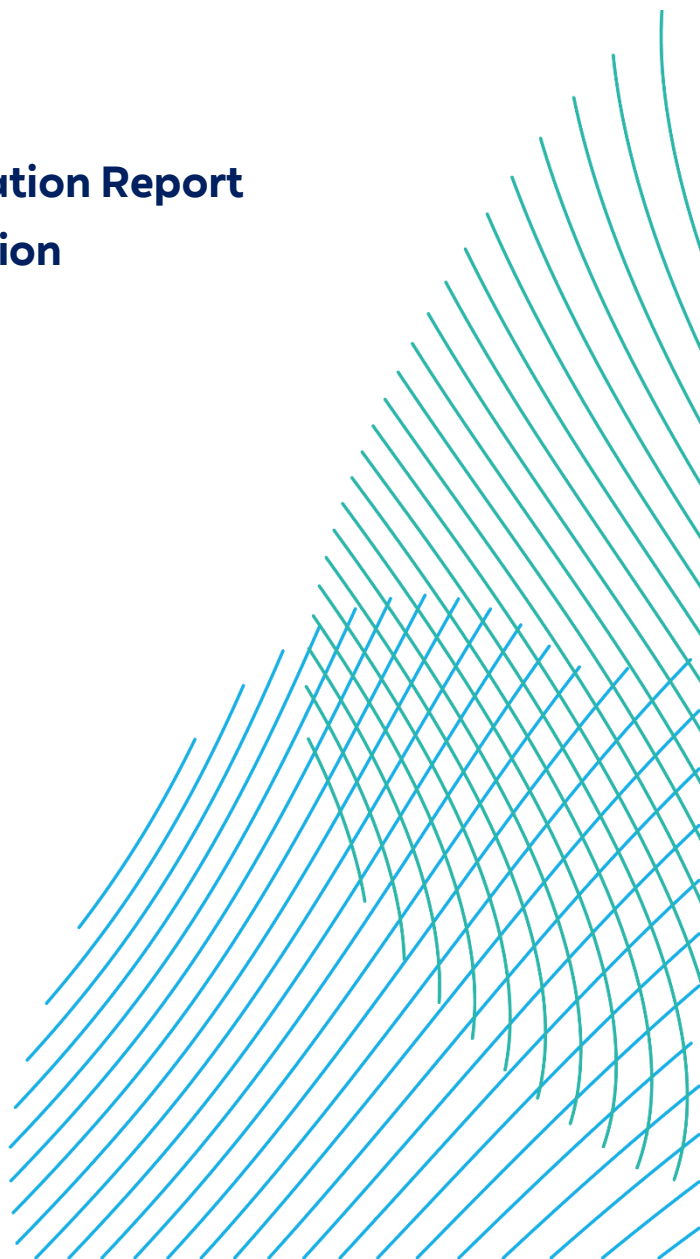
**Preliminary Environmental Information Report  
Chapter 29 – Tourism and Recreation**

**27/04/2023**

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## Contents

|                                                             |    |
|-------------------------------------------------------------|----|
| Glossary .....                                              | 7  |
| Acronyms .....                                              | 9  |
| 29 Tourism and Recreation .....                             | 11 |
| 29.1 Introduction .....                                     | 11 |
| 29.2 Consultation .....                                     | 11 |
| 29.3 Scope .....                                            | 13 |
| 29.3.1 Study Area .....                                     | 13 |
| 29.3.2 Realistic Worst Case Scenario .....                  | 14 |
| 29.3.2.1 General Approach .....                             | 14 |
| 29.3.2.2 Development Scenarios .....                        | 16 |
| 29.3.2.3 Construction Scenarios .....                       | 16 |
| 29.3.2.4 Operation Scenarios .....                          | 18 |
| 29.3.2.5 Decommissioning Scenarios .....                    | 18 |
| 29.3.3 Mitigation Embedded in the Design .....              | 18 |
| 29.4 Assessment Methodology .....                           | 19 |
| 29.4.1 Policy, Legislation and Guidance .....               | 19 |
| 29.4.1.1 National Policy Statements .....                   | 19 |
| 29.4.1.2 Other .....                                        | 21 |
| 29.4.2 Impact Assessment Methodology .....                  | 21 |
| 29.4.2.1 Definitions .....                                  | 21 |
| 29.4.2.2 Magnitude of Tourism and Recreation Impacts .....  | 23 |
| 29.4.2.3 Sensitivity of Receptors .....                     | 24 |
| 29.4.2.4 Sensitivity of the Tourism Economy .....           | 24 |
| 29.4.2.5 Sensitivity of Tourism and Recreation Assets ..... | 26 |
| 29.4.2.6 Significance of Effect .....                       | 28 |
| 29.4.3 Cumulative Effect Assessment Methodology .....       | 29 |
| 29.4.4 Assumptions and Limitations .....                    | 29 |
| 29.5 Existing Environment .....                             | 31 |
| 29.5.1 Demographics .....                                   | 31 |
| 29.5.2 Industrial Structure .....                           | 32 |
| 29.5.3 Tourism .....                                        | 34 |

|          |                                                                   |    |
|----------|-------------------------------------------------------------------|----|
| 29.5.4   | Local Attractions .....                                           | 36 |
| 29.5.5   | Accommodation Providers.....                                      | 39 |
| 29.5.6   | Recreational Activity.....                                        | 40 |
| 29.5.7   | Marine Recreational Baseline .....                                | 42 |
| 29.5.7.1 | Marine Recreational Activities: Boating .....                     | 42 |
| 29.5.8   | The Relationship between Offshore Wind Farms and Tourism.....     | 45 |
| 29.5.9   | Factors Driving Tourism Activity .....                            | 46 |
| 29.5.10  | Summary of Tourism and Recreation Baseline and Sensitivities..... | 47 |
| 29.5.11  | Future Trends.....                                                | 47 |
| 29.6     | Assessment of Significance.....                                   | 48 |
| 29.6.1   | Potential Effects During Construction .....                       | 48 |
| 29.6.1.1 | Impact 1: Tourism Economy.....                                    | 48 |
| 29.6.1.2 | Impact 2: Tourism Assets.....                                     | 50 |
| 29.6.1.3 | Impact 3: Recreational Assets Including Marine Recreation.....    | 52 |
| 29.6.2   | Potential Effects During Operation .....                          | 55 |
| 29.6.2.1 | Impact 1: Tourism Economy.....                                    | 55 |
| 29.6.2.2 | Impact 2: Tourism Assets.....                                     | 56 |
| 29.6.2.3 | Impact 3: Recreational Assets Including Marine Recreation.....    | 57 |
| 29.6.3   | Potential Effects During Decommissioning.....                     | 59 |
| 29.6.3.1 | Impact 1: Tourism Economy.....                                    | 59 |
| 29.6.3.2 | Impact 2: Tourism Assets.....                                     | 60 |
| 29.6.3.3 | Impact 3: Recreational Assets Including Marine Recreation.....    | 61 |
| 29.7     | Preliminary Assessment of Cumulative Effects .....                | 63 |
| 29.7.1   | Initial Screening for Cumulative Effects .....                    | 63 |
| 29.7.2   | Plans/Projects Considered for Cumulative Impacts.....             | 65 |
| 29.8     | Potential Monitoring Requirements .....                           | 67 |
| 29.9     | Transboundary Effects .....                                       | 67 |
| 29.10    | Interactions .....                                                | 67 |
| 29.11    | Inter-relationships.....                                          | 71 |
| 29.12    | Summary.....                                                      | 72 |
|          | References.....                                                   | 76 |

## Tables

|                                                                                                              |    |
|--------------------------------------------------------------------------------------------------------------|----|
| Table 29-1 Consultation Responses .....                                                                      | 12 |
| Table 29-2 Realistic Worst Case Design Parameters.....                                                       | 15 |
| Table 29-3 NPS Assessment Requirements .....                                                                 | 20 |
| Table 29-4 Definitions of Magnitude for Impacts on the Tourism Sector .....                                  | 22 |
| Table 29-5 Definitions of Magnitude of Tourism and Recreation Impacts.....                                   | 23 |
| Table 29-6 Definitions of Sensitivity for the Tourism Sector .....                                           | 25 |
| Table 29-7 Definitions of Sensitivity for Tourism and Recreation Assets .....                                | 27 |
| Table 29-8 Definition of Effect Significance.....                                                            | 28 |
| Table 29-9 Population Structure .....                                                                        | 31 |
| Table 29-10 Population Trends Over Time – Study Area .....                                                   | 32 |
| Table 29-11 Breakdown of Sectoral Employment.....                                                            | 33 |
| Table 29-12 Number and Spend of Visitors to the Study Area, 2019.....                                        | 35 |
| Table 29-13 Visitor Attractions in East Riding of Yorkshire .....                                            | 37 |
| Table 29-14 Accommodation by Type, East Riding of Yorkshire (2016) .....                                     | 39 |
| Table 29-15 Public Rights of Way and Cycle Route, East Riding of Yorkshire.....                              | 40 |
| Table 29-16 Significance of Effect on the Tourism Economy .....                                              | 50 |
| Table 29-17 Significance of Effect on Tourism Assets .....                                                   | 51 |
| Table 29-18 Significance of Effect on Recreational Assets .....                                              | 54 |
| Table 29-19 Significance of Effect on the Tourism Economy .....                                              | 56 |
| Table 29-20 Significance of Effect on Tourism Assets .....                                                   | 57 |
| Table 29-21 Significance of Effect on Recreational Assets .....                                              | 58 |
| Table 29-22 Significance of Effect on the Tourism Economy .....                                              | 60 |
| Table 29-23 Significance of Effect on Tourism Assets .....                                                   | 61 |
| Table 29-24 Significance of Effect on Recreational assets.....                                               | 62 |
| Table 29-25 Potential Cumulative Effects.....                                                                | 63 |
| Table 29-26 High-Level List of Offshore Plans/Projects Screened for Further Assessment in the Final CEA..... | 65 |
| Table 29-27 High-Level List of Onshore Plans/Projects Screened for Further Assessment in the Full CEA.....   | 66 |
| Table 29-28 Interactions Between Impacts - Screening .....                                                   | 68 |
| Table 29-29 Interaction Between Impacts - Phase and Lifetime Assessment.....                                 | 70 |
| Table 29-30 Tourism and Recreation Inter-relationships.....                                                  | 71 |

Table 29-31 Summary of Potential Likely Significant Effects on Tourism and Recreation .73

## Volume 2 - Figures

Figure 29-1 Local Tourism Area

Figure 29-2 Public Rights of Way and Cycle Routes

## Glossary

| Term                                        | Definition                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dogger Bank South (DBS) Offshore Wind Farms | The collective name for the two Projects, DBS East and DBS West.                                                                                                                                                                                                                                                                                         |
| Horizontal Directional Drilling (HDD)       | HDD is a trenchless technique to bring the offshore cables ashore at the landfall and can be used for crossing other obstacles such as roads, railways and watercourses onshore.                                                                                                                                                                         |
| Landfall                                    | The point on the coastline at which the offshore export cables are brought onshore, connecting to the onshore export cables at the Transition Joint Bay.                                                                                                                                                                                                 |
| Onshore Development Area                    | The Onshore Development Area for PEIR is the boundary within which all onshore infrastructure required for the Projects will be located including landfall, onshore export cable route, accesses, construction compounds and onshore substations. The Onshore Development Area is to be refined through the consultation and engineering review process. |
| Onshore Export Cables                       | Onshore export cables take the electricity from the Transition Joint Bay to the onshore substations.                                                                                                                                                                                                                                                     |
| Onshore Export Cable Corridor               | This is the area which includes cable trenches, haul roads, spoil storage areas, and limits of deviation for micro-siting. For assessment purposes, the cable corridor does not include the onshore substations, Transition Joint Bays or temporary access routes; but includes construction compounds (purely for the cable route).                     |
| Onshore Substations                         | A compound containing electrical equipment required to transform and stabilise electricity generated by the Projects so that it can be connected to the electricity transmission network. There will be one onshore substation for each Project.                                                                                                         |

| Term          | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The Applicant | RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited as the owners of DBS West and DBS East respectively are the named undertakers that will have the benefit of the Development Consent Order. References in this document to obligations on, or commitments by, 'the Applicant' are given on behalf of RWE Renewables UK Dogger Bank South (West) Limited and RWE Renewables UK Dogger Bank South (East) Limited. |
| The Projects  | DBS East and DBS West (collectively referred to as the Dogger Bank South offshore wind farms).                                                                                                                                                                                                                                                                                                                                                                           |



## Acronyms

| Term  | Definition                                   |
|-------|----------------------------------------------|
| CEA   | Cumulative Effects Assessment                |
| DBS   | Dogger Bank South                            |
| DCO   | Development Consent Order                    |
| EIA   | Environmental Impact Assessment              |
| EOBC  | European Open Beach Championship             |
| ERYC  | East Riding of Yorkshire Council             |
| ES    | Environmental Statement                      |
| GBDVS | Great Britain Day Visitor Survey             |
| GBTS  | Great Britain Tourism Survey                 |
| GDP   | Gross Domestic Product                       |
| GVA   | Gross Value Added                            |
| HDD   | Horizontal Direct Drilling                   |
| HVAC  | High Voltage Alternating Current             |
| HVDC  | High Voltage Direct Current                  |
| IMF   | International Monetary Fund                  |
| MMO   | Marine Management Organisation               |
| NPS   | National Policy Statement                    |
| ONS   | Office for National Statistics               |
| PEIR  | Preliminary Environmental Information Report |
| PROW  | Public Rights of Way                         |

| Term | Definition                                |
|------|-------------------------------------------|
| RSPB | Royal Society for the Protection of Birds |
| UK   | United Kingdom                            |

## 29 Tourism and Recreation

### 29.1 Introduction

1. This chapter of the Preliminary Environmental Information Report (PEIR) considers the likely significant effects of the Projects on tourism and recreation. The chapter provides an overview of the existing environment for the proposed Onshore Development Area, followed by an assessment of likely significant effects for the construction, operation, and decommissioning phases of the Projects.
2. The assessment should be read in conjunction with the following linked chapters:
  - **Chapter 14: Shipping and Navigation;**
  - **Chapter 21: Land Use;**
  - **Chapter 23: Landscape and Visual Impact Assessment;**
  - **Chapter 24: Traffic and Transport;**
  - **Chapter 25: Noise and Vibration;** and
  - **Chapter 28: Socio-economics.**

### 29.2 Consultation

3. Consultation with regard to tourism and recreation has been undertaken in line with the general process described in **Chapter 6 EIA Methodology**. The key element of consultation to date has been scoping. The feedback received has been considered in preparing the PEIR. **Table 29-1** provides a summary of how the consultation responses received to date have influenced the approach that has been taken.
4. This chapter will be updated following consultation on PEIR in order to produce the final assessment that will be submitted with the Development Consent Order (DCO) application. Full details of the consultation process will also be presented in the Consultation Report alongside the DCO application.

Table 29-1 Consultation Responses

| Comment                                                                                                                                                                                                                                                                                                                                                                                                  | Project Response                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The Planning Inspectorate: Scoping Opinion 02/09/2022                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                |
| The Inspectorate agrees that disruption to tourism and recreation from the operations of the buried onshore infrastructure can be scoped out of the assessment, however impacts associated with the onshore substation(s) should be included.                                                                                                                                                            | The impacts associated with the operations of the onshore substations are considered in section 29.6.                                                                                                                                                                                                                          |
| The Inspectorate agrees that disturbance to social infrastructure from noise, visual and traffic, of the operations of the buried onshore infrastructure can be scoped out of the assessment, however impacts associated with the onshore substation(s) should be included.                                                                                                                              | The disturbance to social infrastructure as a result of noise, visual and traffic impacts of the substation are considered based upon review of relevant draft PEIR chapters covering those subjects. Impacts have only been considered if significant effects are identified in these chapters.                               |
| The Inspectorate states that offshore socio-economic matters should be included within the ES, in particular impacts on commercial fishing, commercial shipping and dredging.                                                                                                                                                                                                                            | Socio-economic impacts on commercial fishing, commercial shipping and dredging are considered in <b>Chapter 28 Socio-economics</b> .                                                                                                                                                                                           |
| The ES should assess the impacts during construction and operation of potential severance issues resulting from the onshore cable corridor and other infrastructure for farmers and other land owners. The ES should also assess severance issues as a result of the onshore elements of the Proposed Development on the function of local settlements and their ability to act as cohesive communities. | <p>The social and economic impacts of the potential significant effects on agricultural land use <b>Chapter 21 Land Use</b>. Impacts are considered if significant effects are identified in these chapters.</p> <p>The impact of severance on community amenity is considered in <b>Chapter 24 Traffic and Transport</b>.</p> |

## 29.3 Scope

### 29.3.1 Study Area

5. There is no guidance for England on how to define local areas in the context of tourism and recreation assessments for offshore renewable projects. Consequently, the Study Area shown in **Figure 29-1**, has been defined through reference to the six principles for identification in the applicable guidance in Scotland (Scottish Government 2022). The principles are:
- Principle 1 (Dual Geographies) - The local area for the supply chain and investment impacts should be separate from the local area(s) for wider socio-economic impacts, including tourism and recreation;
  - Principle 2 (Appropriate Impacts) - The appropriate impacts to be considered for assessments should be identified before defining the local areas;
  - Principle 3 (Epicentres) - The local areas should include all the epicentres of the appropriate impacts;
  - Principle 4 (Accountability) - The local areas used in the assessment should comprise of pre-existing economic or political geographies (community councils, local authorities, development agencies) to enhance accountability;
  - Principle 5 (Understandable) - The local areas should be defined in such a way that they are understandable to the communities they describe; and
  - Principle 6 (Connected Geography) - The local area for the supply chain and investment impacts should consist of connected (including coastal) pre-existing economic or political geographies.

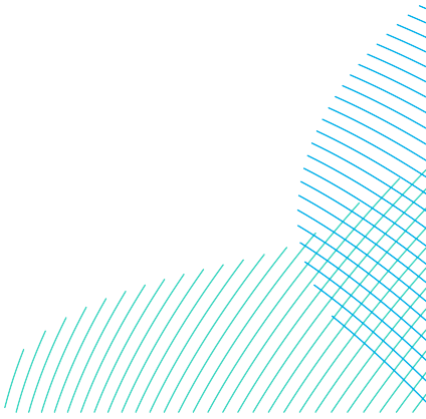
## 29.3.2 Realistic Worst Case Scenario

### 29.3.2.1 General Approach

6. The realistic worst case design parameters for likely significant effects scoped into the EIA for the tourism and recreation assessment are summarised in **Table 29-2**. These are based on the project parameters described in **Chapter 5 Project Description**, which provides further details regarding specific activities and their durations.
7. The impacts associated with tourism and recreation are the results of reactions to other environmental impacts. As outlined in Section 29.6, impacts will only occur if visitors or recreational users are aware of other environmental effects, such as disruption to traffic or visual impacts. The tourism and recreation assessment is based on identifying significant effects in other assessments and then considering the implications for tourism and recreational assets. Therefore, the Realistic Worst Case Scenario for tourism and recreation is determined by the Realistic Worst Case Scenarios for these assessments. These are outlined in:
  - **Chapter 14: Shipping and Navigation;**
  - **Chapter 21: Land Use;**
  - **Chapter 23: Landscape and Visual Impact Assessment;**
  - **Chapter 24: Traffic and Transport;**
  - **Chapter 25: Noise and Vibration;** and
  - **Chapter 28: Socio-economics.**
8. In addition to the design parameters set out in **Table 29-2**, consideration is also given to the different development scenarios still under consideration and the possible phasing of the construction as set out in Sections 29.3.2.2 to 29.3.2.5.

Table 29-2 Realistic Worst Case Design Parameters

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Parameter                                                                                                                                                          |                                    |                                    |                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | DBS East or DBS West in isolation                                                                                                                                  | DBS East and DBS West concurrently | DBS East and DBS West sequentially | Notes and rationale                                                                                                                                                                                                                                                                      |
| Onshore and Offshore Construction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Offshore export cable route                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The worst case design parameters for all development scenarios is equivalent to the worst case design parameters outline in the Chapters listed in section 29.1.   |                                    |                                    | Tourism and recreation impacts are determined by significant environmental effects identified in other chapters, therefore the design parameters that determine these impacts will vary depending on which environmental effect is driving the impacts on tourism and recreation assets. |
| Landfall                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Onshore export cable route                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Onshore substations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Onshore and Offshore Operation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Offshore export cable route                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The worst case design parameters for all development scenarios is equivalent to the worst case design parameters outline in the Chapters outlined in section 29.1. |                                    |                                    | Tourism and recreation Impacts are determined by significant environmental effects identified in other chapters, therefore the design parameters that determine these impacts will vary depending on which environmental effect is driving the impacts on tourism and recreation assets. |
| Landfall                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Onshore export cable route                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Onshore substations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| Onshore and Offshore Decommissioning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |
| No final decision regarding the decommissioning policy for the onshore project infrastructure including landfall, onshore cable route and onshore substation has yet been made. It is also recognised that legislation and industry best practice change over time. However, it is likely that the onshore project equipment, including the cable, will be removed, reused or recycled wherever possible and the transition bays and cable ducts being left in place. However, it is likely that offshore project infrastructure will be removed above the seabed and reused or recycled where practicable. The detail and scope of the decommissioning works will be determined by the relevant legislation and guidance at the time of decommissioning and will be agreed with the regulator. It is anticipated that for the worst case scenario, the impacts will be no greater than those identified for the construction phase. |                                                                                                                                                                    |                                    |                                    |                                                                                                                                                                                                                                                                                          |



## 29.3.2.2 Development Scenarios

9. The worst case scenario approach followed elsewhere in this PEIR is not applicable to this chapter. The choice between a HVDC and HVAC solution is not expected to affect the assessment of effects on tourism and recreation.
10. With regards to the substation options available, the main factor affecting the assessment carried out in this chapter is the number of locations for the electrical solutions. With respects to this, there are two options:
  - Two substations in Substation Zone 4; and
  - One substation in Substation Zone 1 and one in Substation Zone 4.
11. The impacts on tourism and recreation are determined based on significant effects identified in other assessments. Across those other assessments the substation scenarios could have different implications depending on the assets and type of effects considered. Therefore, it is not possible to directly define a single worst case substation scenario with regards to tourism and recreation.

## 29.3.2.3 Construction Scenarios

12. The following principles set out the framework for how the Projects may be constructed (relating to both onshore and offshore works):
  - DBS East and DBS West may be constructed at the same time, or at different times;
  - If built concurrently, both Projects could be constructed in five years;
  - If built non-concurrently, either Project could be built first;
  - If built non-concurrently, each Project would require a five year period of construction;
  - If built non-concurrently, it is anticipated that there would be up to a two year lag between the start of construction for the first project and the start of construction for the second project; and
  - Assuming a maximum construction period per Project of five years, and taking the above into account, the maximum construction period over which the construction of both Projects could take place is seven years.
13. In order to determine which construction scenario presents the realistic worst case for each receptor and impact, the assessment considers both maximum duration effects and maximum peak effects, in addition to each Project being developed in isolation, drawing out any differences between each of the two Projects.



14. The two construction scenarios considered by the tourism and recreation assessment are therefore:
  - Build DBS East or build DBS West in isolation; or
  - Build the Projects sequentially with a lag of up to two years – reflecting the maximum duration of effects.
15. The in isolation, concurrent and sequential construction scenarios all allow for the flexibility to build out the Projects using a phased approach. This will allow the Projects to adapt to National Grid Electricity Transmission Operator's development for the onshore grid connection points. Under a phased approach the maximum timescales for individual elements of the construction have been assessed.
16. The impacts on tourism and recreation are determined based on significant effect identified in other assessments, including:
  - **Chapter 14 Shipping and Navigation;**
  - **Chapter 21 Land Use;**
  - **Chapter 23 Landscape and Visual Impact Assessment;**
  - **Chapter 24 Traffic and Transport;**
  - **Chapter 25 Noise and Vibration ; and**
  - **Chapter 28 Socio-economics.**
17. Therefore, in this assessment the construction scenarios have only been considered indirectly, based on the findings the chapters listed above.
18. In all related assessments taken into account, the worst case scenario considers the construction of the Projects sequentially. Therefore, the tourism and recreation impacts from building DBS East or DBS West in isolation are assumed to be smaller than the impacts of sequential construction.

## 29.3.2.4 Operation Scenarios

19. Operation scenarios are described in detail in **Chapter 5 Project Description**. The assessment considers the following scenarios:
- Only DBS East in operation;
  - Only DBS West in operation; and
  - The two Projects operating concurrently, with or without a lag of up to two years between each Project commencing operation
20. The operations lifetime of each Project is expected to be 30 years.

## 29.3.2.5 Decommissioning Scenarios

21. Decommissioning scenarios are described in **Chapter 5 Project Description**. Decommissioning arrangements will be agreed through the submission of a Decommissioning Programme prior to construction, however for the purpose of this assessment it is assumed that decommissioning of the Projects could be conducted separately, or at the same time.

## 29.3.3 Mitigation Embedded in the Design

22. Tourism and recreation impacts are determined based on how individuals react to other environmental effects that are generated by the Projects. Therefore, the embedded mitigation measures described in the following chapters will be those which will mitigate against potential adverse effects on tourism and recreation. Those chapters are:
- **Chapter 14 Shipping and Navigation;**
  - **Chapter 21 Land Use;**
  - **Chapter 23 Landscape and Visual Impact Assessment;**
  - **Chapter 24 Traffic and Transport;**
  - **Chapter 25 Noise and Vibration; and**
  - **Chapter 28 Socio-economics.**
23. Mitigation embedded in design has sought to safeguard tourism and recreation assets by avoiding any recreationally sensitive designations, such as Areas of Outstanding Natural Beauty, and public open spaces.

## 29.4 Assessment Methodology

### 29.4.1 Policy, Legislation and Guidance

#### 29.4.1.1 National Policy Statements

24. The assessment of potential impacts upon tourism and recreation has been made with specific reference to the relevant National Policy Statements (NPS). The specific assessment requirements for tourism and recreation, as detailed in the NPS, are summarised in **Table 29-3** together with an indication of the section of this chapter where each is addressed.
25. It is noted that the NPSs are in the process of being revised. Draft versions were published for consultation in September 2021 by the Department of Business, Energy and Industrial Strategy. A review of these draft versions has been undertaken in the context of the PEIR chapter. No material changes were noted, however any further changes to these draft revisions resulting from the consultation process will be considered in the ES.
26. Following the consultation in 2021 on the draft energy NPS, a new consultation opened on the 30 March 2023 on revised drafts of the energy NPSs, including EN1, EN3 and EN5. Due to the timing of this consultation, and finalisation of this PEIR we have been unable to review and take these revised draft NPS into account within these documents. However, these will be reviewed and incorporated into the final ES where relevant.

Table 29-3 NPS Assessment Requirements

| NPS Requirement                                                                                                                                                                                                                   | NPS Reference                 | PEIR Section Reference                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------------------------------------------------------------------------|
| <b>EN-1 NPS for Energy</b>                                                                                                                                                                                                        |                               |                                                                                                                |
| The assessment should include effects on tourism.                                                                                                                                                                                 | EN-1 paragraph 5.2.13         | Effects on tourism and recreation are considered throughout this chapter.                                      |
| The assessment should include cumulative effects.                                                                                                                                                                                 | EN-1 paragraph 5.2.13         | Cumulative effects will be considered as part of the ES.                                                       |
| Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development's socio-economic impacts correlate with local planning policies. | EN-1 paragraph 5.12.4         | A baseline of existing socio-economic conditions, tourism and recreation activity is provided in section 29.5. |
| <b>EN-3 NPS for Renewable Energy Infrastructure</b>                                                                                                                                                                               |                               |                                                                                                                |
| Potential economic impacts on recreational and commercial users of the sea.                                                                                                                                                       | 2.33.1                        | Impacts on recreational activity, including of an economic nature, are considered throughout this chapter.     |
| <b>Draft EN-1 NPS for Energy</b>                                                                                                                                                                                                  |                               |                                                                                                                |
| The assessment of socio-economic impacts should consider effects on tourism.                                                                                                                                                      | Draft EN – 1 paragraph 5.13.3 | Impacts on the tourism economy and individual tourism assets are considered throughout this chapter.           |

## 29.4.1.2 Other

27. Further detail is provided in **Chapter 3 Policy and Legislative Context**.

## 29.4.2 Impact Assessment Methodology

28. **Chapter 6 EIA Methodology** provides a summary of the general impact assessment methodology applied. The following sections describe the methods used to assess the likely significant effects on tourism and recreation.

### 29.4.2.1 Definitions

29. The magnitude of an impact, as considered within this chapter, is determined by assessing the following sorts of considerations:
- Spatial extent - the geographical area over which an impact occurs;
  - Temporal extent - the duration over which the impact occurs;
  - Frequency of occurrence - how often the impact occurs; and
  - Severity - the degree of change relative to the baseline level.
30. The magnitude and significance of any impact are considered in relation to the baseline conditions within the study area.
31. The frequency and temporal extent of any impact will be considered and those which occur over a short period of time will be described as temporary and those which occur over a longer period will be described as permanent.
32. The approach to determining the severity, and therefore magnitude, of tourism and recreation impacts includes consideration of:
- Changes in economic activity associated with tourism; and
  - Tourism and recreation assets.
33. Between 2000 and 2019, the average level of Gross Domestic Product (GDP) per capita growth in the UK was 1% per annum (IMF, 2022). Similarly, between 2000 and 2019 the number of jobs has grown by 1% per annum (ONS, 2022). The magnitude of any change in an economy or a sector within it should be considered within this context.
34. The magnitude of employment impacts in a given sector should be considered in relation to the levels of economic activity within a study area. The magnitude should be relative to the number of people in employment, rather than the unemployed.

Table 29-4 Definitions of Magnitude for Impacts on the Tourism Sector

| Magnitude  | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High       | <p>An impact would be considered to have a high magnitude on a sector if the change within that sector was equivalent to all of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area:</p> <ul style="list-style-type: none"> <li>• Peak annual GVA impact within that sector is greater than, or equal to, 1% of the sector; or</li> <li>• Peak employment supported by the sector is greater than, or equal to, 1% of the total number of jobs in that sector.</li> </ul>            |
| Medium     | <p>An impact would be considered to have a medium magnitude on a sector if the change within that sector was equivalent to half of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area:</p> <ul style="list-style-type: none"> <li>• Peak annual GVA impact within that sector is greater than, or equal to, 0.5% of the sector; or</li> <li>• Peak employment supported by the sector is greater than, or equal to, 0.5% of the total number of jobs in that sector.</li> </ul>     |
| Low        | <p>An impact would be considered to have a low magnitude on a sector if the change within that sector was equivalent to a quarter of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area:</p> <ul style="list-style-type: none"> <li>• Peak annual GVA impact within that sector is greater than, or equal to, 0.25% of the sector; or</li> <li>• Peak employment supported by the sector is greater than, or equal to, 0.25% of the total number of jobs in that sector.</li> </ul> |
| Negligible | <p>An impact would be considered to have a negligible magnitude on a sector if the change within that sector was equivalent to less than a quarter of the sector's share of typical economic growth per capita. Specifically, for each sector in a study area:</p> <ul style="list-style-type: none"> <li>• Peak annual GVA impact within that sector is less than 0.25% of the sector; or</li> <li>• Peak employment supported by the sector is less than 0.25% of the total number of jobs in that sector.</li> </ul>                  |

## 29.4.2.2 Magnitude of Tourism and Recreation Impacts

35. Impacts will occur on tourism and recreation receptors if they are sensitive to changes in environmental factors that will occur as a result of the Projects and the receptors are considered to experience a significant impact as a result of changes to these environmental factors.
36. The impacts considered on tourism and recreation assets are changes to visitor or user behaviour and outcomes. Any environmental impact on these receptors shall therefore be assessed against how it will change behaviour compared to the current baseline of visitor or user behaviour of the receptor.

*Table 29-5 Definitions of Magnitude of Tourism and Recreation Impacts*

| Magnitude  | Definition                                                                                                                                                                              |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High       | The impact on a tourism and recreation asset would be considered to have a high magnitude if is predicted to experience a major change of behaviour of visitors or users.               |
| Medium     | The impact on a tourism and recreation asset would be considered to have a medium magnitude if is predicted to experience a moderate change of behaviour of visitors or users.          |
| Low        | The impact on a tourism and recreation asset would be considered to have a low magnitude if is predicted to experience a minor change of behaviour of visitors or users.                |
| Negligible | The impact on a tourism and recreation asset would be considered to have a negligible magnitude if is predicted to experience an undetectable change of behaviour of visitors or users. |



## 29.4.2.3 Sensitivity of Receptors

37. The sensitivity of the receptor is determined by assessing the following considerations:
- Adaptability - the degree to which a receptor can avoid or adapt to an impact;
  - Tolerance - the ability of a receptor to accommodate temporary or permanent change without a significant adverse impact;
  - Reversibility and recoverability - the temporal scale over and extent to which a receptor will recover following an impact; and
  - Value and importance - a measure of the receptor's importance in terms of its relative ecological, social or economic value or status.
38. This section discusses how this sensitivity has been applied to tourism and recreation receptors.

## 29.4.2.4 Sensitivity of the Tourism Economy

39. The effect on the tourism economy is scoped into this assessment. The assessment will consider the effect of the Projects on the tourism economy. This will require an assessment of the sensitivity of the tourism sector in the study area. A tourism sector will be sensitive if there are only a few drivers of tourism or if there is a particular reliance on a particular type of visitor.
40. The assessment of sensitivity will also consider the nature of the effect and the key drivers of the tourism economy in each study area. Different tourism and recreation assets will be sensitive to different environmental effects. Therefore, if key assets within the tourism sector are not sensitive to an environmental effect, this will reduce the sensitivity of the tourism economy to that effect. Similarly, if the key markets of the tourism sector in an area are sensitive to a particular environmental effect this will also contribute to the overall sensitivity of the tourism sector. Therefore, the overall sensitivity of the tourism sector is dependent on the sensitivity of the drivers of tourism in the area.
41. To assess the sensitivity of the tourism economy in the Study Area it is necessary to consider:
- The type and number of drivers of tourism to the area;
  - The sensitivity of key drivers of the tourism economy to the nature of the effect; and
  - The types of visitors that are attracted to the area.



Table 29-6 Definitions of Sensitivity for the Tourism Sector

| Sensitivity | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High        | <p>A highly (major) sensitive tourism sector will not be able to absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of high sensitivity include:</p> <ul style="list-style-type: none"> <li>• The tourism sector is particularly reliant on a one single attraction or market that is sensitive to the environmental effect; and</li> <li>• The number of jobs in the tourism sector economy has been declining over multiple years.</li> </ul>                                |
| Medium      | <p>A moderately sensitive tourism sector has a moderate capacity to absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of medium sensitivity include:</p> <ul style="list-style-type: none"> <li>• The tourism sector is particularly reliant on a small number of attractions or markets that are sensitive to the environmental effect; and</li> <li>• The number of jobs in the tourism sector economy has grown at a slower rate than the wider tourism sector.</li> </ul> |
| Low         | <p>A low (minor) sensitive tourism sector will be able to absorb some changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of low sensitivity include:</p> <ul style="list-style-type: none"> <li>• The assets and markets that drive the tourism economy are not sensitive to the environmental effect; and</li> <li>• The number of jobs in the tourism sector economy has grown at a similar rate to wider tourism sector.</li> </ul>                                                |
| Negligible  | <p>A tourism sector with negligible sensitivity is very agile and will be able to accommodate changes without affecting its character or overall value. Factors that would contribute to a tourism sector being considered of negligible sensitivity include:</p> <ul style="list-style-type: none"> <li>• There are a wide range of assets and markets that drive the tourism economy in the area; and</li> <li>• The number of jobs in the tourism sector economy has grown at a faster rate than the wider tourism sector.</li> </ul>                                     |

42. This assessment will consider how the tourism sector contributes to wider economy of each study area and if it is a contributing factor to the sensitivity of the economy. This will consider factors including:
- The contribution of the tourism sector to the local economy, including;
    - Tourism employment as a proportion of total employment;
    - The contribution of the tourism sector to the productivity of the wider economy;
  - The contribution of the area to the tourism sector in the wider economy. This will consider;
    - The number of visitors to the area relative to the number of visitors to the wider area; and
    - The presence of tourism attractions/receptors that are considered to be of national or regional importance.

#### 29.4.2.5 Sensitivity of Tourism and Recreation Assets

43. The effect on the tourism and recreation assets is scoped into this assessment.
44. The sensitivity of a tourism or recreation asset is determined by how reactive visitors, or users, of this asset are to a change in the environment. The sensitivity may change depending on which environmental factor is being considered. For example, an asset may be highly sensitive to changes in traffic and transport activity but have negligible sensitivity to landscape and visual impacts.
45. The sensitivity of these assets will also depend on the ability of the asset to react to any change. Assets that provide a fixed offering, such as a monument or nature-based attraction will be, other things remaining equal, more sensitive to change.

Table 29-7 Definitions of Sensitivity for Tourism and Recreation Assets

| Sensitivity | Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High        | <p>A tourism or recreational asset with a high (major) sensitivity will not be able to tolerate or adapt to effects as these will result in a fundamental change in visitor behaviour. Factors that will contribute to a tourism or recreational asset being considered of high sensitivity include:</p> <ul style="list-style-type: none"> <li>• Being dependent on a single environmental condition to attract or accommodate visitors and users; and</li> <li>• Being unable to adapt or adjust in response to changes in visitor or user behaviour.</li> </ul>                               |
| Medium      | <p>A tourism or recreational asset with a moderate sensitivity will have limited capacity to tolerate or adapt to effects as these will result in a moderate change in visitor behaviour. Factors that will contribute to a tourism or recreational asset being considered of medium sensitivity include:</p> <ul style="list-style-type: none"> <li>• Being influenced a single environmental condition to attract or accommodate visitors and users; and</li> <li>• Have a limited ability to adapt or adjust in response to changes in visitor or user behaviour.</li> </ul>                  |
| Low         | <p>A tourism or recreational asset with a minor sensitivity will have the ability to tolerate or adapt to effects as these will result in an incidental change in visitor behaviour. Factors that will contribute to a tourism or recreational asset being considered of low sensitivity include:</p> <ul style="list-style-type: none"> <li>• Environmental conditions have a minor influence on the ability of the asset to attract or accommodate visitors and users; and</li> <li>• Being able to adapt or adjust the assets in response to changes in visitor or user behaviour.</li> </ul> |
| Negligible  | <p>A tourism or recreational asset with a negligible sensitivity will be resistant to changes in environmental factors. Factors that will contribute to a tourism or recreational asset being considered of negligible sensitivity include:</p> <ul style="list-style-type: none"> <li>• Environmental conditions have a negligible influence on the ability of the asset to attract or accommodate visitors and users; and</li> <li>• Having substantial ability to adapt or adjust the assets in response to changes in visitor or user behaviour.</li> </ul>                                  |

## 29.4.2.6 Significance of Effect

46. The assessment of significance of an effect is informed by the sensitivity of the receptor and the magnitude of the impact. The determination of significance is guided by the use of an impact significance matrix presented in **Chapter 6 EIA Methodology**. Definitions of each level of significance are provided in **Table 29-8**. For the purposes of this assessment, any effect that is of major or moderate significance is considered to be significant in EIA terms, whether this be adverse or beneficial. Any effect that has a significance of minor or negligible is not significant.

Table 29-8 Definition of Effect Significance

| Significance | Definition                                                                                                                                                                                                                                                                                            |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Major        | Very large or large change in receptor condition, which is likely to be important considerations at a regional or district level because they contribute to achieving national, regional or local objectives, or could result in exceedance of statutory objectives and / or breaches of legislation. |
| Moderate     | Intermediate change in receptor condition, which is likely to be important considerations at a local level.                                                                                                                                                                                           |
| Minor        | Small change in receptor condition, which may be raised as local issues but are unlikely to be important in the decision making process.                                                                                                                                                              |
| Negligible   | No discernible change in receptor condition.                                                                                                                                                                                                                                                          |
| No change    | No impact, therefore no change in receptor condition.                                                                                                                                                                                                                                                 |

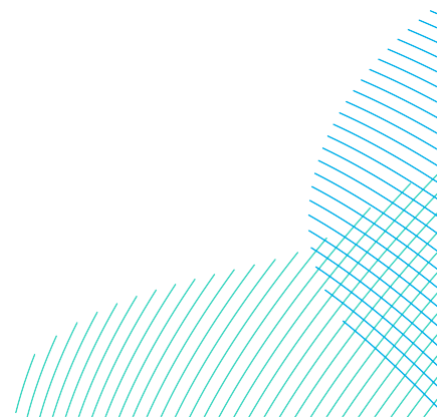
### 29.4.3 Cumulative Effect Assessment Methodology

47. The cumulative effect assessment (CEA) considers other plans and projects that may result in cumulation with the Projects. **Chapter 6 EIA Methodology** provides details of the general framework and approach to the CEA that will be undertaken for the Projects.
48. The final assessment of cumulative effects will be undertaken during the later stages of the EIA, once further information is available on a number of projects such as the Outer Dowsing Offshore Wind Farm, Hornsea Project Four decision and the Sheringham Shoal and Dudgeon Extension Projects examination. However, for the purposes of the PEIR, it is possible to identify a number of projects and plans which are likely to feature in that assessment and consider the extent to which cumulative effects might arise. Section 29.7 presents the following preliminary information regarding cumulative effects:
- Screening for cumulative effects; and
  - A preliminary short list of plans and projects considered for CEA, including a brief description as to how projects have been screened in and the initial tier level they have been assigned.

### 29.4.4 Assumptions and Limitations

49. This preliminary assessment is considered to be an interim stage in the EIA process. The results presented in the following sections are based on early design assumptions and initial assessments which will be refined and presented in the final Environmental Statement (ES) to be submitted as part of the DCO application.
50. Data from official statistical sources, such as the surveys carried out by the Office for National Statistics (ONS), are generally published with a lag of between one and two years. This means that part of the information included in the baseline does not reflect current economic activity, while being based on the latest available data. Similarly, this means that as the PEIR is revised and the ES is drafted, some of the baseline information may change. To provide the most up to date information possible, the baseline assessment was carried out close to the submission of the PEIR.

51. Where the latest year for which information on tourism is 2020, data from 2019 is used instead. This is because 2020 is not considered as an appropriate reference point. Over 2020 and throughout 2021 tourism activity was constrained by restrictions aimed at preventing the spread of Covid-19 limiting domestic and international travel. While the Covid-19 pandemic may have changed attitudes towards travel (for instance, shifting preferences from international to domestic holidays), international visitors are likely to remain a key group for the tourism sector.
52. Data were not always available for the study area considered in the assessment. In instances where data at that level were not available, estimates were provided based on the smallest geography that included the study area considered (e.g., East Riding of Yorkshire instead of the Study Area).
53. The robustness of data on tourism visits and spending depends on the size of the study areas considered. Data at local authority level tend to rely on smaller sample sizes and as such are to be considered less accurate.
54. None of the assumptions and limitations listed above is likely to affect the overall assessment of effects from the construction, operations and decommissioning of the Projects.



## 29.5 Existing Environment

### 29.5.1 Demographics

55. The Study Area, has a population of 100,090 people and is administered by East Riding of Yorkshire Council.
56. As shown in **Table 29-9**, around 57% of the population living in the Study Area is aged between 16 and 64 years old, lower than the UK average of 62%. Around 28% of the area's population is made up of people aged 65 years old and over, making its population structure considerably older than that of the UK as a whole.

Table 29-9 Population Structure

|                                                | Study Area     | UK                |
|------------------------------------------------|----------------|-------------------|
| <b>Total</b>                                   | <b>100,090</b> | <b>67,081,200</b> |
| % of the population aged under 16 years old    | 15%            | 19%               |
| % of the population aged 16-64 years old       | 57%            | 62%               |
| % of the population aged 65 years old and over | 28%            | 19%               |

Source: ONS (2021), Population Estimates – small area based by single year of age. ONS (2021), Population Estimates 2020.

57. The population of the Study Area has increased by 0.8% since 2011. Between 2011 and 2020, both the number of people aged 0-15 years old and those of working age decreased, by 6% and 8% respectively. In comparison, over the same period the number of people aged 65+ increased by 6,670 (32%). Changes in the population of the Study Area are set out in **Table 29-10**.

Table 29-10 Population Trends Over Time – Study Area

|                                       | 2011          | 2020           | % Change    |
|---------------------------------------|---------------|----------------|-------------|
| population aged under 16 years old    | 16,338        | 15,331         | -6.2%       |
| population aged 16-64 years old       | 61,849        | 56,935         | -7.9%       |
| population aged 65 years old and over | 21,151        | 27,820         | 31.5%       |
| <b>Total population</b>               | <b>99,338</b> | <b>100,086</b> | <b>0.8%</b> |

Source: ONS (2021), Population Estimates: small area based by single year of age.

## 29.5.2 Industrial Structure

58. In 2021, there were a total 37,105 people employed in the Study Area. Almost half of the employment in the area is supported by three sectors: manufacturing, wholesale and retail trade and public administration and defence.
59. The largest employment sector in the Study Area is manufacturing, which accounts for 19% of the workforce and more than double the proportion of employment the sector supports across the UK. Wholesale and retail trade (14%) and public administration and defence (13%) are also relatively important employers across the Study Area.
60. Accommodation and food service activities and arts, entertainment and recreation are sectors relevant to the tourism economy. Across the Study Area these two sectors employed 11% of those in employment, compared to 9% across the UK.
61. Employment in these two sectors has grown at a faster rate than general employment in the area. Between 2015 and 2021, employment in tourism related industries grew by 16%, compared to a 7% growth in all jobs in the area. A full breakdown of sectoral employment is provided in **Table 29-11**.



Table 29-11 Breakdown of Sectoral Employment

|                                                                      | Study Area | UK  |
|----------------------------------------------------------------------|------------|-----|
| Manufacturing                                                        | 19%        | 8%  |
| Wholesale and retail trade; repair of motor vehicles and motorcycles | 14%        | 15% |
| Public administration and defence; compulsory social security        | 13%        | 4%  |
| Human health and social work activities                              | 8%         | 13% |
| Education                                                            | 8%         | 9%  |
| Accommodation and food service activities                            | 8%         | 7%  |
| Construction                                                         | 6%         | 5%  |
| Administrative and support service activities                        | 5%         | 9%  |
| Professional, scientific and technical activities                    | 4%         | 9%  |
| Transportation and storage                                           | 3%         | 5%  |
| Arts, entertainment and recreation                                   | 3%         | 2%  |
| Water supply; sewerage, waste management and remediation activities  | 2%         | 1%  |
| Other service activities                                             | 2%         | 2%  |
| Real estate activities                                               | 1%         | 2%  |
| Information and communication                                        | 1%         | 4%  |
| Electricity, gas, steam and air conditioning supply                  | 1%         | 0%  |
| Financial and insurance activities                                   | 1%         | 3%  |
| Agriculture, forestry and fishing                                    | 0%         | 2%  |

|                                            | Study Area    | UK                |
|--------------------------------------------|---------------|-------------------|
| Mining and quarrying                       | 0%            | 0%                |
| <b>Total employment (number of people)</b> | <b>37,105</b> | <b>30,546,000</b> |

Source: ONS (2021), Business Register and Employment Survey.

## 29.5.3 Tourism

62. A range of statistics are available on visitor numbers and visitor spend, including from the Great Britain Day Visitor Survey (GBDVS), the Great Britain Tourism Survey (GBTS) and the International Passenger Survey. As data are not available for the Study Area, tourism activity was estimated by weighting data for East Riding of Yorkshire by the relative share of tourism employment in the Study Area compared to East Riding of Yorkshire.
63. The GBDVS presents data on visitor numbers and spend for each region of England, with the latest survey covering activity between 2016 and 2018. On average, it was estimated that in this period there were 2.4 million day visitors to the Study Area, spending a total of £45.1 million (**Table 29-12**). This indicates a spend of £18.70 per day visitor, which is less than the £32.70 average spend per visitor across Great Britain.
64. In terms of domestic overnight visitors, on average it was estimated that between 2017 and 2019 the Study Area hosted 0.2 million overnight visitors, spending a total of £28.2 million in the local economy. This indicates a spend of £149 per visitor, which is lower than the average for overnight visitors across Great Britain.

Table 29-12 Number and Spend of Visitors to the Study Area, 2019

|                                                 | Study Area | Great Britain |
|-------------------------------------------------|------------|---------------|
| Number of Day Visitors (million)                | 2.4        | 1,795.1       |
| Total spend of Day Visitors (£m)                | £45.1      | £58,623.2     |
| Total spend per Day Visitor (£)                 | £18.70     | £32.70        |
| Number of Domestic Overnight Visitors (million) | 0.2        | 121.4         |
| Total spend of Domestic Overnight Visitors (£m) | £28.2      | £24,098.7     |
| Total spend per Domestic Overnight Visitor (£)  | £148.60    | £198.50       |

Source: Kantar, (2020). Great Britain Day Visits Survey. Kantar (2019), Great Britain Tourism Survey.

65. The population of the Study Area is 100,090, and in total it received 2.6 million UK visitors, equivalent to 26 visits per person. This is slightly lower than the UK average of 29 visits per person.
66. Similarly, based on data regarding international visitors for East Yorkshire, it was estimated that between 2017 and 2019, on average there were 9,800 international visits to the Study Area. These visitors spent a total of £3.5 million in the local economy during their stay, spending approximately £361 per visitor.

## 29.5.4 Local Attractions

67. Visit Britain collect annual data on the number of visitors to visitor attractions across England. In the latest version of the report (2022), four visitor attractions were identified for East Riding of Yorkshire (where the Study Area is located):
  - RSPB Bempton Cliffs Reserve;
  - Burton Constable Hall;
  - The Priory Church; and
  - Beverley Minister.
68. A further twelve attractions were identified from the Visit East Yorkshire website (**Figure 29-1**):
  - Five stately homes and gardens, including
    - Burton Agnes Hall and Gardens;
    - Scampston Hall and Walled Garden;
    - Burnby Hall Gardens and Museum;
    - Wassand Hall; and
    - Sewerby House.
  - Sledmere House;
  - The Deep, Hull;
  - Westwood Common (Beverley Westwood);
  - Beverley Racecourse;
  - Beverley & East Riding Golf Club;
  - Bridlington Spa; and
  - Spurn Point.
69. The visitor attractions are listed and described in **Table 29-13**. The table also considers whether they lay within the Study Area. The visitor attractions identified all contribute to the attractiveness of the Study Area to visitors, either directly due to their location within the Study Area or indirectly by bringing tourism to nearby areas, which has spill-over impacts on the tourism economy of the Study Area.

Table 29-13 Visitor Attractions in East Riding of Yorkshire

| Attraction                     | Description                                                                                                                                                                                                                                     | Located in the Study Area? |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
| RSPB Bempton Cliffs Reserve    | A nature reserve with white cliffs that hosts a variety of seabirds between April and October. Prior to Covid-19, this attraction received around 100,000 visitors per year.                                                                    | No                         |
| Burton Constable Hall          | A historic house and gardens that is open to visitors and features walks and wildlife trails. Prior to Covid-19 this attraction received around 30,000 visitors per year.                                                                       | Yes                        |
| The Priory Church, Bridlington | A historic place of worship. Prior to Covid-19 this attraction received 2,000 visitors per year.                                                                                                                                                | No                         |
| Beverley Minster               | A 16 <sup>th</sup> century parish church featuring medieval gothic architecture. Prior to Covid-19 this attraction received approximately 60,000 visitors per year.                                                                             | Yes                        |
| Sledmere House                 | A country home featuring walled gardens, a children's play area and a rare breed farm park.                                                                                                                                                     | No                         |
| Stately Home and Gardens       | East Riding of Yorkshire is home to a number of grand Hall's and Gardens that are open to visitors, including: Burton Agnes Hall and Gardens, Scampston Hall and Walled garden, Burnby Hall Gardens and Museum, Wassand Hall and Sewerby House. | No                         |

| Attraction                       | Description                                                                                   | Located in the Study Area? |
|----------------------------------|-----------------------------------------------------------------------------------------------|----------------------------|
| Bridlington Spa                  | Entertainment venue hosting a variety of performances throughout the year.                    | No                         |
| Spurn Point                      | A national nature reserve and tidal island located off the coast of East Riding of Yorkshire. | No                         |
| The Deep Hull                    | An aquarium hosting over 3,000 creatures.                                                     | No                         |
| Westwood Common                  | To the west of Beverley, this park encompasses both the racecourse and a golf club.           | Yes                        |
| Beverley Racecourse              | First opened in 1690, this venue hosts race days throughout the year.                         | Yes                        |
| Beverley & East Riding Golf Club | One of the oldest golf courses in the North of England.                                       | Yes                        |

Source: Visit Britain, (2022). Annual Survey of Visits to Visitor Attractions. & Visit East Yorkshire, (2022). Explore East Yorkshire.

## 29.5.5 Accommodation Providers

70. An overview of accommodation providers is provided by a report from AECOM (2016) on tourism in East Riding of Yorkshire. Whilst this study was produced in 2016, and the industry is likely to have been adversely affected by the Covid-19 pandemic, it is expected that the overall findings of the report remain applicable with respect to the nature of accommodation provision in East Riding of Yorkshire.
71. The study identified upwards of 548 accommodation providers in the area, of which at least 290 were in the East Coast Bridlington area and around 47 in the Beverley and Hinterlands area.
72. A breakdown by type of accommodation businesses is given in **Table 29-14**.

Table 29-14 Accommodation by Type, East Riding of Yorkshire (2016)

| Accommodation Type         | Number of businesses |
|----------------------------|----------------------|
| Hotels                     | 260                  |
| B&B's/Guest Houses         | 21                   |
| Self-catered Units         | 206                  |
| Holiday Parks              | 40                   |
| Sites with Touring Pitches | 51                   |
| <b>Total</b>               | <b>548*</b>          |

Source: AECOM, (2016). Tourism Accommodation Study. \*Adjusted number not accounting of providers offering more than one type of accommodation.

73. The study also noted that the number of accommodation providers had risen between 2009 and 2016, with most of the rise attributable to the increase in self-catering businesses.

## 29.5.6 Recreational Activity

74. The East Riding of Yorkshire Council website (2022) identifies several long-distance walking and cycle routes across East Riding of Yorkshire. Eight of these routes pass through the Study Area, including (**Figure 29-2**):
- Yorkshire Wolds Way (National Trail);
  - Trans Pennine Trail;
  - Beverley 20 & East Riding Heritage Way;
  - Way of the roses coast to coast cycle route;
  - Sections of the National Cycle Network;
  - Minster Way;
  - High Hunsley Circuit; and
  - Chalkland Way.
75. Within the Onshore Development Area there are 25 Public Rights of Way (PROW) and cycle routes as outlined in **Table 29-15**. These routes are shown in **Figure 21-5** in **Chapter 21 Land Use**.

Table 29-15 Public Rights of Way and Cycle Route, East Riding of Yorkshire

| PRoW / Cycle Route Name    | Reference | Description |
|----------------------------|-----------|-------------|
| Skipsea Footpath No.6      | SKIPF06   | Footpath    |
| Skipsea Footpath No.7      | SKIPF07   | Footpath    |
| Seaton Footpath No.10      | SEATF10   | Footpath    |
| Siggleshorne Footpath No.1 | SIGGF01   | Footpath    |
| Catwick Footpath No.8      | CATWF08   | Footpath    |
| Riston Footpath No.2       | RISTF02   | Footpath    |
| Tickton Footpath No.1      | TICKF01   | Footpath    |
| Leconfield Footpath No.33  | LECOF33   | Footpath    |
| Leconfield Bridleway No.27 | LECOB27   | Bridleway   |
| Molescroft Footpath No.5   | MOLEF05   | Footpath    |
| Molescroft Footpath No.2   | MOLEF02   | Footpath    |



| <b>PRow / Cycle Route Name</b>                                       | <b>Reference</b> | <b>Description</b> |
|----------------------------------------------------------------------|------------------|--------------------|
| Molescroft Footpath No.3                                             | MOLEF03          | Footpath           |
| Molescroft Footpath No.6                                             | MOLEF06          | Footpath           |
| Walkington Footpath No.6                                             | WALKF06          | Footpath           |
| Walkington Footpath No.4                                             | WALKF04          | Footpath           |
| Walkington Footpath No.9                                             | WALKF09          | Footpath           |
| Rowley Bridleway No.13                                               | ROWLB13          | Bridleway          |
| Woodmansey Bridleway No.34                                           | WOODB34          | Bridleway          |
| Woodmansey Bridleway No.30                                           | WOODB30          | Bridleway          |
| Woodmansey Bridleway No.6                                            | WOODB06          | Bridleway          |
| Woodmansey Footpath No.7                                             | WOODF07          | Footpath           |
| Skidby Footpath No.16                                                | SKIDF16          | Footpath           |
| Rowley Footpath No.12                                                | ROWLF12          | Footpath           |
| Beverley 20 & East Riding Heritage Way (Long Distance Walkers Route) | N/A              | Marked Route       |

## 29.5.7 Marine Recreational Baseline

### 29.5.7.1 Marine Recreational Activities: Boating

76. While the main marinas are in the Humber estuary, at Grimsby and Hull, the coast alongside the Study Area hosts the harbour of Bridlington. This port is associated to cruises activity, with coastal sightseeing cruises going as far as Filey Bay.
77. At Bridlington and Wilthorpe, there is a Royal Yorkshire Yacht Club. The club holds a regatta and regular races around Bridlington Bay during the summer, including UK National Championship events.
78. The highest boating usage in the region is in the Humber Estuary with activity extending south to the mouth of the Wash and the North Norfolk coast. These focus points lead to bands of routes concentrated on Scarborough to the Humber and the Humber to north Norfolk. There was also a light usage route from Scarborough to Northeast Norfolk. Vessel usage further offshore was very low, mostly absent. Vessel usage in the wider region was reported to be generally low due to the lack of suitable weather and therefore vessel safety (Sea Search Northeast Coast Coordinator, pers. comms). However, these weather considerations have limited impact on activity at Bridlington because of Flamborough Head providing significant lee to Bridlington Bay in most weather.

#### 29.5.7.1.1 Marine Recreational Activities: Angling

79. Sea angling operated out of Bridlington (north), Grimsby (Humber Estuary) and the North Norfolk Coast, where boats are moored, as well as at several slipways throughout the area (mostly south of the Humber) (MMO, 2020). There are several private and public slipways from Bridlington south to Withernsea, the majority of which incorporate boat compounds.
80. At the Bridlington south beach there are two compounds; one is a private members compound which has approximately 45 to 50 boats. Most of these boats are directed at sea angling and are no longer than 7m. The adjacent boat compound (Belvedere) is owned by East Riding County Council and contains approximately 80 boats up to 8.5m in length, as well as several jet skis. This slipway is used by vessels located in the compound, as well as visiting boats, particularly dive boats (RIBs) and jet skis. Most boats in the Belvedere compound are solely used for sea angling, although the compound is closed from October to the 1 April.

81. These 'Bridlington based' angling boats fish the numerous wrecks both inshore and offshore targeting cod, ling and pollack. When fishing inshore, activity is concentrated around Flamborough Head where key species are bass, cod, pollack, mackerel and wrasse. Some angling vessels also target tope, smoothhound and thornback ray during the summer months.
82. There are two slipways at Hornsea, the northernmost of these is the North Cliff Boat Club, which has a private membership and a members' compound. It has approximately 130 members, including boats within the compound and those that trail their boats to the launch site on the day. South of the North Cliff private compound and slip is the central Hornsea slipway which is used by commercial and recreational fishermen alike. The recreational boat compound is adjacent to the commercial boat compound and houses approximately 30 small (under 6m) boats, most of which concentrate on sea angling.
83. The remaining slipway and compound on the Holderness coast is located at Withernsea, and is largely for the use of commercial fishermen, although there a small number of recreational vessels and RIBs that are launched on the public slipway for sea angling and diving purposes.
84. Sea angling boats launched at Hornsea and Withernsea tend to fish waters close to the coast and target cod and ling on the wrecks, whilst tope, smoothhound, mackerel and thornback ray are targeted inshore during settled summer months.
85. The chartered fishing boat data aggregated for Bridlington show that there are at least four angling charter boats mainly targeting rough ground and wrecks, with species caught mainly cod, whiting, mackerel, dabs, and bass. Similarly, from Grimsby there are two angling charter fishing boats mainly targeting wrecks during the summer and the outer estuary areas during the autumn and winter months, with species caught mainly cod, ling and skate / ray (summer), whilst cod are targeted in the estuary during the winter. Most of the chartered boats out of Grimsby carried out trips up to 60 days a year. In Bridlington chartered boats carried out trips most weekends throughout the year, with some being active also during the week.
86. Within Bridlington harbour, there is a modest number (circa 25) of small privately owned angling boats that fish in Bridlington Bay and around Flamborough Head for cod, pollack, bass, dabs, mackerel and whiting, and on wrecks for cod and ling.

87. Shore based angling was also shown to take place along much of the shoreline, only excepting west of the Humber Bridge. Activity was mostly of medium intensity to the north of the Humber, with more stretches of high intensity to the south.
88. There are at least eight shore-based sea angling clubs dedicated to sea fishing along the Holderness coast, ranging in membership of between 20 and 60 members. Of these clubs there is one each at Bridlington, Hornsea, Withernsea and Easington, with four clubs based in Hull. Their average membership is approximately 35. In addition, the Yorkshire Federation of Sea Anglers, with a membership of approximately 40, holds a series of matches along the Holderness coast during the winter and summer months. There is also a significant number of anglers who are not members of any sea angling club, and who are based either locally or travel to fish from the wider regions of Yorkshire, Derbyshire, and Lincolnshire.
89. Two of the largest shore angling competitions in Europe are held annually along the Holderness coast. The Paul Roggeman European Open Beach Championship (EOBC) is the largest match of its kind in Europe, with anglers travelling from as far as Germany, Belgium, and the Netherlands (ERYC, 22/03/2023). With a prize fund of over £35,000, attendance at the three-day event regularly attracts over 1,000 anglers, with an estimated £500,000 benefit to the local economy (WW, 22/03/2023).
90. Key target species for shore anglers along the Holderness beaches are bass, cod, whiting, thornback and spotted rays, smoothhound and flatfish species such as flounder, dab, Dover sole and turbot.
91. Lastly, there are pockets of shoreline where bait collection takes place. This activity mostly occurs along Bridlington south shore for lugworm *Arenicola marina*, whilst further south from Barmston and Skipsea to Atwick anglers collect black lugworm *Arenicola defodiens*.

### 29.5.7.1.2 Marine Recreational Activities: Scuba Diving

92. There are at least 15 dive clubs within less than an hour and a half drive of the coast, with most within less than an hour drive. Most of these clubs are affiliated to the British Sub-Aqua Club. Whilst members use chartered dive boats to facilitate their diving expeditions, most clubs also have their own vessels that are transported by road to a range of launch sites, along the Yorkshire coast. Similarly, there are several divers who are not members of a club and have their own dive boat and who trail the boat by road to various launch sites along the coast.

93. Most diving in the Study Area is on wrecks, of which there is a huge choice, with over 100 wrecks accessible using beach launched RIBs of between 7 to 9 metres in length. Diving on 'reefs' is extremely limited, as the only realistic option is the boulder and algal turf/chalk reef at Flamborough Head. In addition, this is a drift dive and is subject to strong tidal currents and is for the more experienced diver, particularly as water clarity can be poor.
94. Recreational diving is predominantly undertaken between June and September when the water clarity (visibility) improves, and on neap to middle tides over slack water. This is especially the case for those wrecks located inshore where the diving window may be further reduced.

### 29.5.8 The Relationship between Offshore Wind Farms and Tourism

95. The relationship between wind developments (both onshore and offshore) and tourism activity has been the subject of several studies, including Glasgow Caledonian University (2008) and Northumbria University (2014).
96. With regards to offshore wind, in 2019 BiGGAR Economics (2019) carried out an assessment of the impact of tourism and recreation associated with the East Anglia TWO Offshore Wind Farm. The analysis considered visitor spending in the Suffolk Coast Area.
97. The study considered 16 areas, including two Areas of Outstanding Natural Beauty, to identify any relationship between offshore wind development and changes in visitor behaviour or spending during the construction period. In each of the 16 areas both the onshore and offshore infrastructure of an offshore wind farm were visible. The assessment found no impacts on tourism activity associated with East Anglia TWO Offshore Wind Farm.
98. Furthermore, the ES of Dogger Bank Teesside A & B (Forewind, 2014) and of Hornsea Offshore Wind Farm (Smartwind, 2015 and Orsted, 2018) found no significant impacts on tourism and recreation.
99. The visibility of wind turbines to onshore tourists and recreational receptors has the potential to affect the amenity of an area. However, in 2021 BiGGAR Economics (2021) analysed the development of 44 onshore wind farms in Scotland and found that it had no impact on tourism employment in the areas in which they were constructed. In the case of the Projects, any visibility effects were scoped out of **Chapter 23 Landscape and Visual Impact** as the offshore platform will be at least 37km from the closest land at Flamborough Head.
100. Overall, available evidence suggests that there is no relationship between onshore and offshore wind developments and the performance of the tourism economy of those areas hosting similar projects.

## 29.5.9 Factors Driving Tourism Activity

101. Based on existing evidence on tourism and the tourism economy, activity is mostly driven by the following factors:
  - The ability and willingness of tourists to travel;
  - Economic performance (and so whether tourists have disposable income available for leisure trips);
  - Exchange rates;
  - The quality of the overall tourism product;
  - The effectiveness of destination marketing; and
  - The quality and value for money of the services offered by tourism businesses.
102. There exists no relationship between all of these factors and the existence of an offshore wind development and its onshore infrastructure. The assessment of tourism impacts will consider whether visitor attractions and the motivations for visiting them will be affected by the Projects both during the construction and operational period.
103. In case any evidence was found, for a change in activity tourism activity to happen, the following conditions would need to be met:
  - The construction and/or operation of the Projects has some impact(s) on the area;
  - Visitors, or potential visitors are aware of such impact(s);
  - Visitors, or potential visitors, react by changing their behaviour. For example, by changing the length of stay, where they chose to visit or the activities that they undertake;
  - The change in behaviour results in a change in their level of spending; and
  - These changes in visitor spending result in a change in performance of the tourism sector, for example a change in employment.



## 29.5.10 Summary of Tourism and Recreation Baseline and Sensitivities

104. The tourism economy is important to the Study Area. It accounts for a larger share of employment in the area than the UK average (**Table 29-11**). The area receives a typical number of visitors per head of population each year, visitors who do come to the area spend less than average compared to the UK domestic tourism market (**Table 29-12**).
105. Tourism sector employment has grown at a faster rate than the wider economy in the Study Area, suggesting that it is one of the better performing industries in the area and that it has been able to adapt to changes in recent years better than other sectors of the economy.
106. Recreational activity plays a role in the local tourism offer through long recreational routes as well as marine recreation. This includes the annual Paul Roggeman European Open Beach Championships, cruises from Bridlington as well as yachting and angling activity.
107. As shown in **Table 29-13**, there is not one attraction that dominates the tourism economy in and around the Study Area. Attractions such as RSPB Bempton Cliffs Reserve, which is close to the Study Area, and Beverley Minster attract between 60,000 and 100,000 visitors annually. This is equivalent to approximately 1% of all visitors to East Riding of Yorkshire. Therefore, the tourism economy in the Study Area is not particularly sensitive to the performance of any particular tourism asset.
108. Given the wide range of tourism and recreation activities available, the lack of reliance on any specific attraction, and lower levels of visitor spending compared to the UK, the sensitivity of the tourism economy in the Study Area has been assessed as **Low**.

## 29.5.11 Future Trends

109. In the event that the Projects are not developed, the future socio-economic conditions would likely continue on current trajectories. This would include the Study Area featuring a relatively older population compared with the UK as a whole.

## 29.6 Assessment of Significance

### 29.6.1 Potential Effects During Construction

110. This section considers those impacts on tourism and recreation associated with the construction of the Projects. Three sets of impacts are presented below:
- Impacts on the tourism economy;
  - Impacts on tourism assets; and
  - Impacts on recreational assets, including marine recreation.
111. The discussion of impacts and whether they are considered with respects to construction in isolation or together depends on the findings from the other chapters used in identifying any potential effects on tourism and recreation.

#### 29.6.1.1 Impact 1: Tourism Economy

##### 29.6.1.1.1 DBS East or West in Isolation

112. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects being constructed together, and effects in isolation are not considered further.

##### 29.6.1.1.2 DBS East and West Together

113. The worst case scenario considered with respects to impacts on the tourism economy during construction focuses on concurrent construction of the Projects.
114. The changes in the surrounding environment brought about by the concurrent construction of the Projects could, at least in theory, have an impact on the tourism economy of the Local Area. The existence of changes in the surrounding environment, however, in and of themselves do not mean that changes to the tourism economy will occur.
115. Available evidence from existing studies suggests that there is no direct relationship between offshore wind developments and the performance of the tourism economy in general. Furthermore, offshore wind farms or lack thereof are not considered as a key determinant of the tourism economy (key factors include tourism offer marketing, exchange rates and economic conditions). Therefore, any impacts on the tourism economy will arise from specific environmental effects that affect specific tourism assets.



## 29.6.1.1.2.1 Magnitude of Impact

116. The significant effects that have been identified in other assessments are not related to the key drivers of the tourism economy in the Study Area. In particular:
  - **Chapter 23 Landscape and Visual Impact Assessment** identifies significant effects. During construction, visual effects are expected at Subarea 5, which could affect users of PROWs, the NCN Route 1 and the golf course. Given that landscape is only one of the reasons for undertaking these activities and the fact that they do not constitute any of the main drivers of the tourism economy, impacts are expected to be limited.
  - **Chapter 24 Traffic and Transport** identifies potential significant effects. These are related to increased traffic flow and collision risk on some roads in the Study Area. There will be no road closures that will result in significant effects near drivers of the tourism economy in the Study Area; and
  - **Chapter 21 Land Use** identifies potential significant effects that are related to temporary loss of agricultural land. The effects on tourism and recreation assets such as recreational trails are assessed as being not significant.
117. **Chapter 14 Shipping and Navigation** finds no significant adverse effects from a potential increase in the risk of vessel collision, which could affect the safety of marine tourism activities. Similarly, while **Chapter 25 Noise and Vibration** finds moderate adverse effects along the onshore cable corridor, these were limited to a few residential properties and did not affect any tourism attractions in the Study Area.
118. No significant effects have been identified during the construction phase that could impact the performance of the tourism economy of the Study Area. This is a result of tourism and recreation activity not being reliant on any specific attraction and no attraction being impacted negatively by the construction of the Projects.
119. Furthermore, impacts associated with landscape, as identified in **Chapter 23 Landscape and Visual Impact Assessment**, affect one of a range of considerations leading visitors to use PROWs, the NCN Route 1 and the golf course.
120. Therefore, the magnitude of any impact on the tourism economy has been assessed as negligible.

## 29.6.1.1.2.2 Sensitivity of Receptor

121. The sensitivity of the tourism economy in the Study Area is assessed as Low given that the local tourism economy does rely on a range of visitor attractions and visitors to the area spend less than those visiting other parts of the UK.

## 29.6.1.1.2.3 Significance of Effect

122. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects on the tourism economy is assessed as negligible for the Local Area.

Table 29-16 Significance of Effect on the Tourism Economy

| Assessment          | Study Area        |
|---------------------|-------------------|
| Sensitivity         | Low               |
| Magnitude of Impact | Negligible        |
| <b>Significance</b> | <b>Negligible</b> |

## 29.6.1.1.2.4 Mitigation and Residual Significance of Effect

123. Based on the assessment of effect significance above, no mitigation measures are required.

## 29.6.1.2 Impact 2: Tourism Assets

### 29.6.1.2.1 DBS East or West in Isolation

124. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects being constructed together, and effects in isolation are not considered further.

### 29.6.1.2.2 DBS East and West Together

125. In line with what was set out in **Chapter 23 Landscape and Visual Assessment**, the analysis applies to all scenarios involving the construction of DBS East and DBS West together.
126. As with the tourism economy in general, for the construction of an offshore windfarm to have an impact on tourism assets, visitors to these assets must be aware of this construction activity and change their behaviour as a result.
127. The assessment has considered whether the construction of the Projects would affect any of the tourism attractions identified in **Table 29-13**.

## 29.6.1.2.2.1 Magnitude of Impact

128. Among the impacts from other chapters set out in section 29.6.1.1.2, the only impacts that could have a bearing on specific tourism assets are those identified in **Chapter 23 Landscape and Visual Assessment**. Activity at subarea 5 is expected to have a moderate adverse effect on users of recreational assets, including Beverley & East Riding Golf Club.
129. The motivations bringing users to this golf course, however, go beyond views from the course and include the club's status as the oldest in Yorkshire and the specific features of its course. For these reasons, it is unlikely that temporary visual impacts associated with construction activity will affect visits to the club. Furthermore, this is the only attraction that may be affected by the Projects.
130. Therefore, the magnitude of any impact on tourism assets in the Study Area has been assessed as negligible.

## 29.6.1.2.2.2 Sensitivity of Receptor

131. The sensitivity of tourism assets in the Study Area is assessed as Low, in line with the approach outlined in section 29.4.2.3.

## 29.6.1.2.2.3 Significance of Effect

132. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects on the tourism assets is assessed as negligible for the tourism assets in the Study Area.

Table 29-17 Significance of Effect on Tourism Assets

| Assessment              | Study Area        |
|-------------------------|-------------------|
| Sensitivity of Receptor | Low               |
| Magnitude of Impact     | Negligible        |
| <b>Significance</b>     | <b>Negligible</b> |

## 29.6.1.2.2.4 Mitigation and Residual Significance of Effect

133. Based on the assessment of effect significance above, no mitigation measures have been identified.

## 29.6.1.3 Impact 3: Recreational Assets Including Marine Recreation

### 29.6.1.3.1 DBS East or West in Isolation

134. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects being constructed together, and effects in isolation are not considered further.

### 29.6.1.3.2 DBS East and West Together

135. The analysis in this section considers separately impacts on onshore recreational assets and marine recreation.

#### 29.6.1.3.2.1.1 Onshore Recreational Assets

136. The analysis of impacts on onshore recreational assets is based on a worst case scenario where the construction of the Projects happens sequentially, in line with the approach in **Chapter 21 Land Use** and **Chapter 23 Landscape and Visual Impact Assessment**.
137. Both the Land Use assessment and the Landscape and Visual Impact assessment identified the Projects being built sequentially as the worst case scenario in terms of land use impacts affecting recreational trails in the area, with two temporary closures expected on each affected route compared to one closure each should the Projects be constructed in isolation.
138. The Land Use assessment identified significant land use impacts on various recreational routes, with numerous paths crossing the Onshore Development Area. This includes 23 footpaths and bridleways, two routes on the National Cycle Network and one marked route, Beverley 20. The Landscape and Visual Impact assessment identified an additional two long distance walking routes likely to be affected, Minster Way and Hudson Way/Wilberforce Way.
139. As the onshore cable ducts of each project will be installed in sections of up to 1km at a time, with each section expected to take approximately four weeks of construction presence, the areas where the onshore cable corridor crosses trails would likely result in temporary closure of various footpaths until works are complete, with two temporary closures expected for each path should the Projects be constructed in isolation.
140. None of the routes will experience long-term or permanent closures or disruptions. Consequently, it is not expected that the recreational use will be affected in the long-run.

141. While the specific recreational trails which cross the Onshore Development Area are likely to experience temporary closures, and therefore have effects on activity during this period, it is not expected that overall activity on recreational trails in the Study Area will reduce due to the availability of alternative routes.
142. The long distance routes include Beverley 20 is a 29km trail which forms part of the East Riding Heritage Way, a route spanning approximately 130km from Beverley Minster in East Yorkshire to the sea shore at Filey in North Yorkshire. Minster Way is an 80km route walking between the Minsters of Beverley and York through Yorkshire countryside. Hudson Way/Wilberforce Way is a 97km walking route between Hull and East Riding of Yorkshire. Considering the total length of each of these routes, it is not expected that disruption at one section of the trails would result in a significant effect on the number of people using the routes overall.

#### 29.6.1.3.2.1.2 *Marine Recreation*

143. The analysis of impacts on marine recreation is based on a worst case scenario where the construction of the Projects happens simultaneously.
144. To account for any impacts on marine recreation, the analysis considered the findings from **Chapter 14 Shipping and Navigation**. This finds no significant effects associated with the construction of the Projects, as they will not result in significant adverse effects due to vessel collision.
145. For this reason, there are no expected impacts on marine recreation, as existing activities will be able to take place in a safe environment during the construction of the Projects.

#### 29.6.1.3.2.2 *Magnitude of Impact*

146. It is not expected that the significant land use effects on the recreational trails in the area will result in significant changes in recreational activity in the long-term, or the overall use of recreational trails in the area due to the presence of alternative routes. However, any temporary closure of a recreational route may result in a minor change in behaviour of users who would like to use those routes at that time. The minor change in behaviour would be that these users would seek an alternative route or follow any diversions to their preferred route.
147. No impacts have been identified during the construction phase which could impact the performance of marine recreation activities.
148. Therefore, the magnitude of any impact on recreational assets both onshore and offshore has been assessed as low.

## 29.6.1.3.2.3 Sensitivity of Receptor

149. The sensitivity of the recreational assets is assessed as Low, in line with the approach outlined in section 29.4.2.3.

## 29.6.1.3.2.4 Significance of Effect

150. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects on the recreational assets, without mitigation, is assessed as minor adverse for the recreational assets in the Study Area.

Table 29-18 Significance of Effect on Recreational Assets

| Assessment              | Study Area           |
|-------------------------|----------------------|
| Sensitivity of Receptor | Low                  |
| Magnitude of Impact     | Low                  |
| <b>Significance</b>     | <b>Minor Adverse</b> |

## 29.6.1.3.2.5 Mitigation and Residual Significance of Effect

151. Based on the assessment of effect significance above, no mitigation measures are required. However, the mitigation measures proposed in **Chapter 21 Land Use** to reduce the residual effect on users of recreational routes would also reduce the magnitude of the impact on recreation. These mitigation measures include:

- Appropriately fenced (unmanned) crossing points;
- Manned crossing points; and
- Temporary alternative routes.

152. These mitigation measures are not expected to change the magnitude of the effect as users will still likely experience a minor change in behaviour. Therefore, the residual effect is also assessed as being **minor** adverse.



## 29.6.2 Potential Effects During Operation

### 29.6.2.1 Impact 1: Tourism Economy

#### 29.6.2.1.1 DBS East or DBS West in Isolation

153. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects operating together, therefore effects in isolation are not considered further.

#### 29.6.2.1.2 DBS East and DBS West Together

154. The changes in the surrounding environment brought about by the operation of the Projects could, at least in theory, have an impact on the tourism economy of the Study Area.
155. As with the construction period, for the operation of the Projects to have an impact on the tourism economy during the operational period, visitors will need to be aware of the Projects or their effects and change their behaviour as a result. This will either apply to visitors in general, or those to specific assets that are key drivers of the tourism economy in the area.

##### 29.6.2.1.2.1 Magnitude of Impact

156. The significant effects that have been identified in other assessments are not related to the key drivers of the tourism economy in the Study Area. In particular, the significant effects identified in **Chapter 23 Landscape and Visual Impact Assessment** identifies significant effects, however, these are related to the area around the substation location, which will not result in changes to any of the main drivers of the tourism economy in the Study Area.
157. No impacts have been identified during the operation phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as negligible.

##### 29.6.2.1.2.2 Sensitivity of Receptor

158. The sensitivity of the tourism economy in the Study Area is assessed as Low, in line with the approach outlined in section 29.4.2.3.

##### 29.6.2.1.2.3 Significance of Effect

159. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects on the tourism economy is assessed as negligible for the Local Area.

Table 29-19 Significance of Effect on the Tourism Economy

| Assessment              | Study Area        |
|-------------------------|-------------------|
| Sensitivity of Receptor | Low               |
| Magnitude of Impact     | Negligible        |
| <b>Significance</b>     | <b>Negligible</b> |

## 29.6.2.1.2.4 Mitigation and Residual Significance of Effect

160. Based on the assessment of effect significance above, no mitigation measures have been identified.

## 29.6.2.2 Impact 2: Tourism Assets

### 29.6.2.2.1 DBS East or DBS West in Isolation

161. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects operating together, and effects in isolation are not considered further.

### 29.6.2.2.2 DBS East and DBS West Together

162. Given the nature of the tourism assets in the Local Area, and the evidence suggesting that there is no clear relationship between offshore wind developments and tourism activity, it is not expected that the Projects will affect the activity of tourism assets during the operational phase.

163. The Landscape and Visual Impact assessment identified Butt Farm Caravan and Camping Site as a receptor which may experience major effects as a result of the Projects, with visitors likely to view related infrastructure. The accommodation provider markets its proximity to the historic town of Beverley, as well as surrounding walks and the facilities it provides for campers. The accommodation also highlights its luxury glamping pods, which offer guests additional utilities. As none of these benefits would be affected by the Projects, it would not be expected that the provider would experience a negative effect on visitor activity.

#### 29.6.2.2.2.1 Magnitude of Impact

164. As discussed in section 29.6.2.1.2, no impacts have been identified during the operational phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact on tourism assets in the Local Area has been assessed as negligible.



## 29.6.2.2.2.2 Sensitivity of Receptor

165. The sensitivity of tourism assets in the Study Area is assessed as Low, in line with the approach outlined in section 29.4.2.3.

## 29.6.2.2.2.3 Significance of Effect

166. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects on the tourism assets is assessed as negligible for the Local Area.

Table 29-20 Significance of Effect on Tourism Assets

| Assessment              | Study Area        |
|-------------------------|-------------------|
| Sensitivity of Receptor | Low               |
| Magnitude of Impact     | Negligible        |
| <b>Significance</b>     | <b>Negligible</b> |

## 29.6.2.2.2.4 Mitigation and Residual Significance of Effect

167. Based on the assessment of effect significance above, no mitigation measures have been identified.

## 29.6.2.3 Impact 3: Recreational Assets Including Marine Recreation

### 29.6.2.3.1 DBS East or DBS West in Isolation

168. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects operating together, and effects in isolation are not considered further.

### 29.6.2.3.2 DBS East and DBS West Together

#### 29.6.2.3.2.1.1 Onshore Recreational Assets

169. The Landscape and Visual Impact assessment identified an effect of major significance on the Beverley 20 walking route as a result of the onshore substation.

170. There were no significant effects identified for other recreational assets.

#### 29.6.2.3.2.1.2 Marine Recreation Assets

171. Based on the analysis in **Chapter 14 Shipping and Navigation**, no impacts on marine recreational activity are expected during the operation of the Projects.

## 29.6.2.3.2.2 Magnitude of Impact

172. The Beverley 20 is a 29km trail which forms part of the East Riding Heritage Way, a route spanning approximately 130km from Beverley Minster in East Yorkshire to the sea shore at Filey in North Yorkshire. While the Projects may impact the landscape on the route at this point (as suggested by **Chapter 23 Landscape and Visual Impact Assessment**), it is not expected that the visual impact will result in any major changes to user behaviour given the distance of the route which features a variety of views along its span.
173. Therefore, no impacts have been identified during the operational phase that could impact the performance of both onshore and marine recreational assets. Therefore, the magnitude of any impact on the tourism economy has been assessed as negligible.

## 29.6.2.3.2.3 Sensitivity of Receptor

174. The sensitivity of the tourism economy in the Study Area is assessed as Low, in line with the approach outlined in section 29.4.2.3.

## 29.6.2.3.2.4 Significance of Effect

175. Based on the assessment of both magnitude and sensitivity, the effect of the construction of the Projects on the tourism economy is assessed as negligible for the Local Area.

Table 29-21 Significance of Effect on Recreational Assets

| Assessment              | Study Area        |
|-------------------------|-------------------|
| Sensitivity of Receptor | Low               |
| Magnitude of Impact     | Negligible        |
| <b>Significance</b>     | <b>Negligible</b> |

## 29.6.2.3.2.5 Mitigation and Residual Significance of Effect

176. Based on the assessment of effect significance above, no mitigation measures have been identified.

## 29.6.3 Potential Effects During Decommissioning

### 29.6.3.1 Impact 1: Tourism Economy

#### 29.6.3.1.1 DBS East or DBS West in Isolation

177. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects being decommissioned together, and effects in isolation are not considered further.

#### 29.6.3.1.2 DBS East and DBS West Together

178. The changes in the surrounding environment associated with decommissioning could, at least in theory, have an impact on the tourism economy of the Study Area. The analysis in this section considers a worst case scenario involving concurrent decommissioning of the Projects.
179. As with the construction period, for the decommissioning of the Projects to have an impact on the tourism economy, visitors will need to be aware of the Projects or their effects and change their behaviour as a result. This will either apply to visitors in general, or those to specific assets that are key drivers of the tourism economy in the area.

#### 29.6.3.1.2.1 Magnitude of Impact

180. No impacts have been identified during the decommissioning phase that could impact the performance of the tourism economy. Therefore, the magnitude of any impact on the tourism economy has been assessed as negligible.

#### 29.6.3.1.2.2 Sensitivity of Receptor

181. The sensitivity of the tourism economy in the Study Area is assessed as Low, in line with the approach outlined in section 29.4.2.3.

#### 29.6.3.1.2.3 Significance of Effect

182. Based on the assessment of both magnitude and sensitivity, the effect of the decommissioning of the Projects on the tourism economy is assessed as negligible for the Local Area.

Table 29-22 Significance of Effect on the Tourism Economy

| Assessment              | Study Area        |
|-------------------------|-------------------|
| Sensitivity of Receptor | Low               |
| Magnitude of Impact     | Negligible        |
| <b>Significance</b>     | <b>Negligible</b> |

#### 29.6.3.1.2.4 Mitigation and Residual Significance of Effect

183. Based on the assessment of effect significance above, no mitigation measures have been identified.

#### 29.6.3.2 Impact 2: Tourism Assets

##### 29.6.3.2.1 DBS East or DBS West in Isolation

184. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact for the Projects being decommissioned together, and effects in isolation are not considered further.

##### 29.6.3.2.2 DBS East and DBS West Together

185. In line with the approach followed for impacts on tourism assets arising during the construction phase, the analysis in this section applies to all scenarios involving the construction of DBS East and DBS West together.

186. Given the nature of the tourism assets in the Local Area, and the evidence suggesting that there is no clear relationship between offshore wind developments and tourism activity, it is not expected that the Projects will affect the activity of tourism assets during the decommissioning phase. No major effects on tourism assets were identified by related assessments.

##### 29.6.3.2.2.1 Magnitude of Impact

187. No impacts have been identified during the decommissioning phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact on tourism assets in the Local Area has been assessed as negligible.

##### 29.6.3.2.2.2 Sensitivity of Receptor

188. The sensitivity of tourism assets in the Study Area is assessed as Low, in line with the approach outlined in section 29.4.2.3.

## 29.6.3.2.2.3 Significance of Effect

189. Based on the assessment of both magnitude and sensitivity, the effect of the decommissioning of the Projects on the tourism assets is assessed as negligible for the Local Area.

Table 29-23 Significance of Effect on Tourism Assets

| Assessment              | Study Area        |
|-------------------------|-------------------|
| Sensitivity of Receptor | Low               |
| Magnitude of Impact     | Negligible        |
| <b>Significance</b>     | <b>Negligible</b> |

## 29.6.3.2.2.4 Mitigation and Residual Significance of Effect

190. Based on the assessment of effect significance above, no mitigation measures have been identified.

## 29.6.3.3 Impact 3: Recreational Assets Including Marine Recreation

### 29.6.3.3.1 DBS East or DBS West in Isolation

191. The magnitude of impact for either project in isolation will not be greater than the magnitude of impact of the Projects operating together, and effects in isolation are not considered further.

### 29.6.3.3.2 DBS East and DBS West Together

192. The analysis in this section considers a worst case scenario where decommissioning of the Projects happens concurrently.
193. There were no major impacts on recreational assets, including those related to marine recreation, identified by related assessments. Given the nature of recreational assets and marine recreation in the area, it is not expected that the Projects will affect the activity of recreational assets during the decommissioning phase. No major effects on tourism assets were identified by related assessments.

### 29.6.3.3.2.1 Magnitude of Impact

194. No impacts have been identified during the decommissioning phase that could impact the performance of tourism assets. Therefore, the magnitude of any impact on tourism assets in the Local Area has been assessed as negligible.

## 29.6.3.3.2.2 Sensitivity of Receptor

195. The sensitivity of tourism assets in the Study Area is assessed as Low, in line with the approach outlined in section 29.4.2.3.

## 29.6.3.3.2.3 Significance of Effect

196. Based on the assessment of both magnitude and sensitivity, the effect of the decommissioning of the Projects on the tourism assets is assessed as negligible for the Local Area.

Table 29-24 Significance of Effect on Recreational assets

| Assessment              | Study Area        |
|-------------------------|-------------------|
| Sensitivity of Receptor | Low               |
| Magnitude of Impact     | Negligible        |
| <b>Significance</b>     | <b>Negligible</b> |

## 29.6.3.3.2.4 Mitigation and Residual Significance of Effect

197. Based on the assessment of effect significance above, no mitigation measures have been identified.

## 29.7 Preliminary Assessment of Cumulative Effects

198. As detailed in section 29.4.3, this section presents a preliminary assessment of cumulative effects in relation to tourism and recreation. The final CEA will be undertaken within the ES chapter.

### 29.7.1 Initial Screening for Cumulative Effects

199. **Table 29-25** below details the potential cumulative effects that may occur between the Projects and other plans, projects and activities. Only potential impacts assessed in section 29.6 where the potential for cumulative effects has been identified (minor, moderate or major) will be taken forward to the final CEA (i.e., those assessed as 'no impact' are not taken forward as there is no potential for them to contribute to a cumulative impact).

Table 29-25 Potential Cumulative Effects

| Impact                                                     | Potential for Cumulative Effects | Data Confidence | Rationale                                                                                                                                                        |
|------------------------------------------------------------|----------------------------------|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Construction</b>                                        |                                  |                 |                                                                                                                                                                  |
| Impact 1: Tourism Economy                                  | Yes                              | High            | If affecting key visitor attractions and recreational assets, construction activity from different projects could have an impact on the tourism economy.         |
| Impact 2: Tourism Assets                                   | Yes                              | High            | The construction of projects in the same area, even if staggered over time, could result in tourism assets being affected (e.g., from closures, traffic, noise). |
| Impact 3: Recreational Assets, including Marine Recreation | Yes                              | High            | The construction of multiple projects could affect access to recreational activities, including marine recreational activities.                                  |



| Impact                                                     | Potential for Cumulative Effects | Data Confidence | Rationale                                                                                                                                                          |
|------------------------------------------------------------|----------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Operation &amp; Maintenance</b>                         |                                  |                 |                                                                                                                                                                    |
| Impact 4: Tourism Economy                                  | Yes                              | High            | If affecting key visitor attractions and recreational assets, operational activity from different projects could have an impact on the tourism economy.            |
| Impact 5: Tourism Assets                                   | Yes                              | High            | The operation of projects in the same area could result in tourism assets being affected as a result of changes in some of their features or existing environment. |
| Impact 6: Recreational Assets, including Marine Recreation | Yes                              | High            | The operation of multiple projects could affect recreational activities, including marine recreational activities.                                                 |
| <b>Decommissioning</b>                                     |                                  |                 |                                                                                                                                                                    |
| As with construction                                       |                                  |                 |                                                                                                                                                                    |

## 29.7.2 Plans/Projects Considered for Cumulative Impacts

200. A high-level list of plans/projects that may result in cumulative effects with the Projects is detailed in **Table 29-26** and
201. Table 29-27. For tourism and recreation, a search distance of 3.5km from the onshore development area has been used to determine the initial list of projects considered for the CEA. Offshore projects that could affect recreational marine activities have also been considered.
202. Plans / projects have been assigned a tier level between 1 and 7, based on the most recent guidance (see **Chapter 6 EIA Methodology**). For the final CEA at ES, this high-level list will be reviewed and screened to ensure all relevant plans / projects are considered in the final assessment. All listed plans / projects will be re-examined at ES to ensure each assigned tier remains accurate at the time of writing.

Table 29-26 High-Level List of Offshore Plans/Projects Screened for Further Assessment in the Final CEA

| Tier                              | Plan / Project                                                                       | Distance to Offshore Development Area (km) |
|-----------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------|
| <b>Strategic Plans</b>            |                                                                                      |                                            |
| 7                                 | East Inshore, North East Inshore, East Offshore and North East Offshore Marine Plans | Within offshore development area           |
| <b>Offshore Wind Farms</b>        |                                                                                      |                                            |
| 2                                 | Dogger Bank A                                                                        | 7                                          |
| 2                                 | Dogger Bank B                                                                        | 17                                         |
| <b>Carbon Capture and Storage</b> |                                                                                      |                                            |
| 3                                 | Northern Endurance CCS                                                               | 2                                          |
| 7                                 | CCS North Sea Leasing Round – SNS Areas 1 & 3                                        | Within array areas                         |
| <b>Subsea Cables</b>              |                                                                                      |                                            |

| Tier | Plan / Project                        | Distance to Offshore Development Area (km) |
|------|---------------------------------------|--------------------------------------------|
| 2    | Viking Link Interconnector            | 29                                         |
| 6    | Eastern Link 2                        | 2                                          |
| 7    | Third Eastern Link HVDC cable (TGDC)  | Crosses offshore export cable corridor     |
| 7    | Fourth Eastern Link HVDC cable (E4L5) | Crosses offshore export cable corridor     |

Table 29-27 High-Level List of Onshore Plans/Projects Screened for Further Assessment in the Final CEA

| Tier | Plan / Project                                                                         | Distance to Onshore Development Area (km) |
|------|----------------------------------------------------------------------------------------|-------------------------------------------|
| 2    | Dogger Bank A & B Offshore Wind Farm                                                   | Crosses onshore export cable corridor     |
| 3    | A164 and Jock Lodge Junction Improvement Scheme                                        | Crosses onshore export cable corridor     |
| 3    | Solar Farm – Land south of Creyke Beck Substation, 4875 Park Lane, Cottingham          | Within Onshore Development Area           |
| 3    | Solar Farm – Land east and west of West of Tickton Bridge Plantation, Main Road, Routh | Adjacent to the Onshore Development Area  |
| 4    | Hornsea Project Four Offshore Wind Farm                                                | Adjacent to onshore export cable corridor |
| 4    | Scotland England Green Link 2                                                          | 3.5                                       |
| 4    | Solar Farm – Land north east and west of Carr Plantation, Ferry Road, Wawne            | 1.5                                       |
| 4    | Household Recycling Centre – Land north west of Ings Road Picnic Site, Molescroft      | Within Onshore Development Area           |

| Tier | Plan / Project                                                 | Distance to Onshore Development Area (km) |
|------|----------------------------------------------------------------|-------------------------------------------|
| 6    | Solar Farm – Robson & Co, White Hall, Shepard Lane, Woodmansey | Within Onshore Development Area           |
| 7    | New National Grid Substation (Birkill Wood)                    | Within Onshore Development Area           |
| 7    | North Humber to High Marnham                                   | Within Onshore Development Area           |
| 7    | Creyke Beck Substation Extension                               | 400m from Onshore Development Area        |

## 29.8 Potential Monitoring Requirements

203. Based on the findings from the assessment carried out in this chapter, no potential monitoring requirement have been identified.

## 29.9 Transboundary Effects

204. There are no transboundary effects with regard to tourism and recreation as the Onshore/Offshore Development Area would not be sited in proximity to any international boundaries. Transboundary effects are therefore scoped out of this assessment and not considered further.

## 29.10 Interactions

205. The effects identified and assessed in this chapter have the potential to interact with each other. The areas of potential interaction between effects are presented in **Table 29-28**. This provides a screening tool for which effects have the potential to interact.
206. Table **29-29** the effects are assessed relative to each development phase to see if multiple effects could increase the significance of the effect upon a receptor. Following this a lifetime assessment is undertaken which considers the potential for effect to affect receptors across all development phases.

Table 29-28 Interactions Between Impacts - Screening

| Potential Interactions between Impacts                    |                           |                          |                                                           |
|-----------------------------------------------------------|---------------------------|--------------------------|-----------------------------------------------------------|
| Construction                                              |                           |                          |                                                           |
|                                                           | Impact 1: Tourism Economy | Impact 2: Tourism Assets | Impact 3: Recreational assets including marine recreation |
| Impact 1: Tourism Economy                                 |                           | Yes                      | Yes                                                       |
| Impact 2: Tourism Assets                                  | Yes                       |                          | Yes                                                       |
| Impact 3: Recreational assets including marine recreation | Yes                       | Yes                      |                                                           |
| Operation                                                 |                           |                          |                                                           |
|                                                           | Impact 1: Tourism Economy | Impact 2: Tourism Assets | Impact 3: Recreational assets including marine recreation |
| Impact 1: Tourism Economy                                 |                           | Yes                      | Yes                                                       |

| Potential Interactions between Impacts                    |                           |                          |                                                           |
|-----------------------------------------------------------|---------------------------|--------------------------|-----------------------------------------------------------|
| Impact 2: Tourism Assets                                  | Yes                       |                          | Yes                                                       |
| Impact 3: Recreational assets including marine recreation | Yes                       | Yes                      |                                                           |
| Decommissioning                                           |                           |                          |                                                           |
|                                                           | Impact 1: Tourism Economy | Impact 2: Tourism Assets | Impact 3: Recreational assets including marine recreation |
| Impact 1: Tourism Economy                                 |                           | Yes                      | Yes                                                       |
| Impact 2: Tourism Assets                                  | Yes                       |                          | Yes                                                       |
| Impact 3: Recreational assets including marine recreation | Yes                       | Yes                      |                                                           |

Table 29-29 Interaction Between Impacts - Phase and Lifetime Assessment

| Receptor                      | Highest Significance Level |            |                 |                                                                          |                                                                                                                                                                                                                                                                |
|-------------------------------|----------------------------|------------|-----------------|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                               | Construction               | Operation  | Decommissioning | Phase Assessment                                                         | Lifetime Assessment                                                                                                                                                                                                                                            |
| Tourism Economy of Study Area | Negligible                 | Negligible | Negligible      | No greater than individually assessed impact. Impacts will be localised. | No greater than individually assessed impact.<br><br>Most of the disturbance would occur during the construction phase.<br><br>Lifetime effects at the onshore substations are unlikely to result in change in visitor numbers and / or quality of experience. |



## 29.11 Inter-relationships

207. For tourism and recreation potential inter-relationships between other topics assessed within this PEIR including Landscape and Visual Impact, Traffic and Transport and Land Use. A summary of the potential inter-relationships between these topics is provided in **Table 29-30**.

Table 29-30 Tourism and Recreation Inter-relationships

| Topic and Description                  | Related Chapter                                          | Where Addressed in this Chapter | Rationale                                                                                                                 |
|----------------------------------------|----------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| <b>Construction</b>                    |                                                          |                                 |                                                                                                                           |
| Landscape and Visual Impact Assessment | <b>Chapter 23 Landscape and Visual Impact Assessment</b> | Considered in section 29.6.1    | Potential change in visitor behaviour or recreational amenity as a result of significant landscape and visual impacts     |
| Traffic and Transport                  | <b>Chapter 24 Traffic and Transport</b>                  | Considered in section 29.6.1    | Potential change in visitor behaviour or recreational amenity as a result of disruption to traffic                        |
| Land Use                               | <b>Chapter 21 Land Use</b>                               | Considered in section 29.6.1    | Potential change in visitor behaviour of recreational amenity as a result of a change of land use, or access restrictions |
| <b>Operation</b>                       |                                                          |                                 |                                                                                                                           |
| Landscape and Visual Impact Assessment | <b>Chapter 23 Landscape and Visual Impact Assessment</b> | Considered in section 29.6.2    | Potential change in visitor behaviour or recreational amenity as a result of significant landscape and visual impacts     |
| Traffic and Transport                  | <b>Chapter 24 Traffic and Transport</b>                  | Considered in section 29.6.2    | Potential change in visitor behaviour or recreational amenity as a result of disruption to traffic                        |

| Topic and Description                  | Related Chapter                                          | Where Addressed in this Chapter | Rationale                                                                                                                 |
|----------------------------------------|----------------------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Land Use                               | <b>Chapter 21 Land Use</b>                               | Considered in section 29.6.2    | Potential change in visitor behaviour of recreational amenity as a result of a change of land use, or access restrictions |
| <b>Decommissioning</b>                 |                                                          |                                 |                                                                                                                           |
| Landscape and Visual Impact Assessment | <b>Chapter 23 Landscape and Visual Impact Assessment</b> | Considered in section 29.6.3    | Potential change in visitor behaviour or recreational amenity as a result of significant landscape and visual impacts     |
| Traffic and Transport                  | <b>Chapter 24 Traffic and Transport</b>                  | Considered in section 29.6.3    | Potential change in visitor behaviour or recreational amenity as a result of disruption to traffic                        |
| Land Use                               | <b>Chapter 21 Land Use</b>                               | Considered in section 29.6.3    | Potential change in visitor behaviour of recreational amenity as a result of a change of land use, or access restrictions |

## 29.12 Summary

208. This chapter has provided a characterisation of the existing environment for tourism and recreation using existing data which has established that there will be no significant effects on tourism and recreation receptors as summarised in **Table 29-31**.

Table 29-31 Summary of Potential Likely Significant Effects on Tourism and Recreation

| Potential Impact                                          | Receptor                             | Sensitivity | Magnitude of Impact | Pre-mitigation Effect | Mitigation Measures Proposed                                                                               | Residual Effect |
|-----------------------------------------------------------|--------------------------------------|-------------|---------------------|-----------------------|------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Construction</b>                                       |                                      |             |                     |                       |                                                                                                            |                 |
| Impact 1: Tourism Economy of the Study Area               | Tourism businesses in the Study Area | Low         | Negligible          | Negligible            | n/a                                                                                                        | Negligible      |
| Impact 2: Tourism Assets                                  | Tourism Assets in the Study Area     | Low         | Negligible          | Negligible            | n/a                                                                                                        | Negligible      |
| Impact 3: Recreational assets including marine recreation | Users of Recreational Routes         | Low         | Minor               | Minor Adverse         | Appropriately fenced (unmanned) crossing points; Manned crossing points; and Temporary alternative routes. | Minor Adverse   |

| Potential Impact                                          | Receptor                             | Sensitivity | Magnitude of Impact | Pre-mitigation Effect | Mitigation Measures Proposed | Residual Effect |
|-----------------------------------------------------------|--------------------------------------|-------------|---------------------|-----------------------|------------------------------|-----------------|
| <b>Operation</b>                                          |                                      |             |                     |                       |                              |                 |
| Impact 1: Tourism Economy of the Study Area               | Tourism businesses in the Study Area | Low         | Negligible          | Negligible            | n/a                          | Negligible      |
| Impact 2: Tourism Assets                                  | Tourism Assets in the Study Area     | Low         | Negligible          | Negligible            | n/a                          | Negligible      |
| Impact 3: Recreational assets including marine recreation | Users of Recreational Routes         | Low         | Negligible          | Negligible            | n/a                          | Negligible      |

| Potential Impact                                          | Receptor                             | Sensitivity | Magnitude of Impact | Pre-mitigation Effect | Mitigation Measures Proposed | Residual Effect |
|-----------------------------------------------------------|--------------------------------------|-------------|---------------------|-----------------------|------------------------------|-----------------|
| <b>Decommissioning</b>                                    |                                      |             |                     |                       |                              |                 |
| Impact 1: Tourism Economy of the Study Area               | Tourism businesses in the Study Area | Low         | Negligible          | Negligible            | n/a                          | Negligible      |
| Impact 2: Tourism Assets                                  | Tourism Assets in the Study Area     | Low         | Negligible          | Negligible            | n/a                          | Negligible      |
| Impact 3: Recreational assets including marine recreation | Users of Recreational Routes         | Low         | Negligible          | Negligible            | n/a                          | Negligible      |

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