

Outer Dowsing Offshore Wind Preliminary Environmental Information Report Volume 1, Chapter 25: Land Use

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Abbreviations

Acronym	Expanded name
ALC	Agricultural Land Classification
AoS	Area of Search
BEIS	Department for Business and Industrial Strategy (now the Department for Energy Security and Net Zero (DESNZ))
BMV	Best and Most Versatile
CEA	Cumulative Effects Assessment
CEMP	Construction Environment Management Plan
CoCP	Code of Construction Practice
CRoW	Countryside and Rights of Way Act
DAERA	Department of Agriculture, Environment and Rural Affairs
DBA	Desk Based Assessment
DCO	Development Consent Order
DECC	Department for Energy and Climate Change (now the Department for Energy Security and Net Zero (DESNZ))
Defra	Department for Environment, Food and Rural Affairs
DEMP	Decommissioning Environment Management Plan
DESNZ	Department for Energy Security and Net Zero
DLUHC	Department for Levelling Up, Housing and Communities
DMRB	Design Manual for Roads and Bridge
DS	Drainage Strategy
EC	European Commission
ECC	Export Cable Corridor (offshore ECC or indicative onshore ECC)

Acronym	Expanded name
EEA	European Economic Area
EIA	Environmental Impact Assessment
EPP	Evidence Plan Process
ES	Environmental Statement
ETG	Expert Topic Group
GT R4 Ltd	The Applicant. The special project vehicle created in partnership between Corio Generation (a wholly owned Green Investment Group portfolio company), Gulf Energy Development and TotalEnergies
HDD	Horizontal Directional Drilling
LPA	Local Planning Authority
JB	Joint Bays
MDS	Maximum Design Scenario
MHWS	Mean High Water Springs
NCN	National Cycle Network
NCR	National Cycle Route
NIP	National Infrastructure Planning
NPPF	National Planning Policy Framework
NPS EN-1	National Policy Statement for Energy
NSIP	Nationally Significant Infrastructure Project
OnSS	Onshore Substation
OS	Ordnance Survey
PAMP	Public Access Management Plan
PEIR	Preliminary Environmental Information Report
The Inspectorate	Planning Inspectorate
PRoW	Public Right of Way
SMP	Soil Management Plan
SoS	Secretary of State
SuDS	Sustainable Urban Drainage Systems
TJB	Transition Joint Bay
WCH	Walkers, cyclists, and horse-riders
WTG	Wind Turbine Generator

Terminology

Term	Definition
Baseline	The status of the environment at the time of assessment without the development in place.
Cumulative effects	The combined effect of the Project acting cumulatively with the effects of a number of different projects, on the same single receptor/resource.
Cumulative impact	Impacts that result from changes caused by other past, present or reasonably foreseeable actions together with the Project.

Term	Definition
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP) from the Secretary of State (SoS) for Department for Energy Security and Net Zero (DESNZ).
Effect	Term used to express the consequence of an impact. The significance of an effect is determined by correlating the magnitude of an impact with the sensitivity of a receptor, in accordance with defined significance criteria.
Environmental Impact Assessment (EIA)	A statutory process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information, which fulfils the assessment requirements of the Environmental Impact Assessment (EIA) Regulations, including the publication of an Environmental Statement (ES).
EIA Regulations	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
Environmental Statement (ES)	The suite of documents that detail the processes and results of the Environmental Impact Assessment (EIA).
Evidence Plan	A voluntary process of stakeholder consultation with appropriate Expert Topic Groups (ETGs) that discusses and where possible agrees the detailed approach to the Environmental Impact Assessment (EIA) and information to support Habitats Regulations Assessment (HRA) for those relevant topics included in the process, undertaken during the pre-application period.
Haul Road	The track within the onshore Export Cable Corridor (ECC) which the construction traffic would use to facilitate construction.
Impact	An impact to the receiving environment is defined as any change to its baseline condition, either adverse or beneficial.
Indicative Working Width	The indicative working width within the Export Cable Corridor (ECC), required for the construction of the onshore cable route.
Joint bays	A joint bay provides a secure environment for the assembly of cable joints as well as bonding and earthing leads. A joint bay is installed between each length of cable.
Landfall	The location at the land-sea interface where the offshore export cable will come ashore.
Maximum Design Scenario (MDS)	The maximum design parameters of the combined project assets that result in the greatest potential for change in relation to each impact assessed.
Mitigation	Mitigation measures, or commitments, are commitments made by the Project to reduce and/or eliminate the potential for significant effects to arise as a result of the Project. Mitigation measures can be embedded (part of the project design) or secondarily added to reduce impacts in the case of potentially significant effects.
National Policy Statement (NPS)	A document setting out national policy against which proposals for Nationally Significant Infrastructure Projects (NSIPs) will be assessed and decided upon.
Non-statutory consultee	Organisations that the Applicant may be required to (under Section 42 of the 2008 Act) or may otherwise choose to engage during the pre-application phases (if, for example, there are planning policy reasons to do so) who are

Term	Definition
	not designated in law but are likely to have an interest in a proposed development.
Outer Dowsing Offshore Wind (ODOW)	The Project.
Onshore Export Cable Corridor (ECC)	The Onshore Export Cable Corridor (Onshore ECC) is the area within which the export cable running from the landfall to the onshore substation will be situated.
Onshore substation (OnSS)	The Project's onshore substation, containing electrical equipment to enable connection to the National Grid.
Onshore Infrastructure	The combined name for all onshore infrastructure associated with the Project from landfall to grid connection.
Preliminary Environmental Information Report (PEIR)	The PEIR is written in the style of a draft Environmental Statement (ES) and forms the basis of statutory consultation process in the pre-application phase. Following that consultation, the PEIR documentation will be updated into the Project's ES that will accompany the application for the Development Consent Order (DCO).
Project design envelope	A description of the range of possible elements that make up the Project's design options under consideration, as set out in detail in the project description. This envelope is used to define the Project for Environmental Impact Assessment (EIA) purposes when the exact engineering parameters are not yet known. This is also often referred to as the "Rochdale Envelope" approach.
Receptor	A distinct part of the environment on which effects could occur and can be the subject of specific assessments. Examples of receptors include species (or groups) of animals or plants, people (often categorised further such as 'residential' or those using areas for amenity or recreation), watercourses etc.
PEIR Boundary	The PEIR Boundary is outlined in Figure 3.1 of Volume 1, Chapter 3: Project Description, and comprises the extent of the land and/or seabed for which the PEIR assessments are based upon.
Statutory consultee	Organisations that are required to be consulted by the Applicant, the Local Planning Authorities and/or The Inspectorate during the pre-application and/or examination phases, and who also have a statutory responsibility in some form that may be relevant to the Project and the DCO application. This includes those bodies and interests prescribed under Section 42 of the Planning Act 2008. Not all prescribed bodies and interests will be statutory consultees (see non-statutory consultee definition).
study area	Area(s) within which environmental impact may occur – to be defined on a receptor-by-receptor basis by the relevant technical specialist.
The Applicant	GT R4 Ltd. The Applicant making the application for a DCO. The Applicant is GT R4 Limited (a joint venture between Corio Generation, TotalEnergies and Gulf Energy Development (GULF)), trading as Outer

Term	Definition
	Dowsing Offshore Wind. The project is being developed by Corio Generation (a wholly owned Green Investment Group portfolio company), TotalEnergies and GULF.
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects (NSIPs).
The Project	Outer Dowsing Offshore Wind (ODOW) including proposed onshore and offshore infrastructure.
Transboundary impacts	Transboundary effects arise when impacts from the development within one European Economic Area (EEA) state affects the environment of another EEA state(s).
Transition Joint Bay (TJBs)	The offshore and onshore cable circuits are jointed on the landward side of the sea defences/beach in a Transition Joint Bay (TJB). The TJB is an underground chamber constructed of reinforced concrete which provides a secure and stable environment for the cable.
Trenchless technique	Trenchless technology is an underground construction method of installing, repairing and renewing underground pipes, ducts and cables using techniques which minimize or eliminate the need for excavation. Trenchless technologies involve methods of new pipe installation with minimum surface and environmental disruptions. These techniques may include Horizontal Directional Drilling (HDD), thrust boring, auger boring, and pipe ramming, which allow ducts to be installed under an obstruction without breaking open the ground and digging a trench.
Subsea	Subsea comprises everything existing or occurring below the surface of the sea.

25 Onshore Land Use

25.1 Introduction

- 25.1.1 This Chapter of the Preliminary Environmental Information Report (PEIR) presents the results to date of the Environmental Impact Assessment (EIA) process for the potential impacts of Outer Dowsing Offshore Wind (“the Project”) on Onshore Land Use. Specifically, this Chapter considers the potential impact of the Project from the mean high water springs (MHWS), along the Onshore Export Cable Corridor (ECC), and incorporating the Onshore Substation (OnSS) during the construction, operation and maintenance, and decommissioning phases.
- 25.1.2 GT R4 Limited (trading as Outer Dowsing Offshore Wind) and hereafter referred to as the 'Applicant', is proposing to develop the Project. The Project will be located approximately 54km from the Lincolnshire coastline in the southern North Sea. The Project will include both offshore and onshore infrastructure including an offshore generating station (wind farm), export cables to landfall, onshore cables, and connection to the electricity transmission network, and ancillary and associated development (see Volume 1, Chapter 3: Project Description for full details).
- 25.1.3 This Onshore Land Use Chapter will:
- Describe the existing baseline established from desk studies and consultation;
 - Outline the potential effects on Land Use arising from the onshore elements of the Project, based on the information gathered and the analysis and assessments undertaken;
 - Provide an assessment of the potential direct and indirect impacts of the onshore elements of the Project including the construction, operation, and decommissioning phases, on ground conditions and Land Use;
 - Identify any assumptions and limitations encountered in compiling the environmental information; and
 - Highlight any necessary monitoring and/or mitigation measures which could prevent, minimise, reduce, or offset the possible significant environmental effects identified.
- 25.1.4 Due to the close association between Land Use, geology and ground conditions, surface water, traffic, landscape and visual, and ecology topics this chapter should be read alongside the following chapters:
- Volume 1, Chapter 3: Project Description;
 - Volume 1, Chapter 19: Onshore Air Quality;
 - Volume 1, Chapter 21: Onshore Ecology;
 - Volume 1, Chapter 22: Onshore Ornithology;
 - Volume 1, Chapter 23: Geology and Ground Conditions;
 - Volume 1, Chapter 24: Hydrology, Hydrogeology and Flood Risk;
 - Volume 1, Chapter 27: Traffic and Transport; and

- Volume 1, Chapter 28: Landscape and Visual.

25.2 Statutory and Policy Context

- 25.2.1 This section identifies the legislation and policy that has informed the assessment of effects with respect to Land Use. Further information on policies relevant to the EIA and their status are provided in Volume 1, Chapter 2: Need, Policy, and Legislative Context.
- 25.2.2 There are a number of pieces of legislation, policy, and guidance applicable to Land Use in accordance with which the Project will be developed. The relevant planning policy for offshore renewable energy Nationally Significant Infrastructure Projects (NSIPs), specifically in relation to Land Use, is outlined in Table 25.1.

National Legislation

- 25.2.3 The following United Kingdom (UK) legislation is relevant to the protection of Land Use:
- Marine and Coastal Access Act 2009 (MCCA);
 - Commons Act 2006;
 - Wildlife and Countryside Act 1981;
 - Environment Act 2021; and
 - Countryside and Rights of Way Act (CRoW) 2000.

National Planning Policy

- 25.2.4 National Policy Statements (NPSs) form the principal policy for determining NSIPs. Those relevant to the Land Use aspects of the onshore elements of the Project are:
- Overarching National Policy Statement for Energy (EN-1 (DECC, 2011a));
 - Draft Overarching National Policy Statement for Energy (EN-1 (DESNZ, 2023a)); and
 - Draft National Policy Statement for Electricity Networks Infrastructure (EN-5 (DESNZ, 2023b)).
- 25.2.5 The NPSs set out the need for, and Government's policies to deliver, development of NSIPs in England; accordingly, they provide the main policy tests in relation to the Project. The NPSs are currently being revised and draft versions were published for consultation in 2023. In addition to the current NPSs, the draft NPSs have also been reviewed in Table 25.1 to determine the emerging expectations and changes from previous iterations of the NPSs. This includes the Draft Overarching NPS EN-1 (DESNZ, 2023) and Draft NPS EN-5. Draft policies are included in the table where they differ from the extant policy. Guidance in relation to renewable energy projects is provided within NPS EN-3 (DECC, 2011b) and electricity networks infrastructure in EN-5 (DECC, 2011c); however, with regard to Land Use both EN-3 and EN-5 refer to relevant sections of EN-1 and so are not included in the summary table.

- 25.2.6 The current version of the National Planning Policy Framework (NPPF) prepared by the Ministry of Housing, Communities and Local Government was published July 2021. It sets out the Government’s planning policies for England and how these are expected to be applied, along with the national Planning Practice Guidance (PPG) which expands on policies contained in the NPPF.
- 25.2.7 Section 15 of the NPPF sets out the requirements for conserving and enhancing the natural environment. Planning decisions should seek to recognise benefits from natural capital and ecosystem services, including the economic value and other benefits of best and most versatile (BMV) agricultural land.
- 25.2.8 The relevant legislation and planning policy for renewable energy NSIPs, specifically in relation to Land Use is outlined in Table 25.1.

Table 25.1: Policy context

Policy	Key provisions	Section where comment addressed
Overarching National Policy Statement for Energy (NPS EN-1) (Department for Energy and Climate Change (DECC), 2011a)	Paragraph 5.10.5 states that <i>‘the ES (see Section 4.2) should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan’.</i>	Detail on existing or proposed Land Uses can be found in Section 25.5 and new developments or proposed projects are assessed for potential cumulative impacts in Section 25.8.
NPS EN-1	Paragraph 5.10.6 states that <i>‘Applicants will need to consult the local community on their proposals to build on open space, sports or recreational buildings and land. Taking account of the consultations, applicants should consider providing new or additional open space including green infrastructure, sport or recreation facilities, to substitute for any losses as a result of their proposal’.</i>	Consultation is a key part of the Development Consent Order (DCO) application process. Consultation regarding Land Use has been conducted through the Evidence Plan Process (EPP) Expert Technical Group (ETG) meetings and the EIA scoping process (The Inspectorate, 2022). An overview of the Project consultation process is presented within Volume 1, Chapter 6: Consultation.
NPS EN-1	Paragraph 5.10.7 states <i>‘during any pre-application discussions with the applicant the LPA should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is surplus to requirements.’</i>	The Project has been subject to extensive pre-application discussions with the Local Planning Authority (LPA), with those which are relevant to Land Use impacts outlined in Section 25.3, which includes how the key issues from the Scoping Opinion have been addressed. The related policy and legislation, including the local development plans, have been

Policy	Key provisions	Section where comment addressed
		outlined in Section 25.2, whilst the Land Use and agriculture assessment has been undertaken in Section 25.7.
NPS EN-1	Paragraph 5.10.8 states <i>‘applicants should seek to minimise impacts on the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) and preferably use land in areas of poorer quality (grades 3b, 4 and 5) except where this would be inconsistent with other sustainability considerations. Applicants should also identify any effects and seek to minimise impacts on soil quality taking into account any mitigation measures proposed. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination.’</i>	The effects of onshore infrastructure associated with the Project on agricultural land and soil quality are considered in Section 25.7.
NPS EN-1	Paragraph 5.10.9 states <i>‘Applicants should safeguard any mineral resources on the proposed site as far as possible, taking into account the long-term potential of the land use after any future decommissioning has taken place.’</i>	The effect on mineral resources has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions.
NPS EN-1	Paragraph 5.10.12 states <i>‘an applicant may be able to demonstrate that a particular type of energy infrastructure, such as an underground pipeline, which, in Green Belt policy terms, may be considered as an “engineering operation” rather than a building is not in the circumstances of the application inappropriate development. It may also be possible for an applicant to show that the physical characteristics of a proposed overhead line development or wind farm are such that it has no adverse effects which conflict with the fundamental purposes of Green Belt designation.’</i>	The effects of onshore infrastructure associated with the Project on agricultural land and soil quality are considered in Section 25.7.

Policy	Key provisions	Section where comment addressed
NPS EN-1	Paragraph 5.10.13 states <i>‘where the project conflicts with a proposal in a development plan, the IPC should take account of the stage which the development plan document has reached in deciding what weight to give to the plan for the purposes of determining the planning significance of what is replaced, prevented or precluded. The closer the development plan is to being adopted by the LPA, the greater weight which can be attached.’</i>	The effects of onshore infrastructure associated with the Project on agricultural land and soil quality are considered in Section 25.7.
NPS EN-1	Paragraph 5.10.15 states <i>‘the IPC should ensure that applicants do not site their scheme on the best and most versatile agricultural land without justification. It should give little weight to the loss of poorer quality agricultural land (in grades 3b, 4 and 5), except in areas (such as uplands) where particular agricultural practices may themselves contribute to the quality and character of the environment or the local economy.’</i>	The effects of onshore infrastructure associated with the Project on agricultural land and soil quality are considered in Section 25.7.
NPS EN-1	Paragraph 5.10.19 states <i>‘although in the case of much energy infrastructure there may be little that can be done to mitigate the direct effects of an energy project on the existing use of the proposed site (assuming that some at least of that use can still be retained post project construction) applicants should nevertheless seek to minimise these effects and the effects on existing or planned uses near the site by the application of good design principles, including the layout of the project.’</i>	The effects of onshore infrastructure associated with the Project on agricultural land and soil quality are considered in Section 25.7.
NPS EN-1	Paragraph 5.10.23 states <i>‘Where a project has a sterilising effect on land use (for example in some cases under transmission lines) there may be scope for this to be mitigated through, for example, using or incorporating the land for nature conservation or wildlife corridors or for parking and storage in employment areas.’</i>	The impact of the permanent loss of agricultural land as a result of the permanent OnSS is assessed in Section 25.7.

Policy	Key provisions	Section where comment addressed
NPS EN-1	Paragraph 5.10.24 states <i>'Rights of way, National Trails and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The IPC should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails and other rights of way. Where this is not the case the IPC should consider what appropriate mitigation requirements might be attached to any grant of development consent.'</i>	The impact on Rights of Way, National Trails and other rights of access are assessed and mitigations recommended in Section 25.7.
Draft Overarching National Policy Statement for Energy (Draft NPS EN-1) (Department for Energy Security and Net Zero (DESNZ (2023a))	Paragraph 5.11.8 states <i>'The ES (see Section 4.2) should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate to the scale of the preferred scheme and its likely impacts on such receptors. For developments on previously developed land, the applicant should ensure that they have considered the risk posed by land contamination and how it is proposed to address this.'</i>	Detail on existing or proposed Land Uses can be found in Section 25.5 and new developments or proposed projects are assessed for potential cumulative impacts in Section 25.8.
Draft NPS EN-1	Paragraph 5.11.9 states <i>'Applicants will need to consult the local community on their proposals to build on existing open space, sports or recreational buildings and land. Taking account of the consultations, applicants should consider providing new or additional open space including green and blue infrastructure, sport or recreation facilities, to substitute for any losses as a result of their proposal.'</i>	Consultation is a key part of the DCO application process. Consultation regarding Land Use has been conducted through the Evidence Plan Process (EPP) Expert Technical Group (ETG) meetings and the EIA scoping process (The Inspectorate, 2022). An overview of the Project consultation process is presented within Volume 1, Chapter 6: Consultation.

Policy	Key provisions	Section where comment addressed
Draft NPS EN-1	Paragraph 5.11.11 states <i>'During any pre-application discussions with the applicant the LPA should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is surplus to requirements.'</i>	The Project has been subject to extensive pre-application discussions with the LPAs, with those which are relevant to Land Use impacts outlined in Section 25.3, which includes how the key issues from the Scoping Opinion have been addressed.
Draft NPS EN-1	Paragraph 5.11.12 states <i>'Applicants should seek to minimise impacts on the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification) and preferably use land in areas of poorer quality (grades 3b, 4 and 5).'</i>	The effects of onshore infrastructure associated with the Project on agricultural land are considered in Section 25.7. The effect on soil quality has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions.
Draft NPS EN-1	Paragraph 5.11.13 states <i>'Applicants should also identify any effects and seek to minimise impacts on soil health and protect and improve soil quality taking into account any mitigation measures proposed.'</i>	The effects of onshore infrastructure associated with the Project on agricultural land are considered in Section 25.7. The effect on soil quality has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions.
Draft NPS EN-1	Paragraph 5.11.14 states <i>'Applicants are encouraged to develop and implement a Soil Management Plan which could help minimise potential land contamination. The sustainable reuse of soils needs to be carefully considered in line with good practice guidance where large quantities of soils are surplus to requirements or are affected by contamination.'</i>	The effects of onshore infrastructure associated with the Project on agricultural land are considered in Section 25.7. The effect on soil quality has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions. A Soil Management Plan has been considered as embedded mitigation in Table 25.30.

Policy	Key provisions	Section where comment addressed
Draft NPS EN-1	Paragraph 5.11.19 states <i>'Applicants should safeguard any mineral resources on the proposed site as far as possible, taking into account the long-term potential of the land use after any future decommissioning has taken place.'</i>	The effect on mineral resources has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions.
Draft NPS EN-1	Paragraph 5.11.23 states <i>'Although in the case of most energy infrastructure there may be little that can be done to mitigate the direct effects of an energy project on the existing use of the proposed site (assuming that some of that use can still be retained post project construction) applicants should nevertheless seek to minimise these effects and the effects on existing or planned uses near the site by the application of good design principles, including the layout of the project and the protection of soils during construction.'</i>	The effects of onshore infrastructure associated with the Project on agricultural land are considered in Section 25.7. The effect on soil quality has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions.
Draft NPS EN-1	Paragraph 5.11.28 states <i>'Where a proposed development has an impact upon a Mineral Safeguarding Area (MSA), the Secretary of State should ensure that appropriate mitigation measures have been put in place to safeguard mineral resources.'</i>	The effect on mineral resources has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions.
Draft NPS EN-1	Paragraph 5.11.29 states <i>'Where a project has a sterilising effect on land use (for example in some cases under transmission lines) there may be scope for this to be mitigated through, for example, using or incorporating the land for nature conservation or wildlife corridors or for parking and storage in employment areas.'</i>	The impact of the permanent loss of agricultural land as a result of the permanent OnSS is assessed in Section 25.7.
Draft NPS EN-1	Paragraph 5.11.30 states <i>'Public Rights of way, National Trails and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In</i>	The impact on Rights of Way, National Trails and other rights of access are assessed and mitigations recommended in Section 25.7.

Policy	Key provisions	Section where comment addressed
	<p><i>considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements or other provisions in respect of these measures should be included in any grant of development consent.'</i></p>	
Draft NPS EN-1	<p>Paragraph 5.11.33 states <i>'The loss of playing fields should only be allowed where applicants can demonstrate that they will be replaced with facilities of equivalent or better quantity or quality in a suitable location.'</i></p>	<p>Detail on existing or proposed outdoor recreational land can be found in Section 25.5 and is assessed in Section 25.7.</p>
Draft NPS EN-1	<p>Paragraph 5.11.34 states <i>'The Secretary of State should ensure that applicants do not site their scheme on the best and most versatile agricultural land without justification. Where schemes are to be sited on best and most versatile agricultural land the Secretary of State should take into account the economic and other benefits of that land. Where development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.'</i></p>	<p>The effects of onshore infrastructure associated with the Project on agricultural land are considered in Section 25.7.</p>
<p>Draft National Policy Statement for Electricity Networks Infrastructure (Draft NPS EN-5) (Department for Energy Security and Net Zero (DESNZ (2023c))</p>	<p>Paragraph 2.9.25 states <i>'In such cases the Secretary of State should only grant development consent for underground or subsea sections of a proposed line over an overhead alternative if it is satisfied that the benefits accruing from the former proposal clearly outweigh any extra economic, social, or environmental impacts that it presents, and that any technical obstacles associated with it are surmountable. In this context it should consider:</i></p> <ul style="list-style-type: none"> ▪ <i>the applicant's commitment, as set out in their ES, to mitigate the potential detrimental effects of undergrounding works on any relevant agricultural land and soils, particularly regarding Best and</i> 	<p>The quality of the agricultural land present in the Land Use study area has been detailed in Section 25.5.</p> <p>The effects of onshore infrastructure associated with the Project on agricultural land are considered in Section 25.7.</p> <p>Mitigation measures such as best practice methods for handling soils and a Soil Management Plan have been considered as embedded mitigation in Table 25.30.</p>

Policy	Key provisions	Section where comment addressed
	<p><i>Most Versatile land. Such a commitment must guarantee appropriate handling of soil, backfilling, and return of the land to the baseline Agricultural Land Classification (ALC), thus ensuring no loss or degradation of agricultural land. Such a commitment should be based on soil and ALC surveys in line with the 1988 ALC criteria and due consideration of the Defra construction Code'</i></p>	
<p>National Planning Policy Framework (NPPF)</p>	<p>Para 174. <i>"Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of ... geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, ... or land instability. ...; and f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate."</i></p>	<p>The effects of onshore infrastructure associated with the Project on agricultural land and soil quality are considered in Section 25.7. The effect on soil quality has been assessed in Volume 1, Chapter 23: Geology and Ground Conditions.</p>

Regional Local Planning Policy

25.2.9 EN-1 states that, although it supersedes local planning policies, the Planning Inspectorate (The Inspectorate) may also consider Development Plan Documents or other documents in the Local Development Framework to be relevant to its decision making.

25.2.10 The Project area falls under the authority of Lincolnshire County Council as well as the following local planning authorities, with their respective Minerals and Waste Plans as well as their Local Plans:

- Lincolnshire County Council;
 - Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development (Lincolnshire County Council, 2016); and
 - Lincolnshire Minerals and Waste Local Plan: Site Locations (Lincolnshire County Council, 2017).
- East Lindsey District Council;
 - The Core Strategy (East Lindsey District Council, 2018a); and
 - Settlement Proposals Document (East Lindsay District Council, 2018b).
- South East Lincolnshire (the name for the area comprising South Holland District Council and Boston Borough Council);
 - South East Lincolnshire Local Plan 2011-2036 (South East Lincolnshire, 2019).

Table 25.2: Relevant Local Plan policies

Legislation/policy	Key provisions	Section where comment addressed
Lincolnshire Minerals and Waste: Site Locations (Lincolnshire County Council, 2017).	Policy M11: Safeguarding of Mineral Resources The policy seeks to protect mineral resources that are of current or future economic importance from permanent sterilisation by other development.	The Land Use study area is not within 250m of a Safeguarding Area as shown in the Minerals and Waste Local Plan and, as such, this has not been assessed further.
Lincolnshire Minerals and Waste: Site Locations (Lincolnshire County Council, 2017).	Policy M12: Safeguarding of Existing Mineral Sites and Associated Minerals Infrastructure The policy seeks to safeguard mineral sites and associated infrastructure against development that would unnecessarily sterilise existing sites and infrastructure or prejudice or jeopardise their use by creating incompatible land uses nearby.	The Land Use study area is not within 250m of a Safeguarded Minerals Site as shown in the Minerals and Waste Local Plan and, as such, this has not been assessed further.
East Lindsey Local Plan Core Strategy 2018	Strategic Policy 24 – Biodiversity and Geodiversity Criteria 1 Seeks for development proposals to protect and enhance the biodiversity and	The effects of onshore infrastructure associated with the Project on agricultural land and farm

Legislation/policy	Key provisions	Section where comment addressed
	<p>geodiversity value of land and buildings and minimise fragmentation and maximise opportunities for connection between natural habitats.</p> <p>Criteria 3 advises the actions the Council will take when, in exceptional circumstances, adverse impacts are demonstrated to be unavoidable, and development is permitted which would damage the nature conservation or geological value of a site. The Council will ensure that such damage is kept to a minimum and will ensure appropriate mitigation, compensation or enhancement of the site through the use of planning conditions or planning obligations.</p> <p>Compensation measures towards loss of habitat will be used only as a last resort where there is no alternative. Where any mitigation and compensation measures are required, they should be in place before development activities start that may disturb protected or important habitats and species. Proposals to provide or enhance a site will be supported.</p>	<p>holdings are considered in Section 25.7.</p> <p>The effects on biodiversity are assessed in Volume 1, Chapter 21: Onshore Ecology and Ornithology.</p>
East Lindsey Local Plan Core Strategy 2018	Strategic Policy 10: Design Criterion 8 supports development that includes measures to recycle, re-use or reduce the demand for finite resources.	Embedded mitigation measures to ensure that land recovers following construction are detailed in Table 25.30.
South East Lincolnshire Local Plan 2019	Policy 2: Development Management Criterion 3 seeks to ensure that development would not be wasteful in its use of energy or in its depletion of natural resources.	Embedded mitigation measures to ensure that land recovers following construction are detailed in Table 25.30.
South East Lincolnshire Local Plan 2019	Policy 3: Design of New Development Criterion 13 seeks for development proposals to demonstrate the use of locally sourced building materials, minimising the use of water and minimising land take, to protect BMV soils.	Embedded mitigation measures to ensure that land recovers following construction are detailed in Table 25.30.

25.3 Consultation

- 25.3.1 Consultation is a key part of the DCO application process. Consultation regarding Land Use has been conducted through the Evidence Plan Process (EPP) Expert Technical Group (ETG) meetings, the EIA scoping process (The Inspectorate, 2022) and regular consultation with landowners. An overview of the Project consultation process is presented within Volume 1, Chapter 6: Consultation.
- 25.3.2 A summary of the key issues raised during consultation to date, specific to Land Use is outlined in Table 25.3, together with how these issues have been considered in the production of this PEIR.

Table 25.3: Summary of consultation relating to Land Use

Consultation Phase/Type and Date	Consultation and key issues raised	Section where comment addressed
The Inspectorate, Scoping Opinion, September 2022	<p>Drainage and productivity - Operation</p> <p>The Scoping Report proposes to scope out potential impacts on agricultural drainage systems potentially leading to a loss of agricultural productivity and loss of soil structure and impacts from loss of agricultural yield and BMV land from the laying of underground cables in farmland. This is scoped out on the basis that this would only occur at the construction stage and these impacts would be mitigated by the reinstatement of the land and ancillary drainage systems.</p> <p>The Scoping Report does not provide details of how agricultural land and drainage will be reinstated following construction of the onshore elements of the Project, nor does it provide evidence of its effectiveness and describe how any measures to ensure this occurs will be secured. The Inspectorate does not agree that this matter can be scoped out of the assessment at this stage. The ES should include an assessment of effects on agricultural drainage and productivity from operation, where likely significant effects could occur.</p>	<p>Impacts on agricultural land and the loss of productivity during the construction phase are assessed from paragraph 25.7.4 and operational phase from paragraph 25.7.25.</p> <p>Measures to ensure that impacts on agricultural drainage are minimised are set out in Part 8, Appendix 1.3, Outline Soil Management Plan. Effects on soil quality including drainage are assessed in Volume 1, Chapter 23: Geology and Ground Conditions.</p>
The Inspectorate, Scoping Opinion, September 2022	<p>Public Rights of Way (PRoW) - Operation</p> <p>The Inspectorate agrees that effects on PRoW are most likely to occur during construction and notes the stated intention that in the event of a cable failure, all reasonable efforts will be made to undertake repairs without affecting PRoW. Considering the nature of the Project during the operational phase, the Inspectorate is content to scope this matter out.</p>	<p>All named PRoWs within the Land Use study area have been detailed throughout Section 25.5 and assessed in Section 25.7.</p>
The Inspectorate, Scoping Opinion, September 2022	<p>Tourism - Operation</p> <p>The Scoping Report states that further potential temporary closures of tourism land use facilities, such as caravan/camping sites, would not be required for the O&M (Operations & Maintenance) stage of the Project; therefore, this</p>	<p>There is not thought to be tourism land within the Land Use study area, however, the potential for unseen or proposed sites will be continuously</p>

Consultation Phase/Type and Date	Consultation and key issues raised	Section where comment addressed
	<p>matter is proposed to be scoped out. On the basis the ES secures and demonstrates how closures would be avoided, the Inspectorate is content to scope this matter out.</p>	<p>reviewed as the Project approaches its final DCO submission. Should there be tourism land within the study area, the ES would demonstrate how closures would be avoided or adequately mitigated.</p>
<p>The Inspectorate, Scoping Opinion, September 2022</p>	<p>Agricultural productivity As well as agricultural yield, the ES should also describe and assess effects on farm holdings or businesses of a reduction in land being available for farming activities due to temporary construction activity, where likely significant effects could occur.</p> <p>Given that the location of the onshore elements is also not yet defined, these effects should also be considered for the operational phase of the Project, where significant effects could occur.</p>	<p>Impacts on agricultural land and the loss of productivity during the construction phase are assessed from paragraph 25.7.4 and during the operational phase from paragraph 25.7.25.</p> <p>Impacts on businesses are assessed in Volume 1, Chapter 29: Socio-Economic Characteristics.</p>
<p>The Inspectorate, Scoping Opinion, September 2022</p>	<p>Further impacts scoped into the assessment The Scoping Report notes that further impacts will be identified at the latter stages of the project without providing many details as to the effects that could arise. Given the uncertainty and the lack of information to comment on the scope at this stage, the Inspectorate considers that the scope of the assessment should be developed in consultation with the consultation bodies and with reference to the stated guidance in paragraph 8.6.13. Any identified impacts should be scoped in for all stages of the Project (construction, O&M and decommissioning) at this stage.</p>	<p>Further impacts to be considered at ES stage.</p>
<p>The Inspectorate, Scoping Opinion, September 2022</p>	<p>Potential effects of loss or damage to soil function The Inspectorate considers that in addition to the consideration of agricultural yield, the potential effects of loss or damage to soil function should be assessed in the ES, where likely significant effects could occur. The ES should</p>	<p>Impacts on the quality of the soil are assessed in Volume 1, Chapter 23: Geology and Ground Conditions.</p>

Consultation Phase/Type and Date	Consultation and key issues raised	Section where comment addressed
	explain how loss or damage of soils has been avoided and where this impact occurs, the potential effect on soil function.	
The Inspectorate, Scoping Opinion, September 2022	<p>Highways infrastructure – Construction</p> <p>The Inspectorate agrees that as severance of highways infrastructure is scoped into the assessment for traffic and transport, therefore this matter can be scoped out of the Land Use assessment.</p>	Scoped out of the assessment.
The Inspectorate, Scoping Opinion, September 2022	<p>Outdoor recreation land – Operation</p> <p>The Inspectorate agrees that effects on outdoor recreation land would mainly occur during construction and likely to be insignificant if impacted during operation; land would be reinstated as per the Code of Construction Practice (CoCP). Due to the nature of the Project in its operational phase on land, the Inspectorate is content to scope this matter out.</p>	Scoped out of the assessment.
The Inspectorate, Scoping Opinion, September 2022	<p>PRoW – Operation</p> <p>The Inspectorate agrees that effects on PRoW are most likely to occur during construction and notes the stated intention that in the event of a cable failure, all reasonable efforts will be made to undertake repairs without affecting PRoW. Considering the nature of the Project during the operational phase, the Inspectorate is content to scope this matter out.</p>	Scoped out of the assessment.
The Inspectorate, Scoping Opinion, September 2022	<p>Transboundary Land Use Effects</p> <p>Onshore transboundary effects are scoped out of the assessment as the Applicant considers that land use effects will be localised within the Area of Search (AoS). The Inspectorate agrees that this matter can be scoped out of the assessment.</p>	Scoped out of the assessment.
ETG Meeting, October 2022	<p>Scoping Opinion</p> <p>Provided an overview of the elements which were agreed to be scoped out of the assessment, and those which required further discussion. Discussion opened regarding whether the elements of the Land Use Chapter could be assessed within the Chapter of other topics.</p>	Elements of the Chapter which were agreed to be scoped in and out of the assessment are provided in Section 25.6. ETG stakeholders stated they would like the Land Use

Consultation Phase/Type and Date	Consultation and key issues raised	Section where comment addressed
		Chapter to remain in the PEIR and ES.
ETG Meeting, January 2023	<p>PEIR Submission Provided update of the scope of the assessment and the study area, summary of the key data sources, update of the key receptors and methodology, explained any data gaps or uncertainties, highlighted the embedded mitigation and provided an overview of the next steps</p>	Assessment methodology described in Section 25.4. Scope of the assessment, embedded mitigation and key receptors detailed in Section 25.6. study area and key data sources are shown in Section 25.5.
ETG Meeting, March 2023	<p>Updates to the Chapter Provided updates that have occurred within the Chapter since the previous ETG. Inclusion of tourism sites receptor to baseline, updated methodology, updated assessment, updated embedded mitigation.</p>	Tourism receptors described in Section 25.5. Methodology described in Section 25.4. Assessment undertaken in Section 25.7. Embedded mitigation detailed in Section 25.6.

- 25.3.3 As identified in Volume 1, Chapter 3: Project Description and Volume 1, Chapter 4: Site Selection and Consideration of Alternatives, the Project design envelope has been refined and will be refined further prior to DCO submission. This process is reliant on stakeholder consultation feedback.
- 25.3.4 The design elements to landfall, cable routing, and OnSS location that are of relevance to this Chapter include:
- The spatial location of the OnSS;
 - The footprint of the OnSS;
 - The volume of land-take by the OnSS, including ancillary and construction infrastructure;
 - The locations of the Transition Joint Bays (TJB) at the landfall;
 - The location of the Joint Bays (JB) throughout the ECC;
 - The direction and location of the ECC; and
 - The spatial location and land-take of the landfall.

25.4 Assessment Methodology

- 25.4.1 This section sets out the scope and methodology for the Land Use assessment. There are no published guidelines or criteria for assessing and evaluating effects on Land Use within the context of an EIA. Where relevant, in particular with regard to Agricultural Land, the proposed assessment is based on a methodology derived from the Institute of Environmental Management and Assessment (IEMA) guidance. The methodology sets out a list of criteria for evaluating the environmental effects and is outlined in Volume 1, Chapter 5: EIA Methodology. Where guidance does not exist, the assessment has been based on experience of similar projects and professional experience.
- 25.4.2 Once the degree of impact of the development proposals and sensitivity of receptors has been assigned, professional judgement and a qualitative risk assessment methodology have been used to assess the findings in relation to relevant criteria to give an assessment of significance for each potential impact.
- 25.4.3 This approach provides a mechanism for identifying where site specific mitigation measures will be required, in addition to embedded mitigation, and for identifying mitigation measures appropriate to the risk presented by the development proposals. This approach also allows effort to be focused on reducing risk where the greatest benefit may result.

Assessment Criteria and Assignment of Significance

- 25.4.4 The approach for determining the significance of effects is a two-stage process that involves defining the sensitivity of the receptors and the magnitude of the impacts on those receptors. This section describes the criteria applied in this Chapter to assign values to the sensitivity of receptors and the magnitude of potential impacts. Unless stated otherwise, the terms used to define sensitivity and magnitude are based on those used in the Design Manual for Roads and Bridges LA 112 Population and Human Health methodology (National Highways, 2020) and A New Perspective on Land and Soil in Environmental Impact Assessment (IEMA, 2022), which is described in more detail in Volume 1, Chapter 5: EIA Methodology.
- 25.4.5 The 'Population and Human Health' section of the Design Manual for Roads and Bridges (DMRB) supersedes the previous 'Land Use' section. The DMRB sets out five aspects to be covered for Land Use, to be used when assessing the impacts on the environment:
- Private property and housing;
 - Community land and assets;
 - Development land and business;
 - Agricultural land holdings; and
 - Walkers, cyclists, and horse-riders (WCH).
- 25.4.6 Due to the large and evolving study area some of the smaller receptors would be more appropriately assessed at later stages, when the study area is finalised as it is unlikely these would result in significant effects. The impacts on private property and housing and development land and businesses would be appropriately identified and scoped in for all stages of the Project at a later stage in route development.
- 25.4.7 When the study area reaches a more refined stage the following will be assessed:
- Plans of outdoor recreational sites;
 - Tourism Sites; and
 - Utilities Plans.

Magnitude of Impact

- 25.4.8 The magnitude of impact upon Land Use is determined by defining the impact on the resource, as defined in the matrix presented at Table 25.4. This approach uses the term "beneficial" for an advantageous or positive impact on an environmental resource or receptor or "adverse", for a detrimental or negative impact on an environmental resource or receptor. Definitions of magnitude are based on those used in the DMRB methodology (National Highways, 2020) and A New Perspective on Land and Soil in Environmental Impact Assessment (IEMA, 2022).

Table 25.4: Impact magnitude definitions

Magnitude	Description/reason
Major	<p>Adverse</p> <p>Long term or permanent loss of resource and/or quality and integrity of resource (long term i.e., longer than the operational duration of the project or permanent loss over an area of more than 20ha or loss of soil-related features); likely to cause exceedance of statutory objectives and/or breaches of legislation; severe damage to key characteristics, features or elements.</p>
	<p>Beneficial</p> <p>Large scale or major improvement of resource quality; extensive restoration or enhancement; major long-term improvement of attribute quality.</p>
Moderate	<p>Adverse</p> <p>Loss of resource over an area of between 5 and 20ha or loss of soil-related features but not adversely affecting the overall integrity; partial loss of/damage to key characteristics, features or elements with/without exceedance of statutory objectives or with/without breaches of legislation.</p>
	<p>Beneficial</p> <p>Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality.</p>
Minor	<p>Adverse</p> <p>Loss over less than 5ha or a temporary, reversible loss of one or more soil functions or soil volumes. Some measurable change in attributes, quality or vulnerability; reversible or minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.</p>
	<p>Beneficial</p> <p>Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring.</p>
Negligible	<p>Adverse</p> <p>Very minor or no loss or detrimental alteration to one or more characteristics, features or elements; impact of insufficient magnitude to affect the use/integrity).</p>
	<p>Beneficial</p> <p>Very minor or no benefit to or positive addition of one or more characteristics, features or elements; impact of insufficient magnitude to affect the use/integrity.</p>

Sensitivity of the Receiving Environment

25.4.9 The criteria for sensitivity used in this Chapter are outlined on Table 25.5. Whilst a sensitivity category of ‘very high’ is proposed as a potential category for sensitivity criteria within the DMRB methodology, for the purposes of the assessment of Land Use effects, the categories within the range of ‘high’ to ‘negligible’ are considered to appropriately cover the potential receptors as the difference between ‘very high’ and ‘high’ in the case of Land Use would be negligible, the mitigations needed remaining unchanged and the limited number of unique Land Use receptors within the study area. Where a receptor could be placed within more than one category of sensitivity, professional judgement has been applied to determine which category is appropriate.

Table 25.5: Sensitivity/importance of the receiving environment

Receptor sensitivity/importance	Definition
High	<p>High importance and rarity, national level and limited potential for substitution. The receptor has little to no capacity to accommodate a particular impact or little to no ability to adapt or recover from said impact.</p> <p>This sensitivity would include:</p> <ul style="list-style-type: none"> ▪ highly sensitive, essential infrastructure such as hospitals; ▪ World Heritage Sites or National Parks; ▪ large settlements; ▪ major designated sites (Sites of Special Scientific Interest (SSSI), Ancient Woodland, Special Area of Conservation (SAC) etc.); ▪ nationally important visitor attractions; ▪ Agricultural Land Classification (ALC) Classes 1, 2 and 3a- Excellent to Good Quality agricultural land; and/ or ▪ long distance routes and trails which are nationally promoted (England Coast Path, National Cycle Route).
Medium	<p>Medium importance and rarity, district or regional level, limited potential for substitution. The receptor has a low capacity to accommodate an impact or a low ability to adapt or recover.</p> <p>This sensitivity would include:</p> <ul style="list-style-type: none"> ▪ protected or valued non-statutory designated sites (e.g. Local Nature Reserves (LNR), Local Geological Sites, Sites of Nature Conservation Importance, Country Parks); ▪ regionally important visitor attractions and recreational land; ▪ locally promoted trails and long distance routes; ▪ ALC Class 3b Moderate Land capable of producing a moderate range of crops; and/or ▪ smaller settlements.
Low	<p>Low importance and rarity, local or district level. The receptor has some capability to accommodate an impact or is able to adapt or recover from said impact.</p> <p>This sensitivity would include:</p>

Receptor sensitivity/ importance	Definition
	<ul style="list-style-type: none"> ▪ non-designated notable or priority habitats/landscapes; ▪ ALC Classes 4 and 5 Poor to Very Poor Quality– Improved grassland and rough grazing or Urban land; ▪ locally important visitor attractions and recreational land; ▪ PRowS; ▪ commonplace woodland or watercourses; and/or ▪ rural settlements.
Negligible	<p>Very low importance and rarity, local level. A receptor is tolerant to the change proposed from an impact and would accommodate this impact with no need to implement mitigations needed to adapt or recover.</p> <p>This sensitivity would include:</p> <ul style="list-style-type: none"> ▪ soils with greater resistance to structural damage and erosion; ▪ non-agricultural, farmed or used land; ▪ non-designated land; and/or ▪ undeveloped land.

25.4.10 Assessment of the significance of potential effects is described in Table 25.6.

Table 25.6: Matrix to determine effect significance

		Magnitude of impact			
		<i>Negligible</i>	<i>Minor</i>	<i>Moderate</i>	<i>Major</i>
Sensitivity of receptor	<i>Negligible</i>	Negligible (Not significant)	Negligible (Not significant)	Minor (Not significant)	Minor (Not significant)
	<i>Low</i>	Negligible (Not significant)	Minor (Not significant)	Minor (Not significant)	Moderate (Significant)
	<i>Medium</i>	Minor (Not significant)	Minor (Not significant)	Moderate (Significant)	Major (Significant)
	<i>High</i>	Minor (Not significant)	Moderate (Significant)	Major (Significant)	Major (Significant)

25.4.11 Where an effect is classified as major, this is considered to represent a ‘significant effect’ in terms of the EIA Regulations. Where an effect is classified as moderate, this may be considered to represent a ‘significant effect’ but should always be subject to professional judgement and interpretation, particularly where the sensitivity or impact magnitude levels are not clear or are borderline between categories or the impact is intermittent.

25.4.12 The level of effects matrix shown in Table 25.6 therefore provides a guide to decision making but is not a substitute for professional judgement. Impacts and effects can be beneficial, neutral or adverse and these would be specified where applicable. It should be noted that significant effects need not be unacceptable or irreversible.

Assumptions and Limitations

25.4.13 The assessment is based on publicly available data and commercial data supply companies, as well as additional information supplied by stakeholders during the scoping and consultation stages. Data availability is therefore limited to the level of information readily accessible from these bodies.

25.4.14 Overall, a moderate to high level of certainty has been applied to the assessment for the onshore ECC and OnSS. The information accessible in order to complete the assessment is considered sufficient to establish a comprehensive baseline within the Project onshore Land Use study area, therefore, there are no data limitations that would affect the conclusions of this assessment. There were no areas of concern or potential significance as a result of no data being available.

25.4.15 The maximum design scenario (MDS) identified in Section 25.6 has been selected as it is considered likely to have the potential to result in the greatest impact on an identified receptor or receptor group. This scenario has been selected from the details provided in the onshore Project Description (Volume 1, Chapter 3). Effects of greater significance are not predicted to arise should any alternative development scenario to that assessed here be taken forward in the final design scheme, within the design envelope set out.

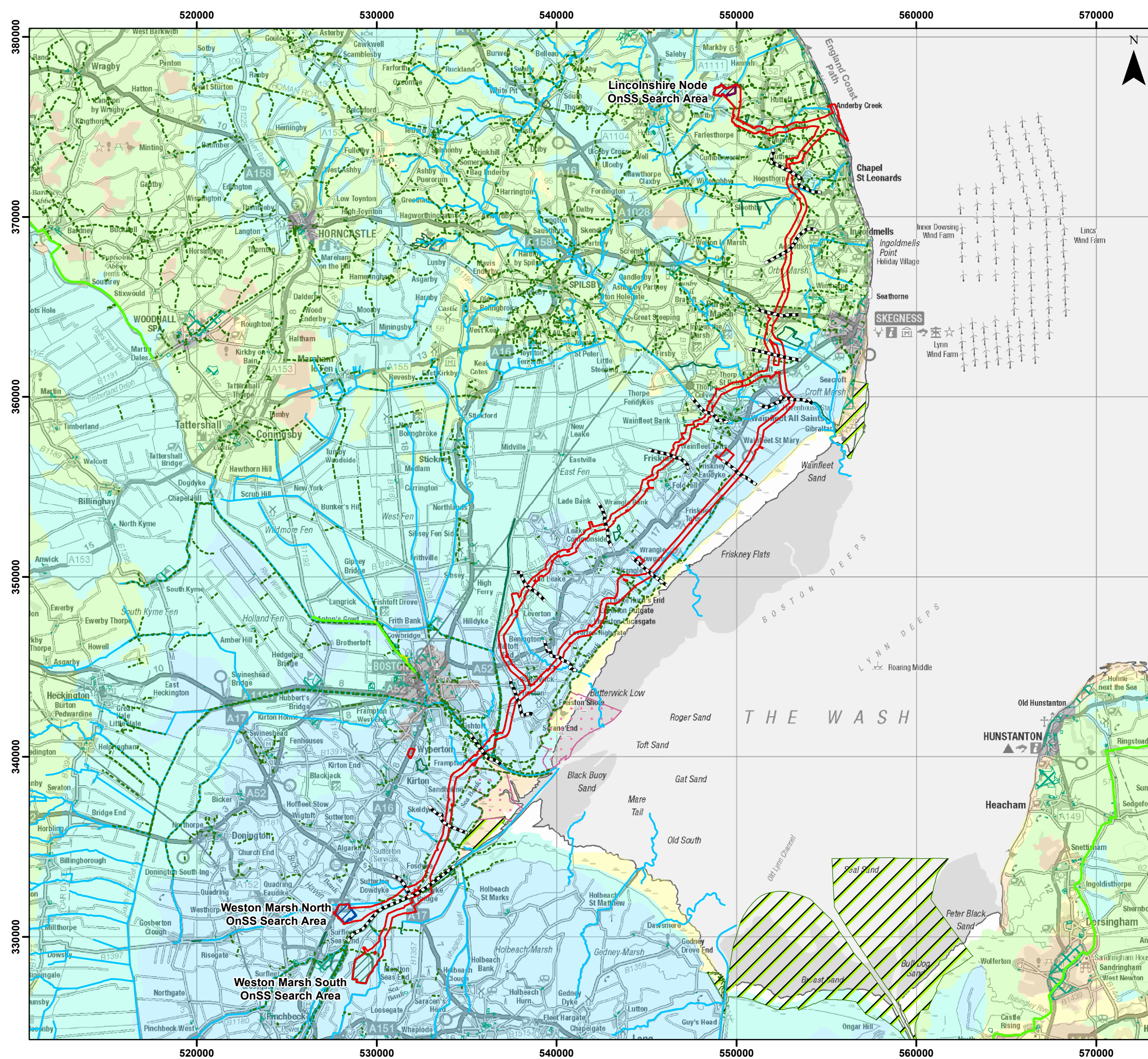
25.5 Baseline Environment

Study Area

- 25.5.1 The Land Use study area is shown on Figure 25.1 and comprises the PEIR Boundary for the onshore elements of the Project (as described in Volume 1, Chapter 3: Project Description) from MHWS to the Grid Connection Point, the proposed OnSS and the onshore ECC (including haul roads and temporary construction areas). The PEIR Boundary comprises possible alternative ECC options which will be refined at application stage. The PEIR Boundary also allows for flexibility in route design such that the nominal width of assessment is 300m at PEIR stage, with the final route corridor width to be refined at detailed design stage.
- 25.5.2 The study area and available data have been discussed and agreed with stakeholders. It is considered that beyond these distances, the geographic separation between the Project and the receptor results in the absence of an effect to Land Use.
- 25.5.3 Located along and adjacent to the east coast of England, between the Humber Estuary in the north and the town of Spalding in the south, the study area extends along approximately 65km of the coastline, including the Lincolnshire coast of the Wash and Gibraltar Point. It extends inland up to approximately 13km from the coast.

Data Sources

- 25.5.4 Characterising the Land Use baseline environment for the study area within the PEIR has been carried out through the gathering of data from publicly available information and a range of desk-based sources.
- 25.5.5 A desk-based review of the Land Use study area, aided by GIS mapping, has been undertaken. To establish the current Land Use baseline, the sources displayed in Table 25.7, have been used.



Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Weston Marsh North OnSS Search Area
- Weston Marsh South OnSS Search Area
- Lincolnshire Node OnSS Search Area
- English Coastal Route
- Public Right of Way
- Watercourse

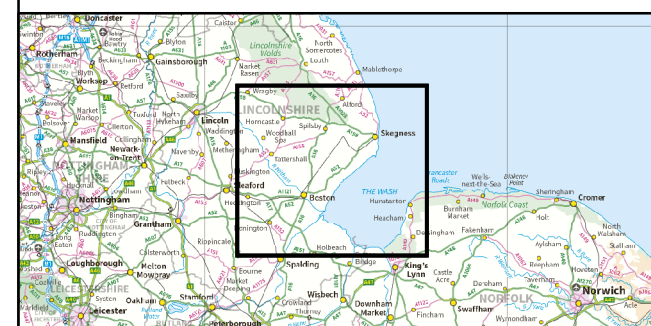
National Cycle Network Route Type

- National Cycle Route
- National Cycle Route Link
- OS Open Greenspace
- RSPB Reserve
- National Nature Reserve (NNR)
- Local Nature Reserve (LNR)
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Non Agricultural
- Urban

Sources:
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 © Natural England copyright. Contains Ordnance Survey data.
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 © Environment Agency copyright and/or database right.
 © Historic England 2021. Contains Ordnance Survey data.



Coordinate System: British National Grid
 0 5 10 km
 Scale: 1:200,000

Preliminary Environmental Information Report
 Land Use Study Area
 Figure 25.1

OUTER DOWSING OFFSHORE WIND
SLR

Date: 13/04/2023
 Produced By: JRS
 Revision: 0.1

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Table 25.7: Data Sources

Data	Reference / Source
Natural England Open Data Publication	Conservation and Enhancement Scheme Agreements (England) - Agreements entered into by Natural England with owners and occupiers of SSSIs.
Natural England Open Data Publication	Provisional Agricultural Land Classification Grade. Agricultural land is classified into five grades for England only. Grade one is best quality and grade five is poorest quality. A number of consistent criteria used for assessment which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, structure, texture, chemicals, stoniness).
UK Soil Observatory	National soil inventory maps of England and Wales. Providing access to described datasets of soil types and properties.
Local Authority	Local Plan allocations which may impact directly or cumulatively with a major development.
Land Use	Google Earth aerial photography.

Existing Environment

- 25.5.6 This section describes the present conditions which constitute the existing baseline environment for the Land Uses within the onshore study area.
- 25.5.7 Different options are being assessed for the onshore ECC; landfall to Lincolnshire Node, landfall to Weston Marsh, via south of the A52 and landfall to Weston Marsh, via north of the A52. A description of the proposed works relevant to each of the ECCs is detailed in Volume 1, Chapter 3: Project Description.
- 25.5.8 The Land Use study area has been broken down into a number of route sections which describe the route in relation to significant local features. The route sections are listed below along with a short description defining the extent of each respective section.
- 25.5.9 The study area segments from landfall to Lincolnshire Node are listed below:
- LN1 - Landfall to A52 - Mumby; and
 - LN2 - A52 - Mumby to Lincolnshire Node.
- 25.5.10 The study area segments from landfall to Weston Marsh, via south of the A52, are listed below:
- WM1 - Landfall to A52 - Hogsthorpe;
 - WM2 - A52 - Hogsthorpe to Marsh Lane;
 - WM3 - Marsh Lane to A158 - Skegness Road;
 - WM4 - A158 - Skegness Road to Low Road;

- WM5 - Low Road to Steeping River;
- WM6 - Steeping River to Ivy House Farm / Marsh Yard;
- WM7 - Ivy House Farm / Marsh Yard to Staples Farm;
- WM8 - Staples Farm to Crowhall Lane;
- WM9 - Crowhall Lane to Church End Lane;
- WM10 - Church End Lane to The Haven;
- WM11 - The Haven to Marsh Road;
- WM12 - Marsh Road to Fosdyke Bridge;
- WM13 - Fosdyke Bridge to Weston Marsh North OnSS; and
- WM14 - Fosdyke Bridge to Weston Marsh South OnSS.

25.5.11 The study area segments from landfall to Weston Marsh, via north of the A52, are listed below:

- A1 - Low Road to Steeping River;
- A2 - Steeping River to Fodder Dike Bank/Fen Bank;
- A3 - Fodder Dike Bank/Fen Bank to Broadgate;
- A4 - Broadgate to Ings Drove; and
- A5 - Ings Drove to Church End Lane.

Agricultural Land Classification

25.5.12 The majority of the onshore ECC crosses agricultural land uses. The route has been assessed using Agricultural Land Classification (ALC) which provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. It is the only approved system for grading agricultural land quality in England and Wales.

25.5.13 The Natural England Provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the following grades:

- Grade 1: excellent quality agricultural land;
- Grade 2: good quality agricultural land;
- Grade 3a: good to moderate quality agricultural land;
- Grade 3b: moderate quality agricultural land;
- Grade 4: poor quality agricultural land;
- Grade 5: very poor quality agricultural land; and
- Urban.

Other Land Uses

25.5.14 Other land uses include land used for recreational purposes and land that has ecological and/or biodiversity importance. For Land Use, the sensitivity has been strictly based on the direct usage of the land, including its recreational value and, as with other land uses, its productivity. Consideration of biodiversity value is addressed in Volume 1, Chapter 21: Onshore Ecology.

ECC to Lincolnshire Node

LN1 - Landfall to A52 – Mumby

Agricultural Land Holdings

25.5.15 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soils, further defining them as two soilscales:

- Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils; and
- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.16 The Natural England Provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and as shown in Figure 25.2.

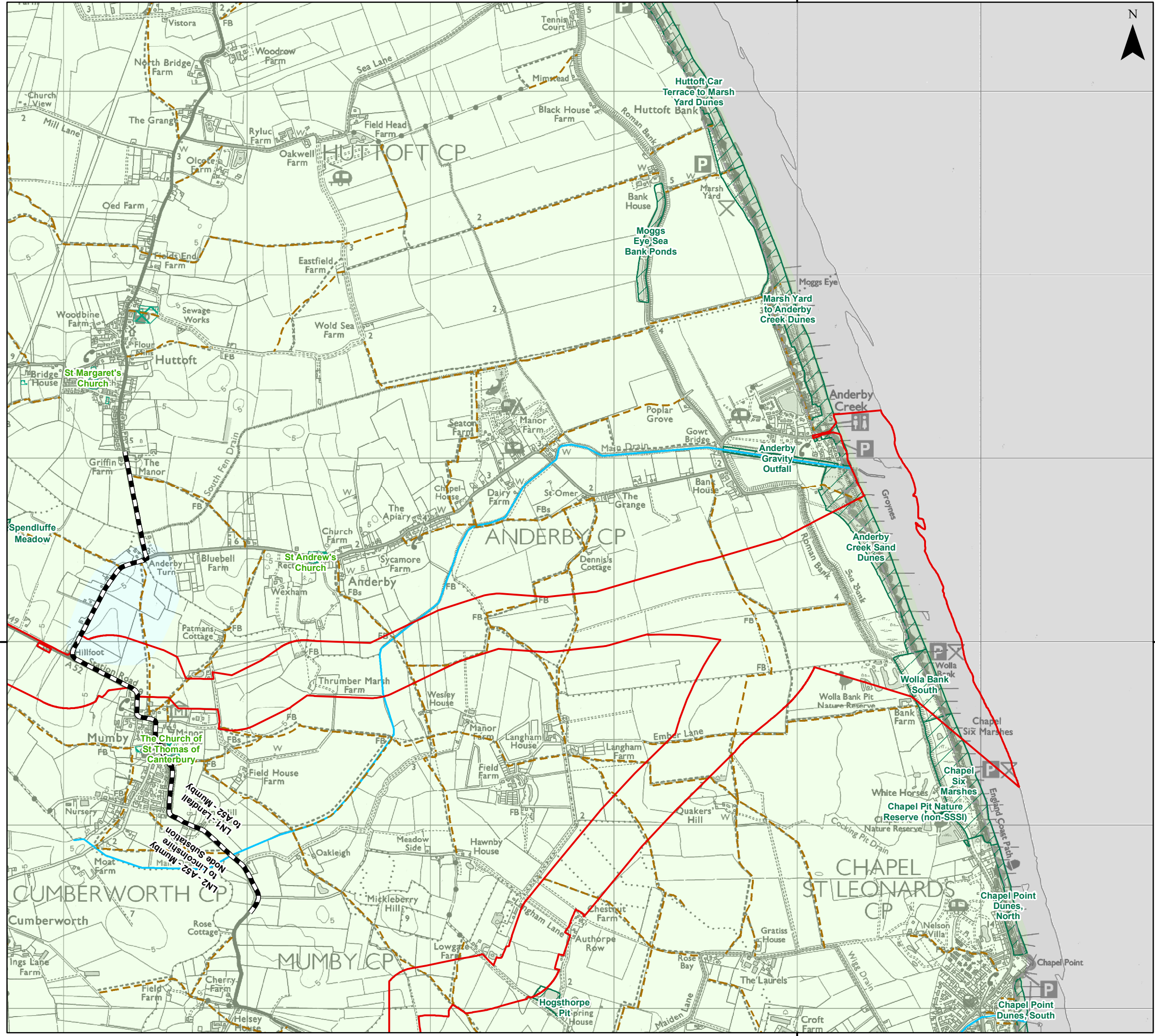
Table 25.8: LN1 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 2	5.47	2.36
Grade 3	186.85	80.48
Not Graded (coastal area)	39.84	17.16
Total	232.16	100

25.5.17 ALC mapping does not extend to the mean high water springs mark. Therefore, the coastal areas around landfall have not been graded as part of the ALC classification.

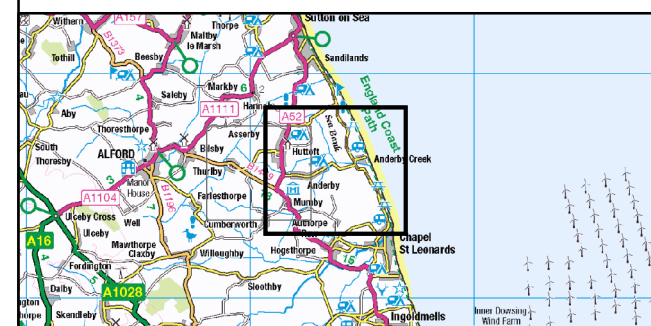
25.5.18 The ALC maps indicate that the study area is dominated by Grade 3 land and is therefore considered to be of moderate to good quality. It is not possible with the published ALC mapping to differentiate between Grade 3a and 3b, where Grade 3 is mapped as present. As outlined in Table 25.5, Grade 3a would be determined as high sensitivity, whereas Grade 3b would be medium sensitivity.

25.5.19 As the majority of the study area is mapped as Grade 2 or 3 and Grade 3 land may be Grade 3a and therefore BMV agricultural land, a worst-case scenario will be assumed, and the sensitivity of the soil resource and function is determined as **High**.

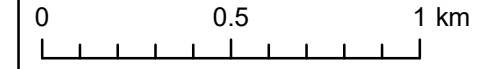


- Legend**
- Onshore PEIR Boundary
 - Onshore Segment Break
 - English Coastal Route
 - Public Right of Way
 - Watercourse
 - OS Open Greenspace
 - Local Wildlife Site (LWS)
- Agricultural Land Classification (Grade)**
- Grade 2
 - Grade 3

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Land Use
 LN1 - Landfall to A52 – Mumby

Figure 25.2



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Outdoor Recreational Sites

- 25.5.20 The entirety of the landfall area is within the scope of this segment of the study area, which can be utilised as a source of freely accessible public recreational land. The entirety of the coastal area within the PEIR Boundary is within Wolla Bank beach and the Lincolnshire Coastal Country Park, which includes an area for parking, and is used by dog walkers and for recreation. It is considered that this Land Use is of regional importance and is considered to be of **Medium** sensitivity.
- 25.5.21 The beach is closely followed by Anderby Marsh and Anderby Sand Dunes, LNRs, which, although they can be utilised for recreation, currently do not appear to be so formally and border the beach which is more accessible for recreational activities. These receptors are considered to be of **Medium** sensitivity.

Walkers, Cyclists and Horse Riders

- 25.5.22 The inland area of the landfall is crossed by the English Coastal Route. This route follows along the coastline and is present throughout the proposed landfall area and would intersect the ECC. This is a nationally promoted walking route that would potentially attract visitors to the area and is considered to be of **High** sensitivity.
- 25.5.23 A PRow network extends throughout this study area (Ande/19/2, Ande/19/1, Ande/24/3, Ande/25/1, Mumb/26/1, Mumb/25/2, Mumb/25/1, Ande/61/1, Mumb/61/3, Mumb/61/2, Mumb/62/3, Mumb/63/2 and Mumb/62/2). PRowS are considered to be of local importance with an adaptability to change and are therefore considered to be of **Low** sensitivity.

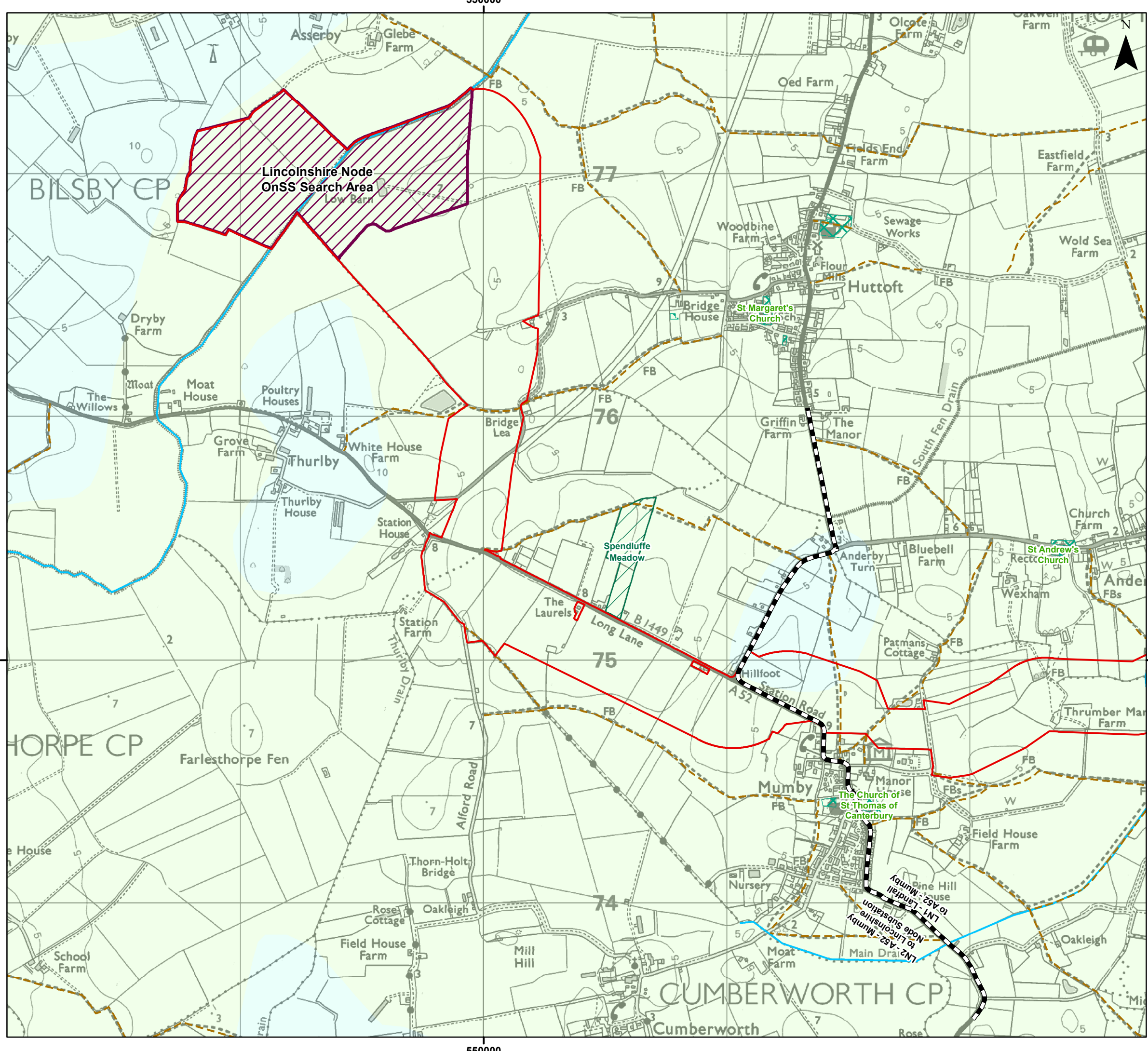
LN2 - A52 – Mumby to Lincolnshire Node

Agricultural Land Holdings

- 25.5.24 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:
- Loamy and clayey soils of coastal flats with naturally high groundwater.
- 25.5.25 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and as shown in Figure 25.3.

Table 25.9: LN2 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 2	0.25	0.15
Grade 3	174.11	99.85
Total	174.36	100



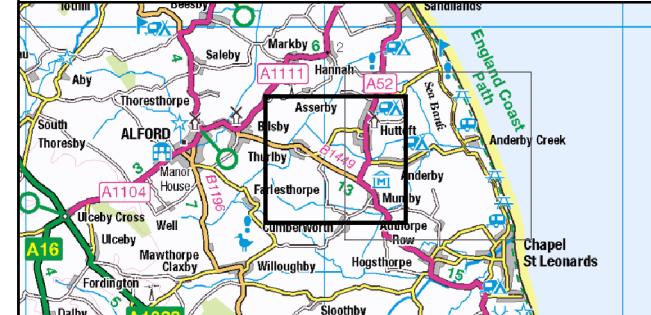
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Lincolnshire Node OnSS Search Area
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 2
- Grade 3

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0 0.5 1 km

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Land Use
 LN2 - A52 – Mumby to Lincolnshire Node

Figure 25.3



OUTER DOWING
OFFSHORE WIND



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25.5.26 The ALC maps indicate that the study area is dominated by Grade 3 land and is therefore considered to be of moderate to good quality land. It is not possible with the published ALC mapping to differentiate between Grade 3a and 3b, where Grade 3 is mapped as present. As outlined in Table 25.5, 3a would be determined as high sensitivity, whereas Grade 3b as medium sensitivity.

25.5.27 As all of the study area is mapped as Grade 2 or 3 and the Grade 3 land may be Grade 3a and therefore BMV agricultural land, a worst-case scenario will be assumed and the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.28 This segment of the study area is more agricultural and rural, lacking the recreational features closer to the landfall. There is one site which could be used for some form of recreation, which is Spendluffe Meadows, a Local Wildlife Site, which would be considered to be of **Medium** sensitivity, however this is adjacent to the PEIR Boundary and not within it.

Walkers, Cyclists and Horse Riders

25.5.29 As the land becomes more rural, the extent of the PRoW network lessens relative to the urban and coastal areas. In this segment of the study area, two PRoW crosses the PEIR Boundary, with further PRoWs spread nearby (Bils/13/1 connecting to Hutt/13/2 and Bils/69/1). These are considered to be of **Low** sensitivity.

Weston Marsh, via south of the A52

WM1 - Landfall to A52 – Hogsthorpe

Agricultural Land Holdings

25.5.30 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.31 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.4.

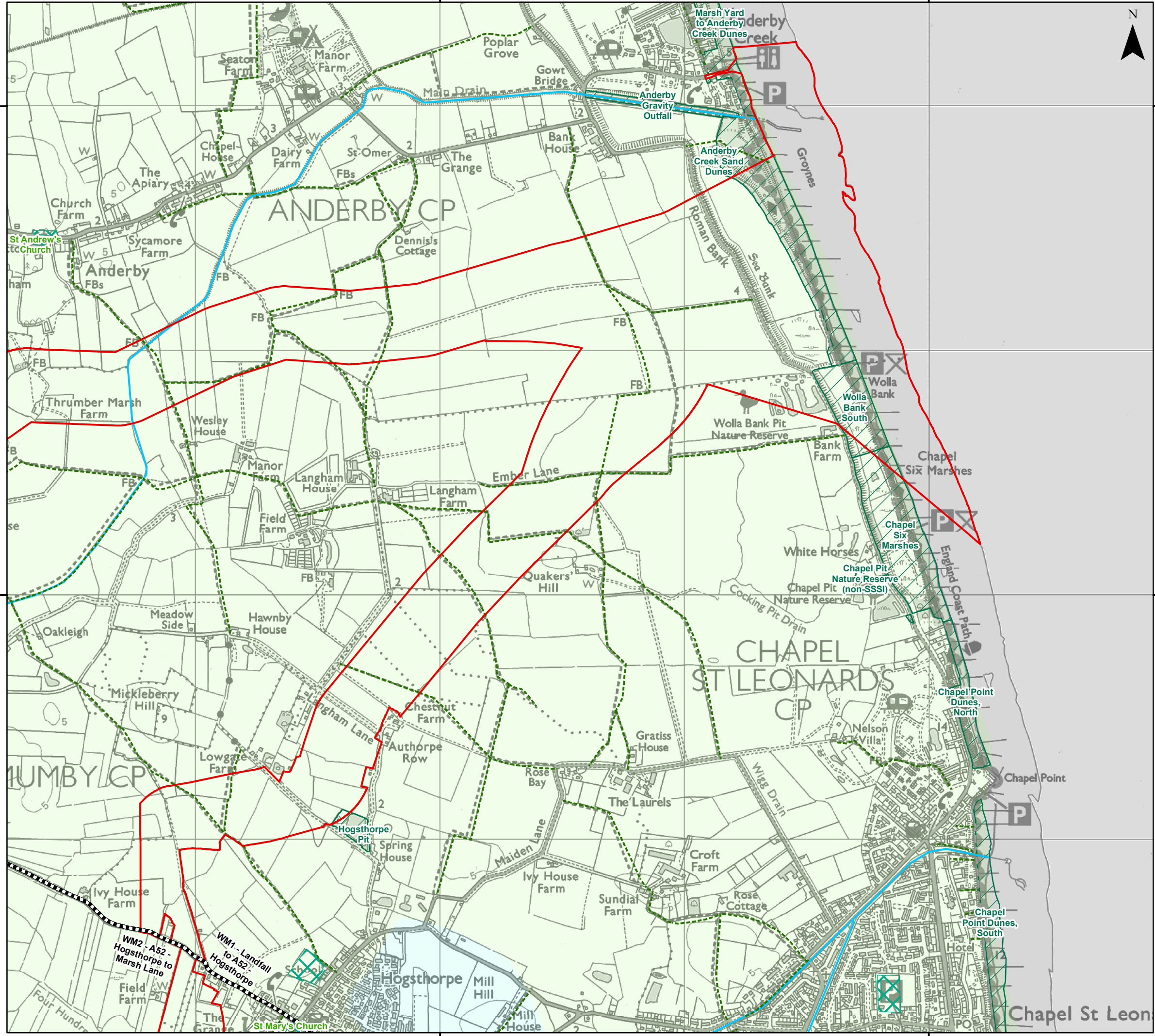
Table 25.10: WM1 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 3	180.16	81.82
Not Graded (coastal area)	40.04	18.18
Total	220.2	100

25.5.32 ALC mapping does not extend to the MHWS. Therefore, the coastal areas around landfall have not been graded as part of the ALC classification.

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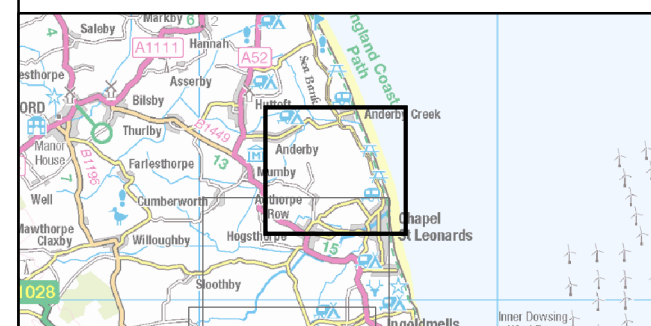
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- English Coastal Route
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 2
- Grade 3

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Land Use
 WM1 - Landfall to A52 - Hogsthorpe

Figure 25.4



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25.5.33 The ALC maps indicate that the study area is dominated by Grade 3 land and is therefore considered to be of moderate to good quality. It is not possible with the published ALC mapping to differentiate between Grade 3a and 3b, where Grade 3 is mapped as present. As outlined in Table 25.5, Grade 3a would be determined as high sensitivity, whereas Grade 3b as medium sensitivity.

25.5.34 As the majority of the study area is mapped as Grade 3 and may be Grade 3a and therefore BMV agricultural land, a worst-case scenario will be assumed and the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.35 As this overlaps with the prior segment at the landfall, only the southern end of the landfall will be detailed to avoid repetition. The southern end of the landfall site includes the Wolla Bank South, Wolla Bank Pit, Chapel Pit and Chapel Six Marshes Local Wildlife Sites, which are considered to be of **Medium** sensitivity.

25.5.36 Further along the ECC, there is Hogsthorpe Pit, which is another Local Wildlife Site and is considered to be of **Medium** sensitivity.

Walkers, Cyclists and Horse Riders

25.5.37 Due to this segment’s proximity to the coast, there is a relatively extensive network of PRoWs, of which approximately 16 cross the path of the ECC (Ande/19/3, Chap/19/5, Chap/21/2, Chap/19/4, Chap/21/3, Chap/19/3, Chap/27/3, Chap/28/2, Chap/28/3, Hogs/56/2, Hogs/34/3, Hogs/34/2, Hogs/56/1, Hogs/57/1, Hogs/58/2 and Mumb/58/5). These are of local importance and are considered to be of **Low** sensitivity.

WM2 - A52 - Hogsthorpe to Marsh Lane

Agricultural Land Holdings

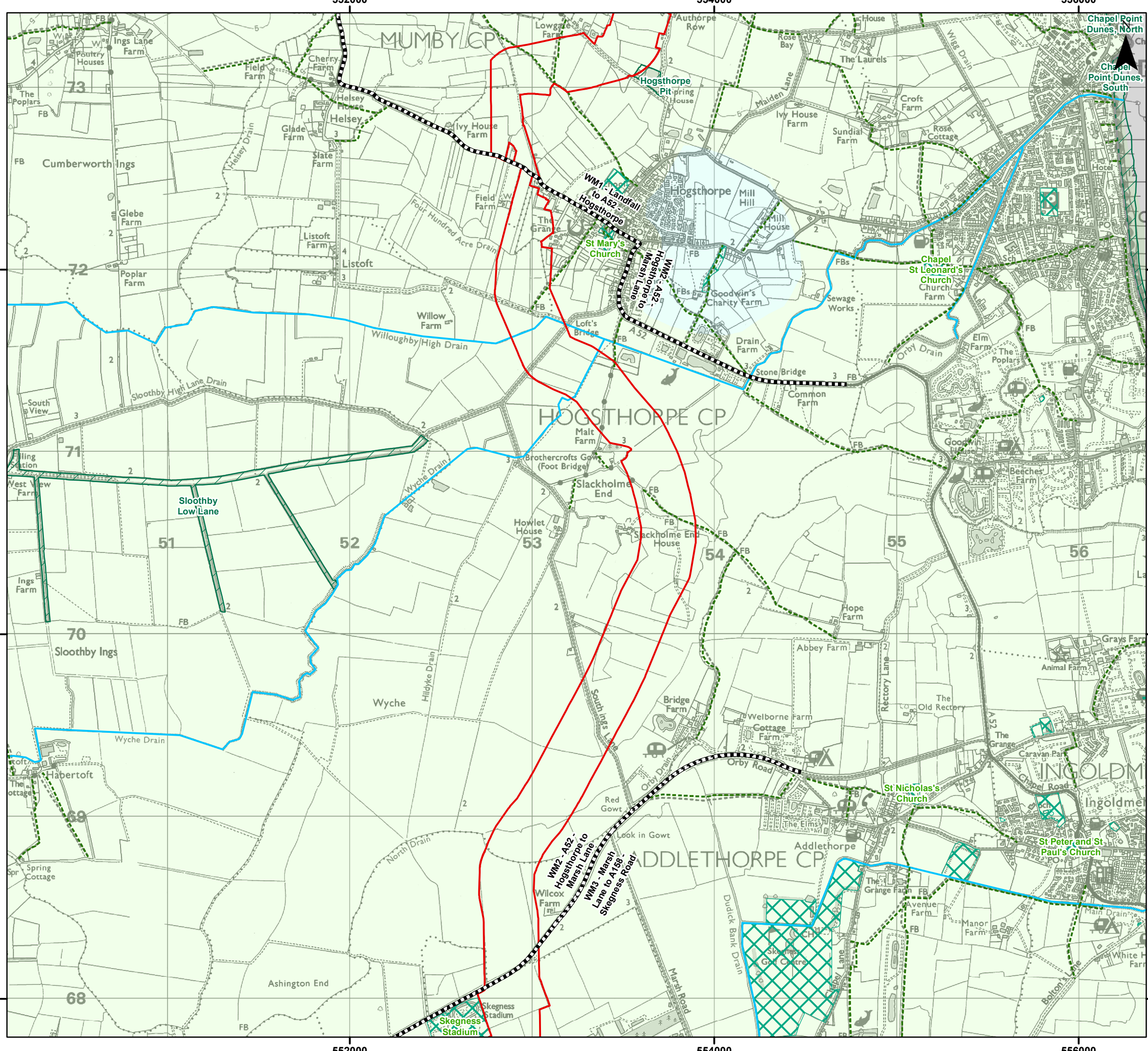
25.5.38 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.39 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.5.

Table 25.11: WM2 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 3	141.67	100
Total	141.67	100



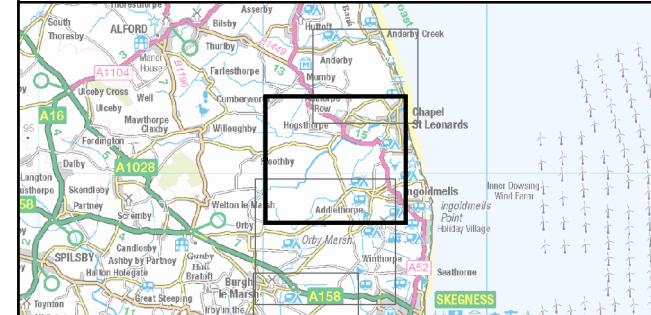
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- English Coastal Route
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 2
- Grade 3

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Scale: 1:20,000

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Land Use
 WM2 - A52 - Hogsthorpe to Marsh Lane

Figure 25.5



OUTER DOWSING
OFFSHORE WIND



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25.5.40 The ALC maps indicate that the study area is dominated by Grade 3 land and is therefore considered to be of moderate to good quality and potentially BMV agricultural land. It is not possible with the published ALC mapping to differentiate between Grade 3a and 3b, where Grade 3 is mapped as present. As outlined in Table 25.5, Grade 3a would be determined as high sensitivity, whereas Grade 3b as medium sensitivity.

25.5.41 As all of the study area is mapped as Grade 3 and may be Grade 3a and therefore BMV agricultural land, a worst-case scenario will be assumed, and the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.42 As with the prior section, the Land Use is heavily agricultural and lacks spaces which could be used for outdoor recreation. Of note is the Orby Drain, which intersects the ECC and has several agricultural drains in the area feeding into it. However, it is not considered to be used for recreational purposes.

Walkers, Cyclists and Horse Riders

25.5.43 The PRoWs in this segment are located primarily to the east of the study area, possibly owing to its proximity to the coast. Of these, it is considered that three cross the path of the PEIR Boundary (Mumb/55/1, Hogs/48/1 and Hogs/50/1). As these are considered to be of local importance, they are considered to be **Low** sensitivity.

WM3 - Marsh Lane to A158 - Skegness Road

Agricultural Land Holdings

25.5.44 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscape) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

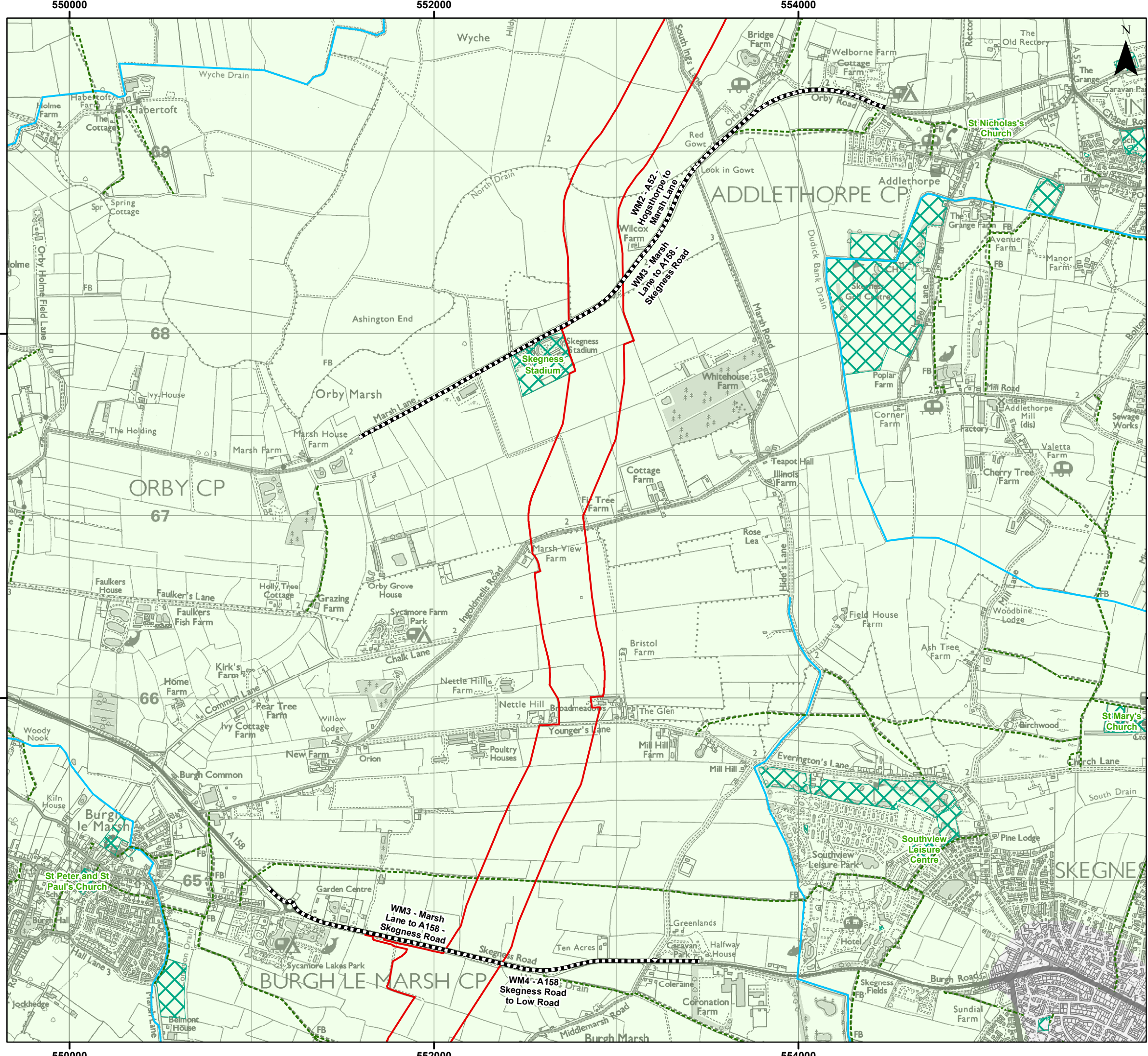
- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.45 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.6.

Table 25.12: WM3 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 3	110.61	100
Total	110.61	100

25.5.46 The ALC maps indicate that the study area is dominated by Grade 3 land and is therefore considered to be of moderate to good quality. It is not possible with the published ALC mapping to differentiate between Grade 3a and 3b, where Grade 3 is mapped as present. As outlined in Table 25.5, Grade 3a would be determined as high sensitivity, whereas Grade 3b as medium sensitivity.



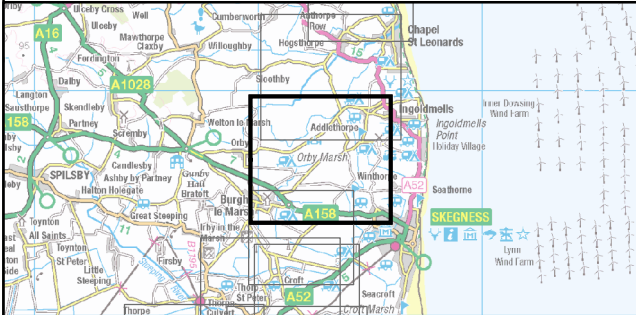
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace

Agricultural Land Classification (Grade)

- Grade 3
- Urban

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 Land Use
 WM3 - Marsh Lane to A158 - Skegness Road
 Figure 25.6



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25.5.47 As all of the study area is mapped as Grade 3 and may be Grade 3a and therefore BMV agricultural land, a worst-case scenario will be assumed, and the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.48 Although the study area is close to several fishing lakes, as well as Skegness Golf Centre, a 9-hole golf course with holiday accommodation, none of the recreational land falls within the study area.

25.5.49 However, an application for the siting of up to 62 static caravans was approved in June 2022 (Ref: S/023/02392/21) is located within the study area, which is related to the fishing lakes and would be used in conjunction with the recreational users of the lake. It is considered that this area of tourist land would have the potential to draw in visitors from a local – regional level, within the context of assuming a worst-case scenario this would be considered to be of **Low to Medium** sensitivity.

Walkers, Cyclists and Horse Riders

25.5.50 The number of PRoWs increases in closer proximity to the urban settlements of Burgh-le-Marsh and Skegness, with BurM/265/1 crossing the ECC as it links the two towns. This is considered to be of local importance and **Low** sensitivity.

WM4 - A158 - Skegness Road to Low Road

Agricultural Land Holdings

25.5.51 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

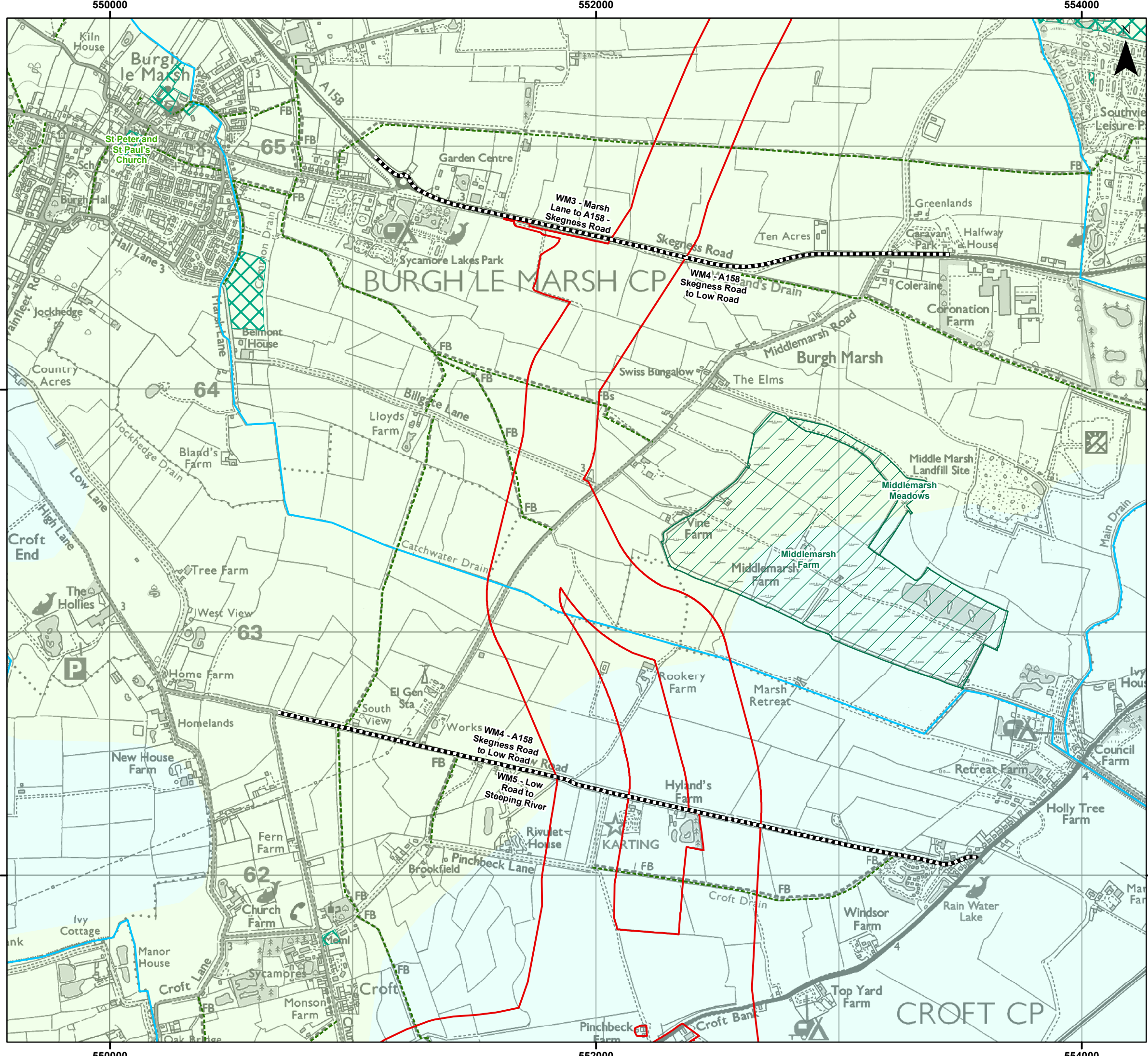
- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.52 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.7.

Table 25.13: WM4 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 2	31.54	26.13
Grade 3	89.15	73.87
Total	120.69	100

25.5.53 The ALC maps indicate that the study area is majority Grade 3 land with a sizeable area of Grade 2 land and is therefore considered to be of moderate to good quality. It is not possible with the published ALC mapping to differentiate between Grade 3a and 3b, where Grade 3 is mapped as present. As outlined in Table 25.5, Grade 3a would be determined as high sensitivity, whereas Grade 3b as medium sensitivity and is therefore considered to be of very good to good quality and BMV agricultural land.



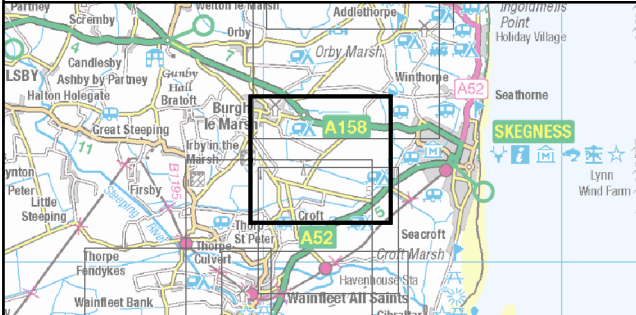
Legend

- ▭ Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 2
- Grade 3

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Preliminary Environmental Information Report

Land Use
 WM4 - A158 Skegness Road to Low Road

Figure 25.7



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25.5.54 As the majority of the study area is mapped as Grade 2 or 3 and therefore BMV agricultural land, a worst-case scenario will be assumed, and the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.55 There are no areas within this segment of the study area which could be considered to be outdoor recreational land.

Walkers, Cyclists and Horse Riders

25.5.56 Similarly to the previous segment of the study area, the PRoWs here are associated with the towns of Burgh-le-Marsh and Skegness, with two of these crossing the PEIR Boundary (BurM/261/3 and BurM/263/). These routes are considered to be of local importance and **Low** sensitivity.

WM5 - Low Road to Steeping River

Agricultural Land Holdings

25.5.57 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscape) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.58 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.8.

Table 25.14: WM5 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	27.95	22.34
Grade 2	97.14	77.66
Total	125.09	100

25.5.59 The ALC maps indicate that the study area is dominated by Grade 1 and Grade 2 land and is therefore considered to be of excellent to very good quality and BMV agricultural land.

25.5.60 As all of the study area is mapped as Grade 1 or 2 and therefore BMV agricultural land, the sensitivity of the soil resource and function is determined as **High**.

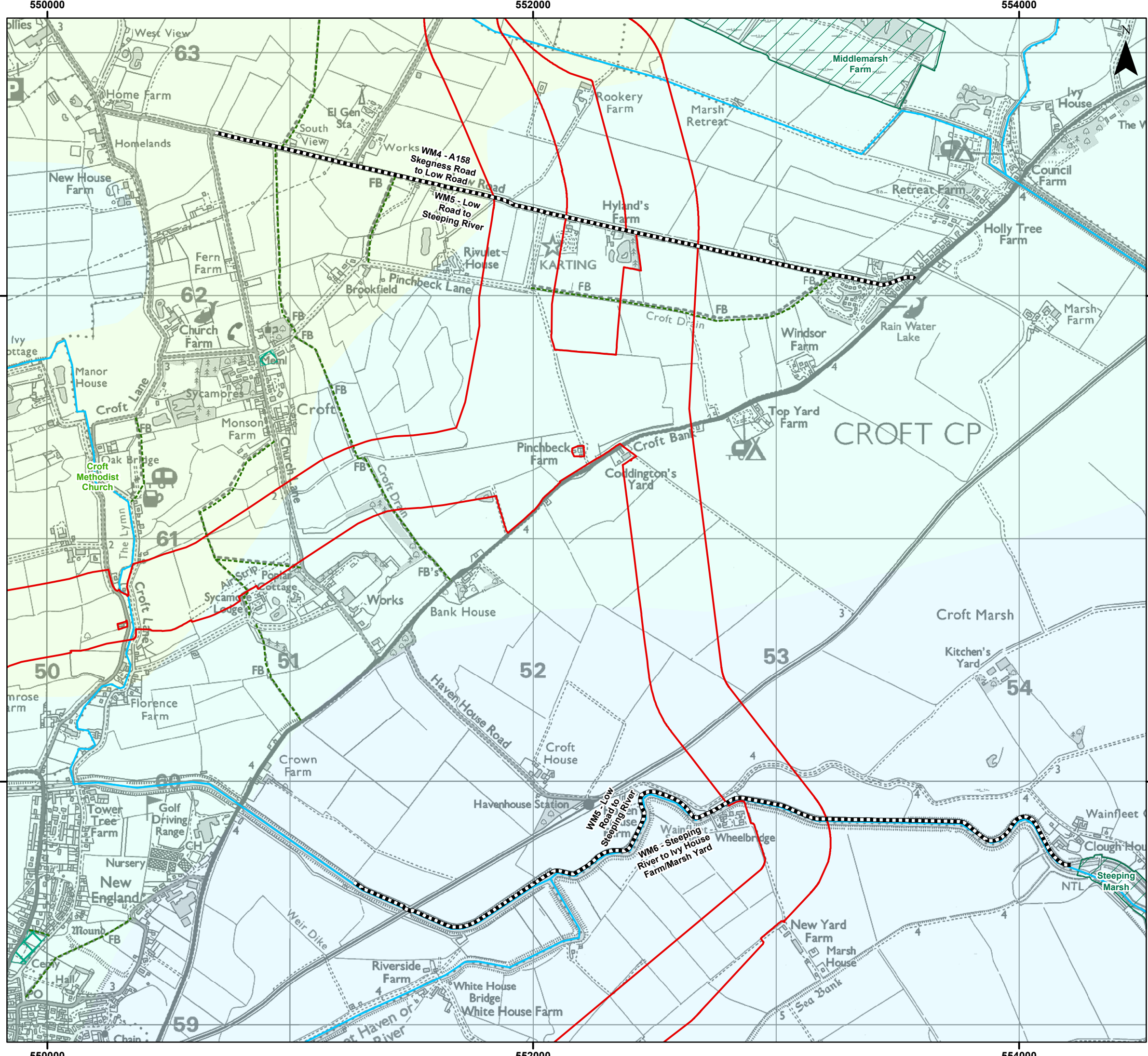
Outdoor Recreational Sites

25.5.61 Kartworld Extreme Leisure, a go-kart track, and Hyndlands Farm, a fishing lake, are both within the PEIR Boundary at the area close to Low Road, each of which are considered to be of **Low** sensitivity.

Walkers, Cyclists and Horse Riders

25.5.62 Similarly to the previous segment of the study area, the PRoWs here are associated with the town of Croft, with one of these crossing the PEIR Boundary (Crof/274/1). This route is considered to be of local importance and **Low** sensitivity.





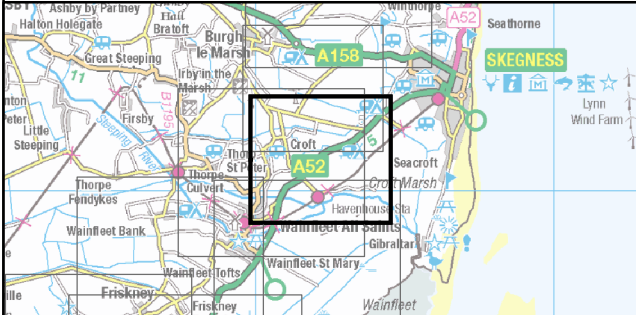
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 3

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Scale: 1:15,000

Preliminary Environmental Information Report

Land Use
 WM5 - Low Road to Steeping River

Figure 25.8



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WM6 - Steeping River to Ivy House Farm / Marsh Yard

Agricultural Land Holdings

25.5.63 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.64 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.9.

Table 25.15: WM6 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	186.87	100
Total	186.87	100

25.5.65 The ALC maps indicate that the study area is entirely Grade 1 land and is therefore considered to be of excellent quality and BMV agricultural land.

25.5.66 The sensitivity of the soil resource and function is determined as **High**.

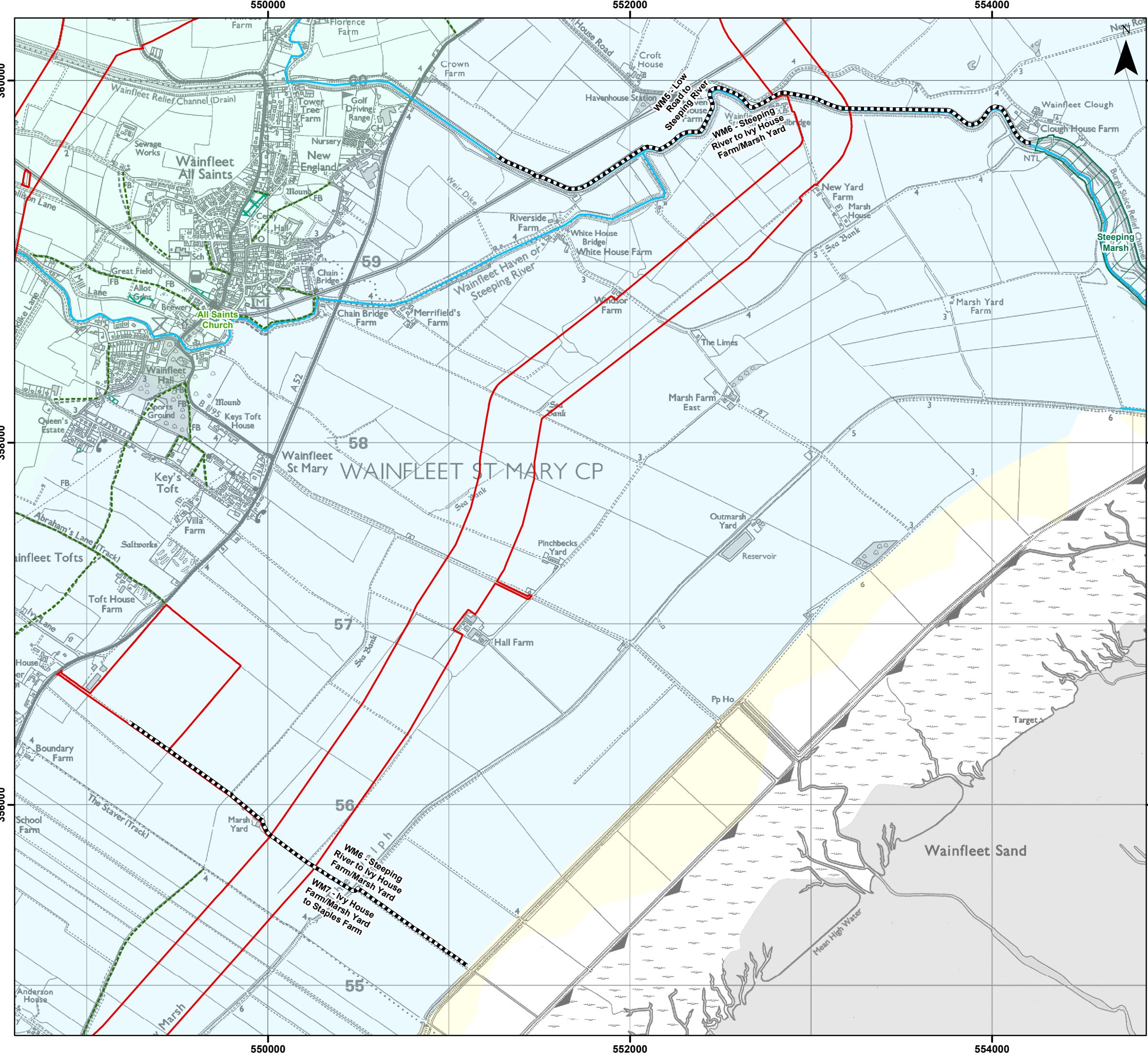
Outdoor Recreational Sites

25.5.67 The ECC is crossed in this segment by the Steeping River, which could be used for recreational activities. This river is considered to be of **High** sensitivity.

25.5.68 Owing to the extent of the high-productivity agricultural land, there are no further areas of outdoor recreational land.

Walkers, Cyclists and Horse Riders

25.5.69 All PRoWs in this segment are located to the northwest of the study area, away from the coastline, with none of them crossing the PEIR Boundary.



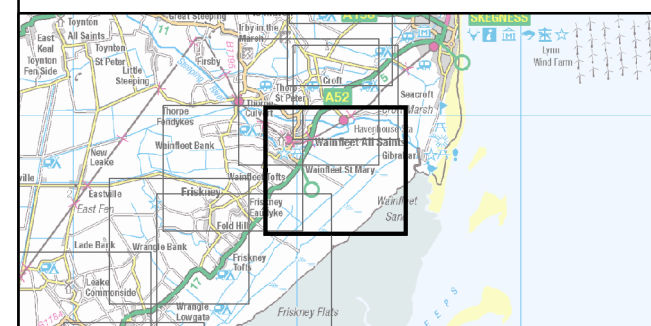
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 4

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Scale: 1:20,000

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Land Use
 WM6 - Steeping River to Ivy House Farm/Marsh Yard
 Figure 25.9



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WM7 - Ivy House Farm / Marsh Yard to Staples Farm

Agricultural Land Holdings

25.5.70 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.71 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.10.

Table 25.16: WM7 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	234.04	100
Total	234.04	100

25.5.72 The ALC maps indicate that the study area is entirely Grade 1 land and is therefore considered to be of excellent quality and BMV agricultural land.

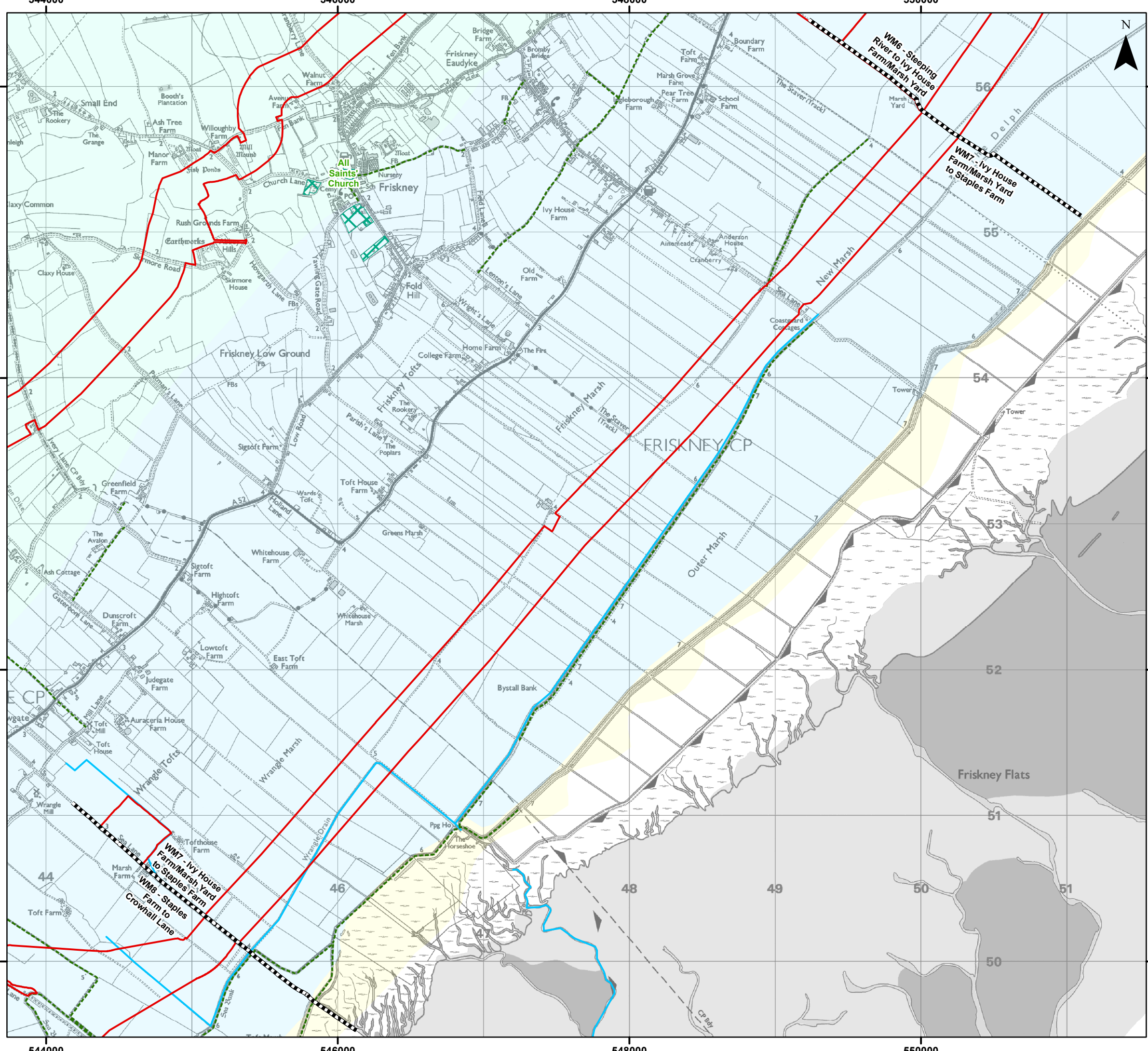
25.5.73 The sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.74 There are no areas within this segment of the study area which could be considered to be outdoor recreational land.

Walkers, Cyclists and Horse Riders

25.5.75 Similarly to the previous segment of the study area, there is an abundance of PRoWs located beyond the study area to the north west, away from the coastline. There is one PRoW, Fris/335/1, which briefly enters the PEIR Boundary, this is expected to be beyond the scope of the construction workings but will be considered in the assessment. This route is considered to be of local importance and **Low** sensitivity.



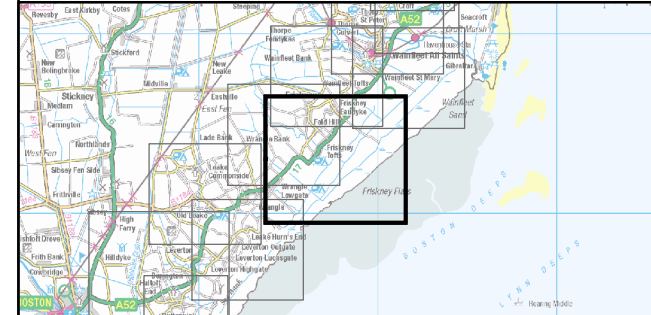
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 4

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Preliminary Environmental Information Report
 Land Use
 WM7 - Ivy House Farm/Marsh Yard to Staples Farm
 Figure 25.10





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WM8 - Staples Farm to Crowhall Lane

Agricultural Land Holdings

25.5.76 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.77 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.11.

Table 25.17: WM8 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	292.02	100
Total	292.02	100

25.5.78 The ALC maps indicate that the study area is entirely Grade 1 land and is therefore considered to be of excellent quality and BMV agricultural land.

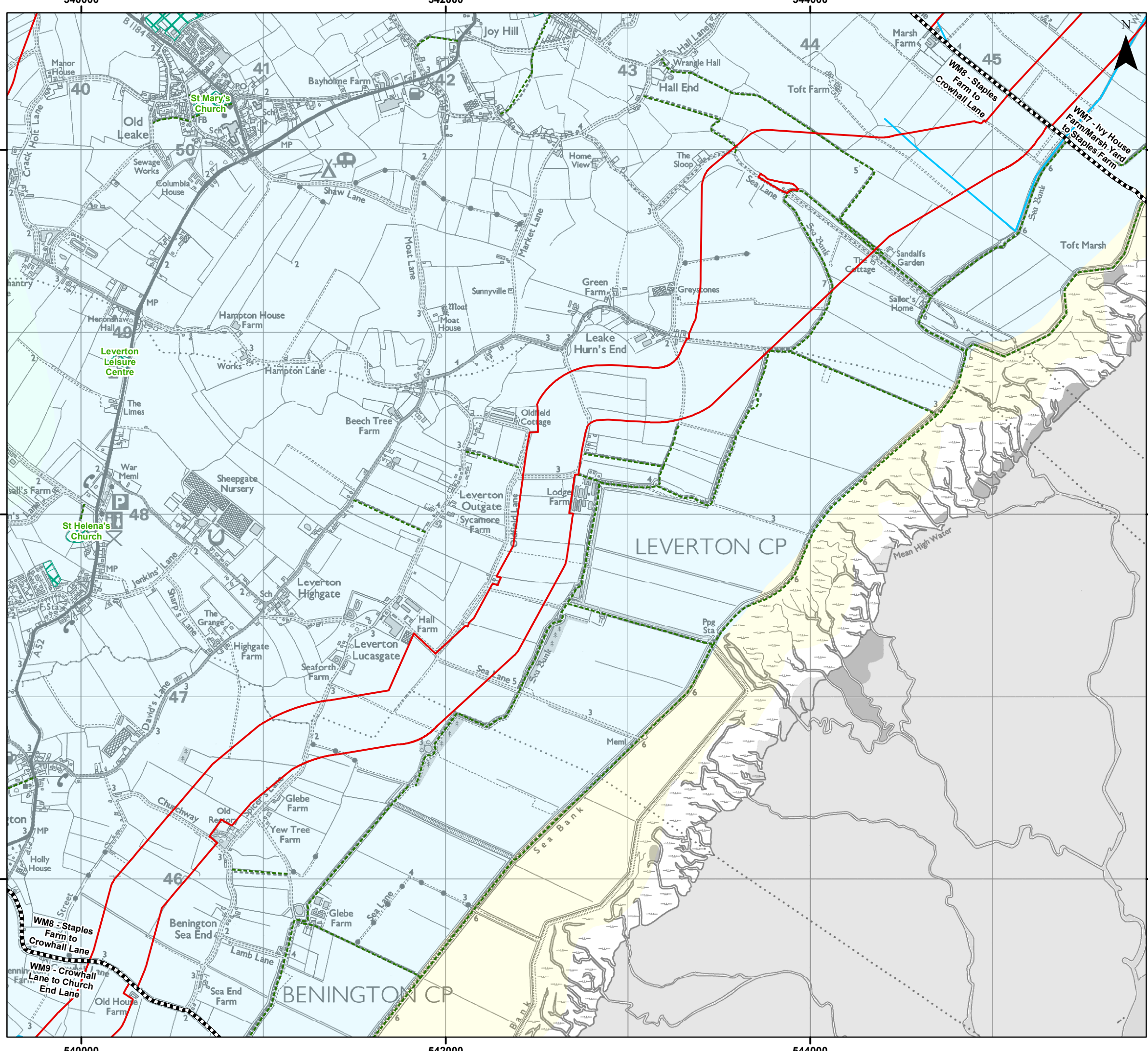
25.5.79 The sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.80 This segment of the study area is dominated by agricultural Land Uses and, as such, lacks outdoor recreational facilities.

Walkers, Cyclists and Horse Riders

25.5.81 The PRoWs run parallel to the ECC on its south eastern side, between the route and the Wash, with five entering the PEIR Boundary (Wran/4/1, Wran/3/1, Wran/16/1, OLea/6/1 and Leve/2/4). These routes are considered to be of **Low** sensitivity.



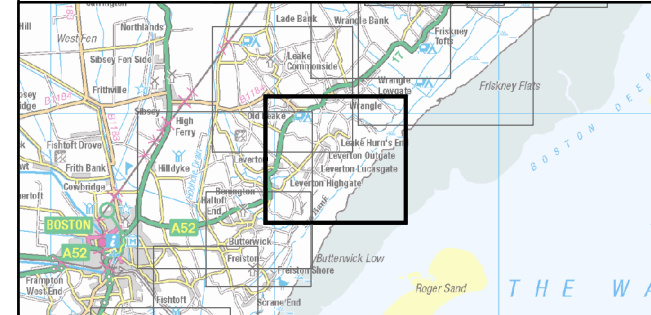
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 4

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Preliminary Environmental Information Report

Land Use
 WM8 - Staples Farm to Crowhall Lane

Figure 25.11



OUTER DOWING
OFFSHORE WIND



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WM9 - Crowhall Lane to Church End Lane

Agricultural Land Holdings

25.5.82 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.83 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.12.

Table 25.18: WM9 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	97.08	100
Total	97.08	100

25.5.84 The ALC maps indicate that the study area is entirely Grade 1 land and is therefore considered to be of excellent quality and BMV agricultural land.

25.5.85 The sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

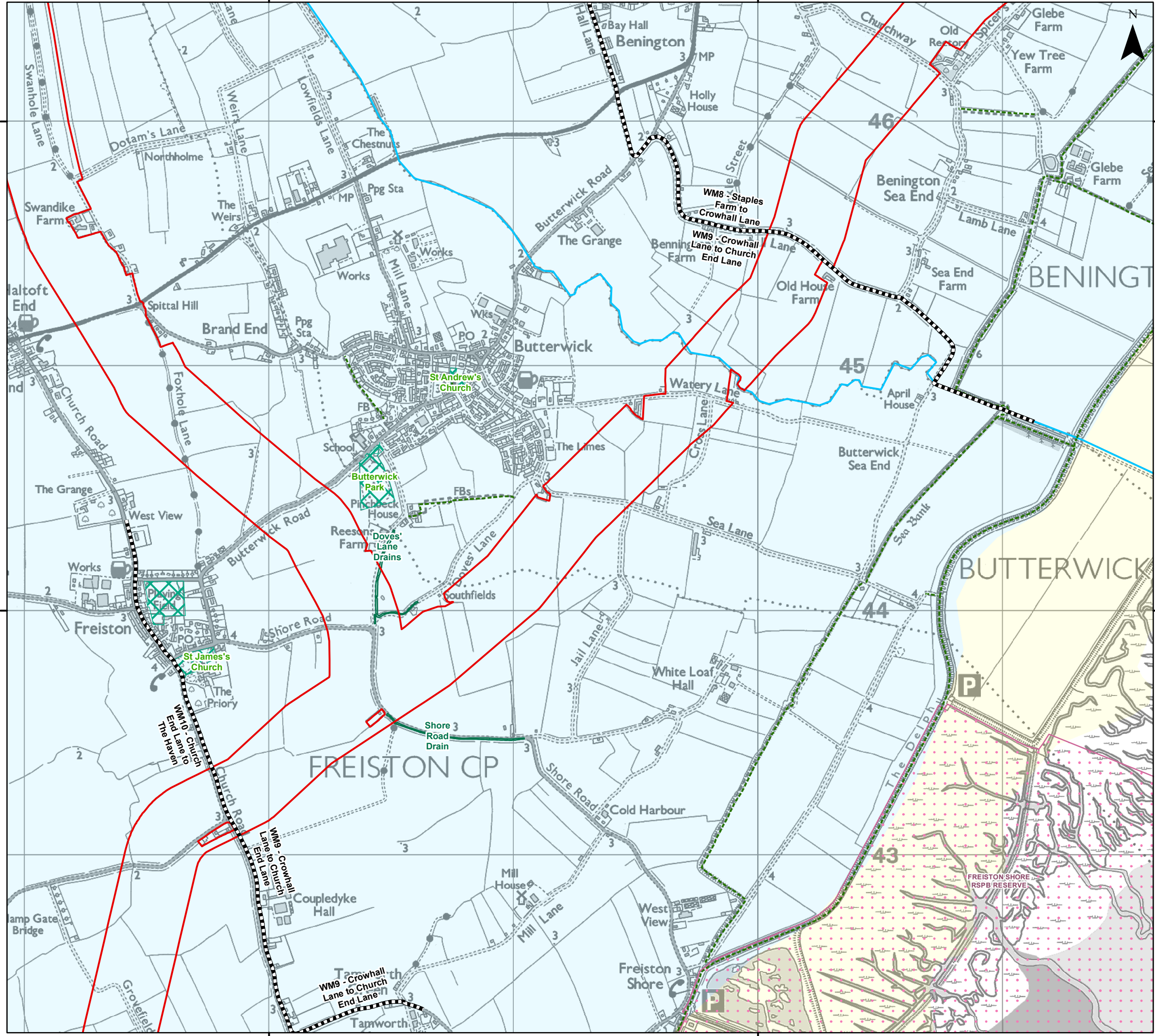
25.5.86 There are fewer outdoor recreational facilities in this segment, with only public parks and fishing lakes being considered of recreational value, however, none of these are within the PEIR Boundary.

Walkers, Cyclists and Horse Riders

25.5.87 There are fewer PRowS in the vicinity of this section, with the coastal routes now further away from the cable corridor, and none of these are within the PEIR Boundary.

538000

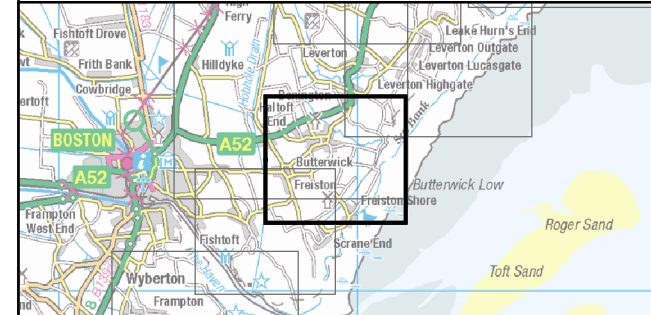
540000



Legend

- Onshore PEIR Boundary
 - Onshore Segment Break
 - Public Right of Way
 - Watercourse
 - OS Open Greenspace
 - RSPB Reserve
 - Local Wildlife Site (LWS)
- Agricultural Land Classification (Grade)**
- Grade 1
 - Grade 4

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Preliminary Environmental Information Report

Land Use
 WM9 - Crowhall Lane to Church End Lane

Figure 25.12



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WM10 - Church End Lane to The Haven

Agricultural Land Holdings

25.5.88 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.89 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.13.

Table 25.19: WM10 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	119.3	100
Total	119.3	100

25.5.90 The ALC maps indicate that the study area is entirely Grade 1 land and is therefore considered to be of excellent quality and BMV agricultural land.

25.5.91 The sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.92 The Local Wildlife Reserve, Hobhole Drain, crosses over the ECC; however, this is not considered to be a recreational usage. The RSPB (Royal Society for the Protection of Birds) Reserve Freiston Shore would support recreational activities in this segment and would be considered to be of **Medium** sensitivity. The section itself is dominated by its agricultural Land Uses.

Walkers, Cyclists and Horse Riders

25.5.93 There are three PROWs that intersect the ECC which are associated with the Hobhole Drain and the River Haven (Fish/12/2, Fish/11/5 and Fish/13/11). These are considered to be of **Low** sensitivity.

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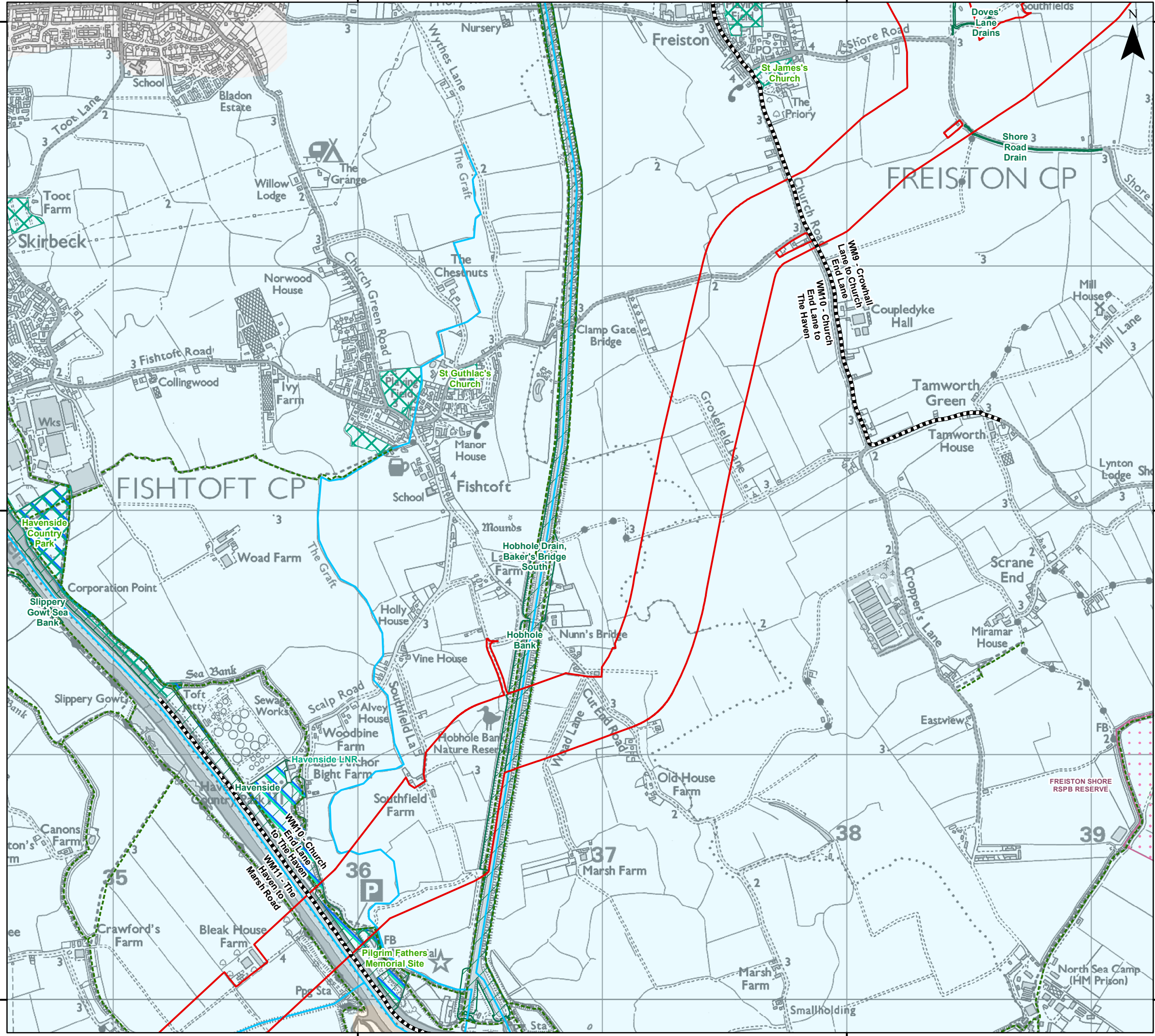
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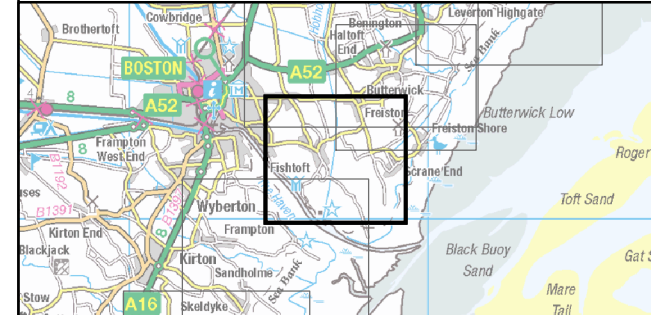
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Legend

- Onshore PEIR Boundary
 - Onshore Segment Break
 - Public Right of Way
 - Watercourse
 - OS Open Greenspace
 - RSPB Reserve
 - Local Nature Reserve (LNR)
 - Local Wildlife Site (LWS)
- Agricultural Land Classification (Grade)**
- Grade 1
 - Grade 2
 - Non Agricultural
 - Urban

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Preliminary Environmental Information Report

Land Use
 WM10 - Church End Lane to The Haven

Figure 25.13



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WM11 - The Haven to Marsh Road

Agricultural Land Holdings

25.5.94 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.95 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.14.

Table 25.20: WM11 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	155.3	100
Total	155.3	100

25.5.96 The ALC maps indicate that the study area is entirely Grade 1 and is therefore considered to be of excellent quality and BMV agricultural land.

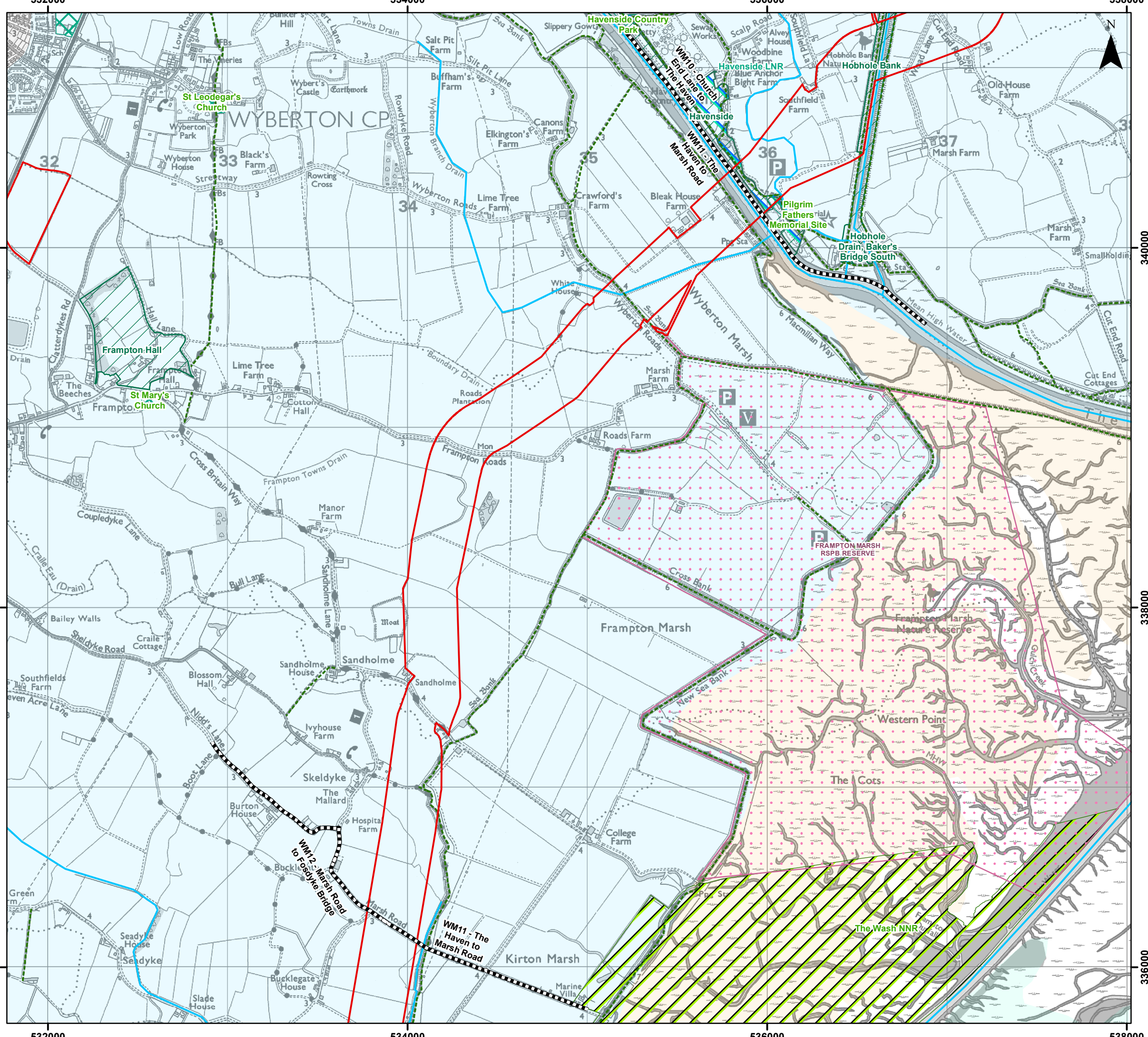
25.5.97 The sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.98 The areas around the River Haven, including the Havenside LNR, are open to public recreational use, including a car park and PRoWs and the river is considered to be of **High** sensitivity.

Walkers, Cyclists and Horse Riders

25.5.99 As with the previous section, there is one PRoW associated with the River Haven (Wybe/8/5). There is another PRoW to the southwest of the Haven (Wybe/2/4) and also a further three which intersect the southern end of the section (Kirt/1/1, Kirt/877/1 and Kirt/1/2). These are each considered to be of local importance and **Low** sensitivity.



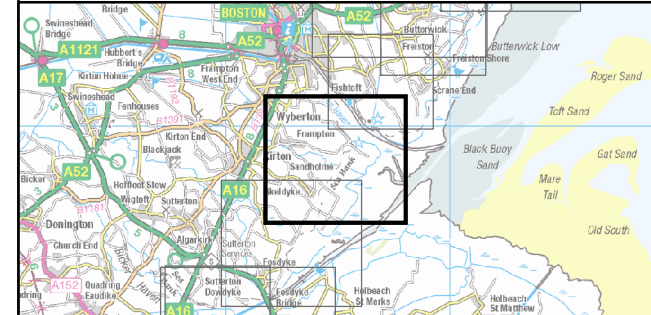
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- RSPB Reserve
- National Nature Reserve (NNR)
- Local Nature Reserve (LNR)
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Non Agricultural
- Urban

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Preliminary Environmental Information Report

Land Use
 WM11 - The Haven to Marsh Road

Figure 25.14





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WM12 - Marsh Road to Fosdyke Bridge

Agricultural Land Holdings

25.5.100 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soils, further defining it as two soilscales:

- Loamy and clayey soils of coastal flats with naturally high groundwater; and
- Loamy, saltmarsh soils.

25.5.101 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.15.

Table 25.21: WM12 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	146.04	95.17
Not Graded (River Welland)	7.41	4.83
Total	153.45	100

25.5.102 The ALC maps indicate that agricultural land within the study area is entirely Grade 1 and is therefore considered to be of excellent quality and BMV agricultural land.

25.5.103 The sensitivity of the soil resource and function is determined as **High**.

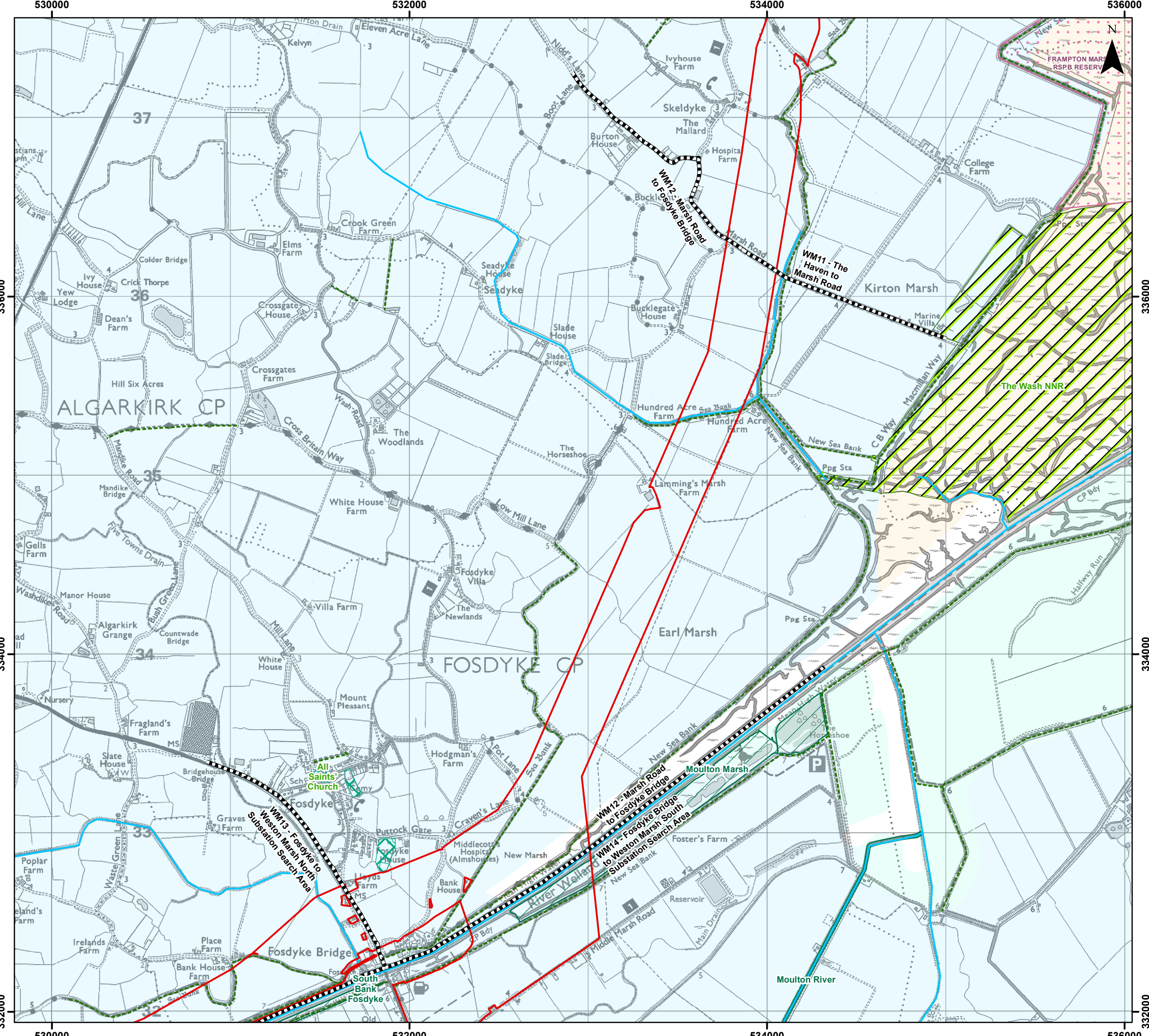
Outdoor Recreational Sites

25.5.104 As the area is dominated by agricultural land, there is little outdoor public recreational land that within the study area, other than some small public parks located within Fosdyke, however, none of these are located within the PEIR Boundary.

Walkers, Cyclists and Horse Riders

25.5.105 There are several PRoWs in this segment, with the northern most located at Kirton Drain (Kirt/1/5), followed by another intersecting the PEIR Boundary diagonally (Fosd/8/1). Following the River Welland is another PRoW (Fosd/4/2), with the final one also intersecting the PEIR Boundary diagonally (Fosd/8/1). These are each considered to be of local importance and **Low** sensitivity.

25.5.106 Along with the PRoWs, a National Cycle Network Route is within the study area, which follows a parallel path to PRoW route Fosd/8/1. National Cycle Route (NCR) 1 enters the study area from the northwest also and intersects close to the bridge, remaining within the study area on the southern side of the River Welland as it travels northeast, past where the ECC would cross the river. NCR 1 is considered to be of national importance and **High** sensitivity.



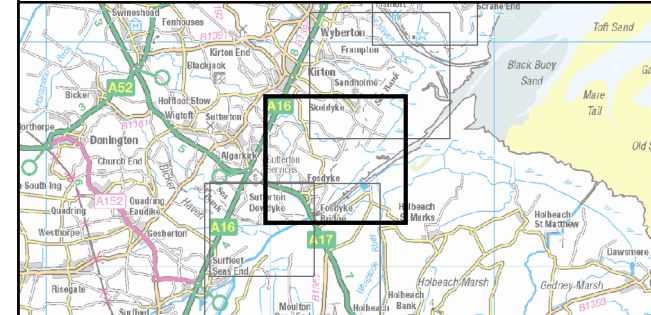
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- RSPB Reserve
- National Nature Reserve (NNR)
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Non Agricultural

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Preliminary Environmental Information Report

Land Use
 WM12 - Marsh Road to Fosdyke Bridge

Figure 25.15



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WM13 - Fosdyke Bridge to Weston Marsh Substation North

Agricultural Land Holdings

25.5.107 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soil across the study area as loamy clayey soil, further defining it as soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.108 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.16.

Table 25.22: WM13 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	218.21	100
Total	218.21	100

25.5.109 The ALC maps indicate that the study area is entirely Grade 1 land and is therefore considered to be of excellent quality and BMV agricultural land.

25.5.110 The sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

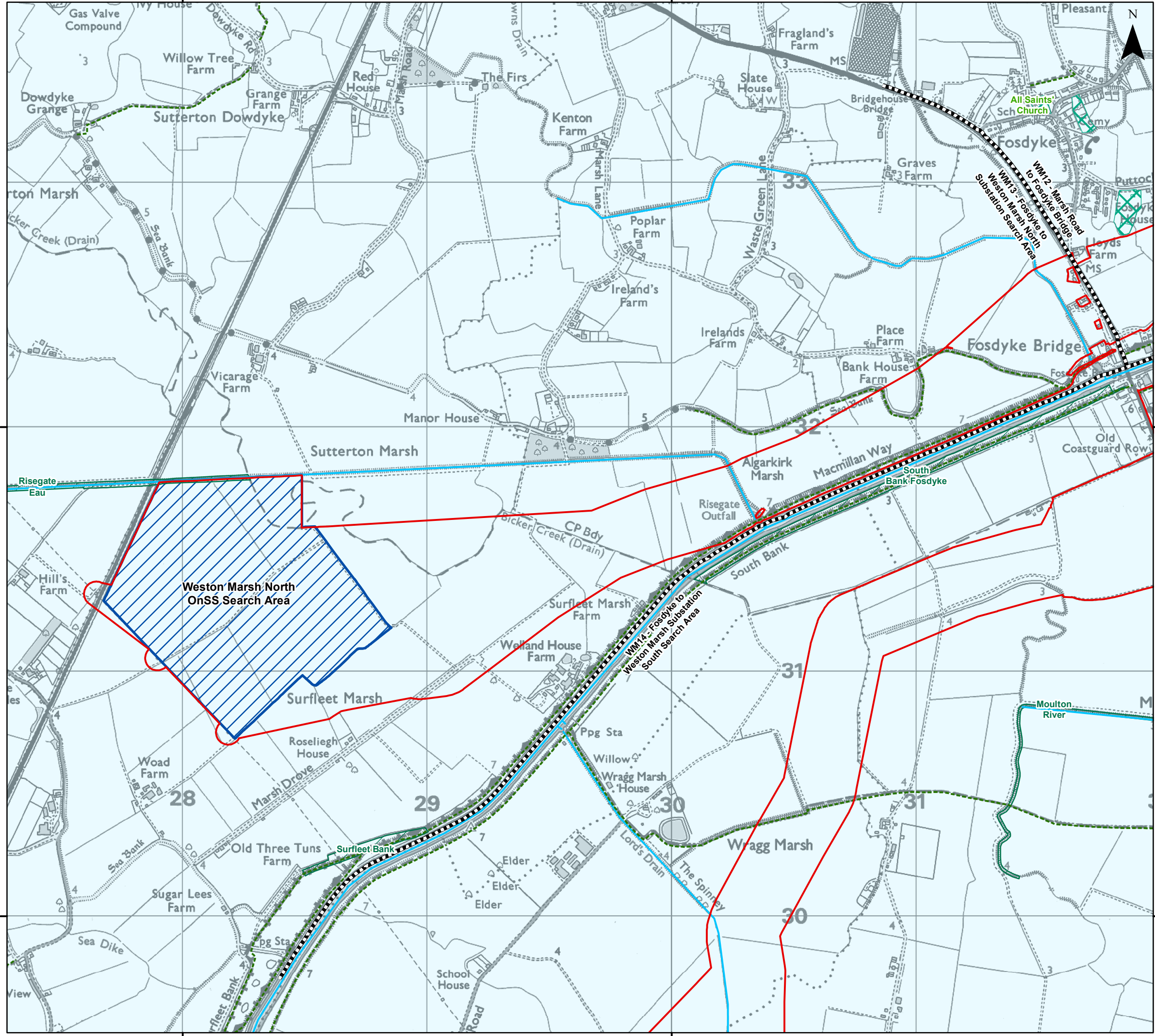
25.5.111 There are no areas of outdoor recreational land within this segment.

Walkers, Cyclists and Horse Riders

25.5.112 There is one PRoW which associated with the previous section and intersects the ECC close to Fosdyke Bridge (Fosd/2/2) and another two following the River Welland (Fosd/3/1 and Alga/9/1); these are considered to be of **Low** sensitivity.

528000

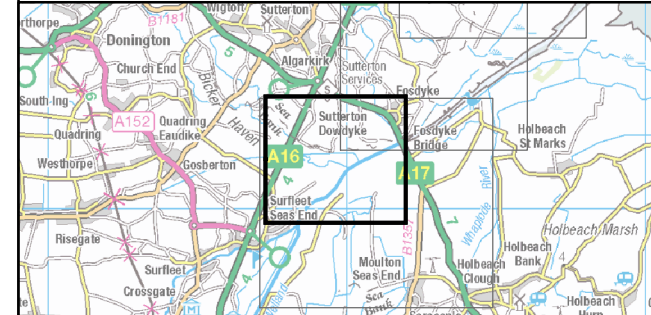
530000



Legend

- Onshore PEIR Boundary
 - Onshore Segment Break
 - Weston Marsh North OnSS Search Area
 - Public Right of Way
 - Watercourse
 - OS Open Greenspace
 - Local Wildlife Site (LWS)
- Agricultural Land Classification (Grade)**
- Grade 1

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Preliminary Environmental Information Report

Land Use
 WM13 - Fosdyke Bridge to Weston Marsh
 Substation North
 Figure 25.16



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WM14 - Fosdyke Bridge to Weston Marsh Substation South

Agricultural Land Holdings

25.5.113 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.114 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.17.

Table 25.23: WM14 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	369.3	100
Total	369.3	100

25.5.115 The ALC maps indicate that the study area is entirely Grade 1 land and is therefore considered to be of excellent quality and BMV agricultural land.

25.5.116 The sensitivity of the soil resource and function is determined as **High**.

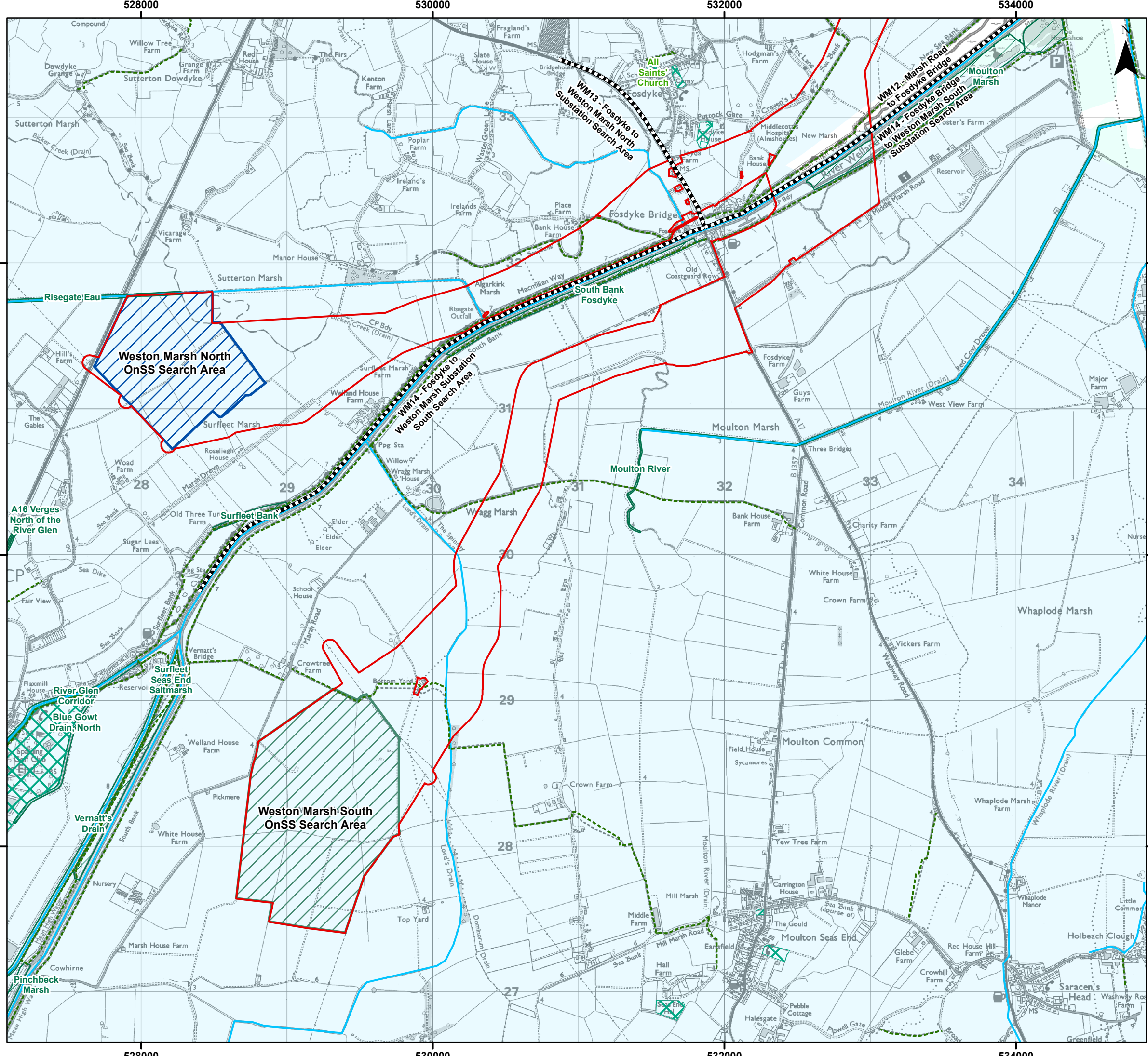
Outdoor Recreational Sites

25.5.117 This section of the Land Use study area includes the River Welland which is considered to be of **High** sensitivity and is associated with Moulton Marsh Local Wildlife Site which is considered to a **Medium** sensitivity receptor.

25.5.118 As with previous sections, this one is dominated by agricultural Land Use and has few areas of public recreation land that would be considered, other than a number of small parks which are beyond the PEIR Boundary.

Walkers, Cyclists and Horse Riders

25.5.119 There are four PRowS in this segment, the initial one follows the southern bank of the River Welland (Moul/6/1), with another one located further south on the ECC (Wstn/4/1) and the final two PRowS are close to the OnSS site (Wstn/7/1 and Moul/2/1). These are each considered to be of local importance and **Low** sensitivity.



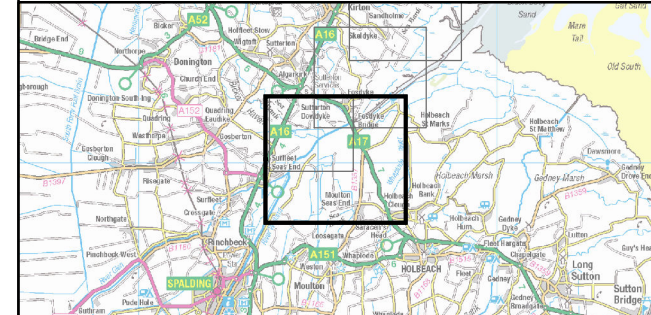
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Weston Marsh North OnSS Search Area
- Weston Marsh South OnSS Search Area
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2

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Land Use
 WM14 - Fosdyke Bridge to Weston Marsh
 Substation South
 Figure 25.17



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Weston Marsh, via north of the A52

A1 - Low Road to Steeping River

Agricultural Land Holdings

25.5.120 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.121 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.18.

Table 25.24: A1 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 2	159.85	78.3
Grade 3	44.28	21.7
Total	204.13	100

25.5.122 The ALC maps indicate that the study area is dominated by Grade 2 land and is therefore considered to be of good quality and BMV land. It is not possible with the published ALC mapping to differentiate between Grade 3a and 3b, where Grade 3 is mapped as present. As outlined in Table 25.5, 3a would be determined as high sensitivity, whereas Grade 3b as medium sensitivity.

25.5.123 As all of the study area is mapped as Grade 2 or 3, a worst-case scenario will be assumed that all the land is BMV agricultural land and the sensitivity of the soil resource and function is determined as **High**.

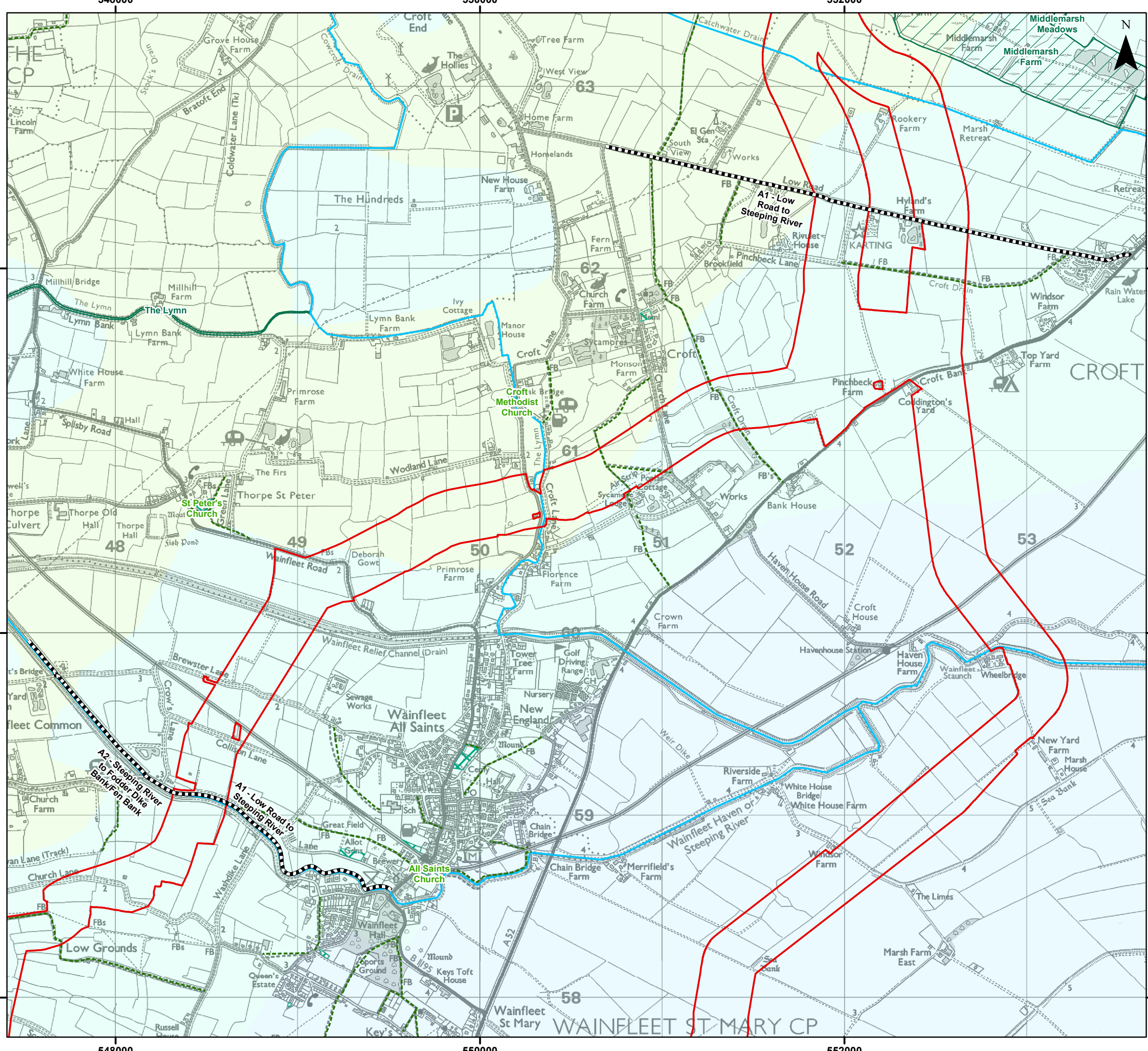
Outdoor Recreational Sites

25.5.124 The ECC is crossed in this segment by the Steeping River, which could be used for recreational activities, along with agricultural drainage. This river is considered to be of **High** sensitivity.

25.5.125 Owing to the extent of the high-productivity agricultural land, there are no further areas of outdoor recreational land.

Walkers, Cyclists and Horse Riders

25.5.126 There are five PRowS in this segment, the initial two intersect, joining within the ECC, the ECC entirely (Crof/264/1 and Crof/264/3), with a further cluster of three located further west on the ECC (Crof/276/3, Crof/276/4 and Crof/276/2). These are each considered to be of local importance and **Low** sensitivity.



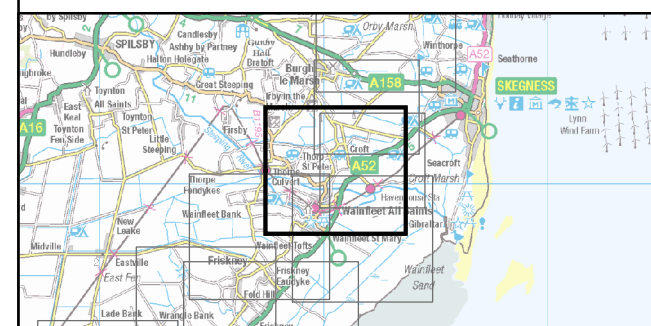
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 3

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Preliminary Environmental Information Report

Land Use
 A1 - Low Road to Steeping River

Figure 25.18



OUTER DOWSING
OFFSHORE WIND



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A2 - Steeping River to Fodder Dike Bank/Fen Bank

Agricultural Land Holdings

25.5.127 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as two soilscales:

- Loamy and clayey soils of coastal flats with naturally high groundwater; and
- Loamy and sandy soils with naturally high groundwater and a peaty surface.

25.5.128 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.19.

Table 25.25: A2 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 2	95.46	100
Total	95.46	100

25.5.129 The ALC maps indicate that the study area is entirely Grade 2 and is therefore considered to be of good quality and BMV land.

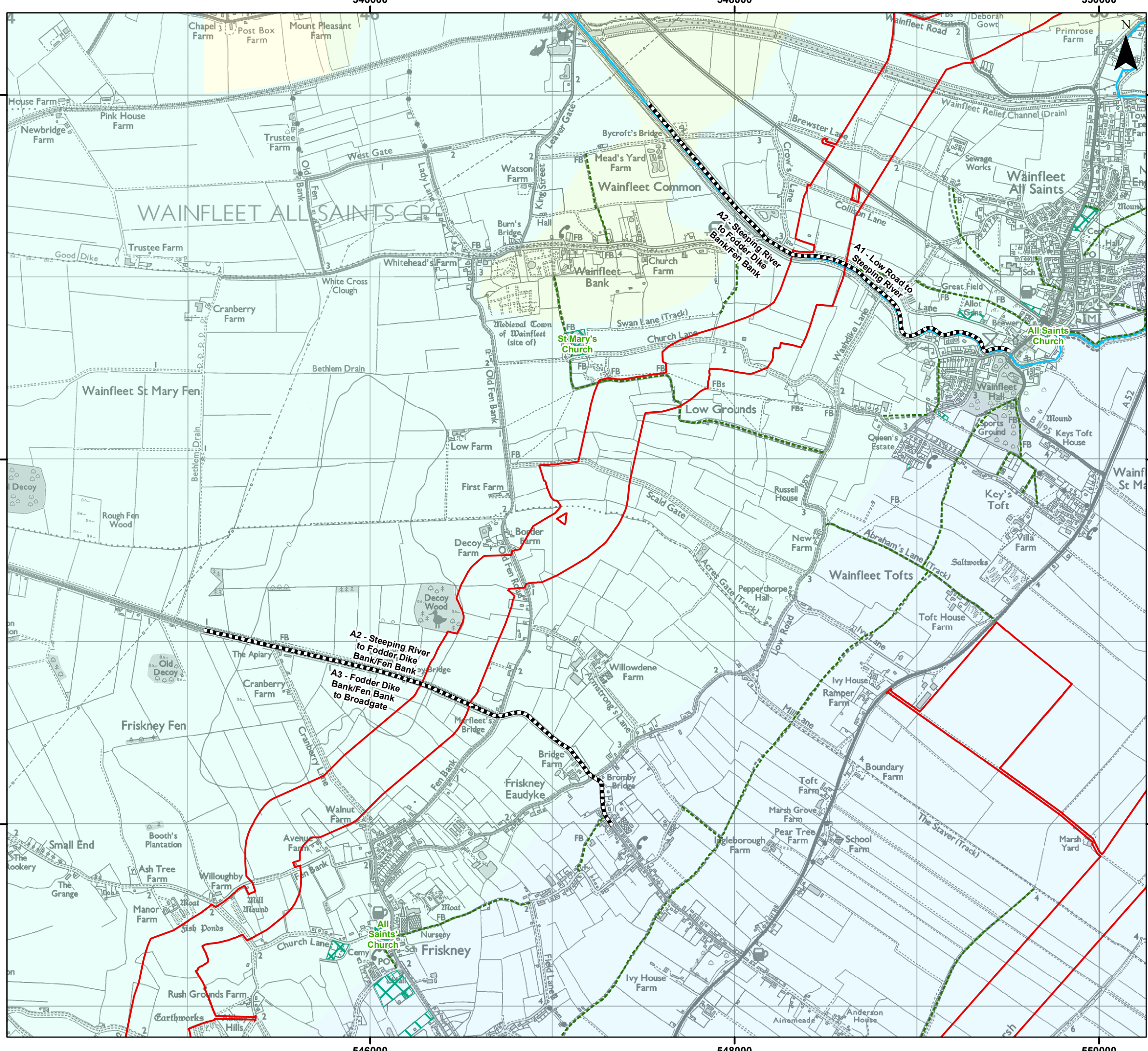
25.5.130 As all of the study area is mapped as Grade 2 and therefore BMV agricultural land, the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.131 There are no areas of outdoor recreational land within this segment.

Walkers, Cyclists and Horse Riders

25.5.132 One PRoW, WStM/371/1, intersects this section of the ECC from south to north and exiting in a westerly direction. This is considered to be of local importance and **Low** sensitivity.



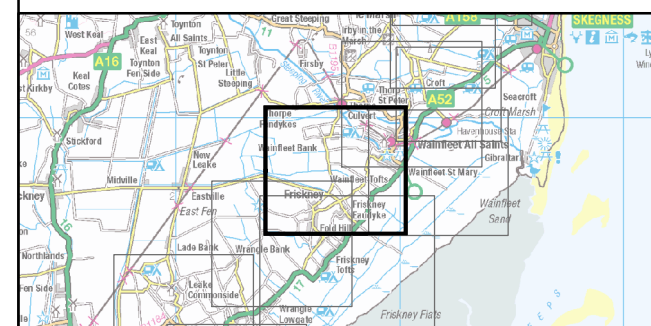
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 3
- Grade 4

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Preliminary Environmental Information Report

Land Use
 A2 - Steeping River to Fodder Dike Bank/Fen Bank
 Figure 25.19



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A3 - Fodder Dike Bank/Fen Bank to Broadgate

Agricultural Land Holdings

25.5.133 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as two soilscales:

- Loamy and clayey soils of coastal flats with naturally high groundwater; and
- Loamy and sandy soils with naturally high groundwater and a peaty surface.

25.5.134 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.20.

Table 25.26: A3 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 2	166.09	100
Total	166.09	100

25.5.135 The ALC maps indicate that the study area is entirely Grade 2 and is therefore considered to be of good quality and BMV land.

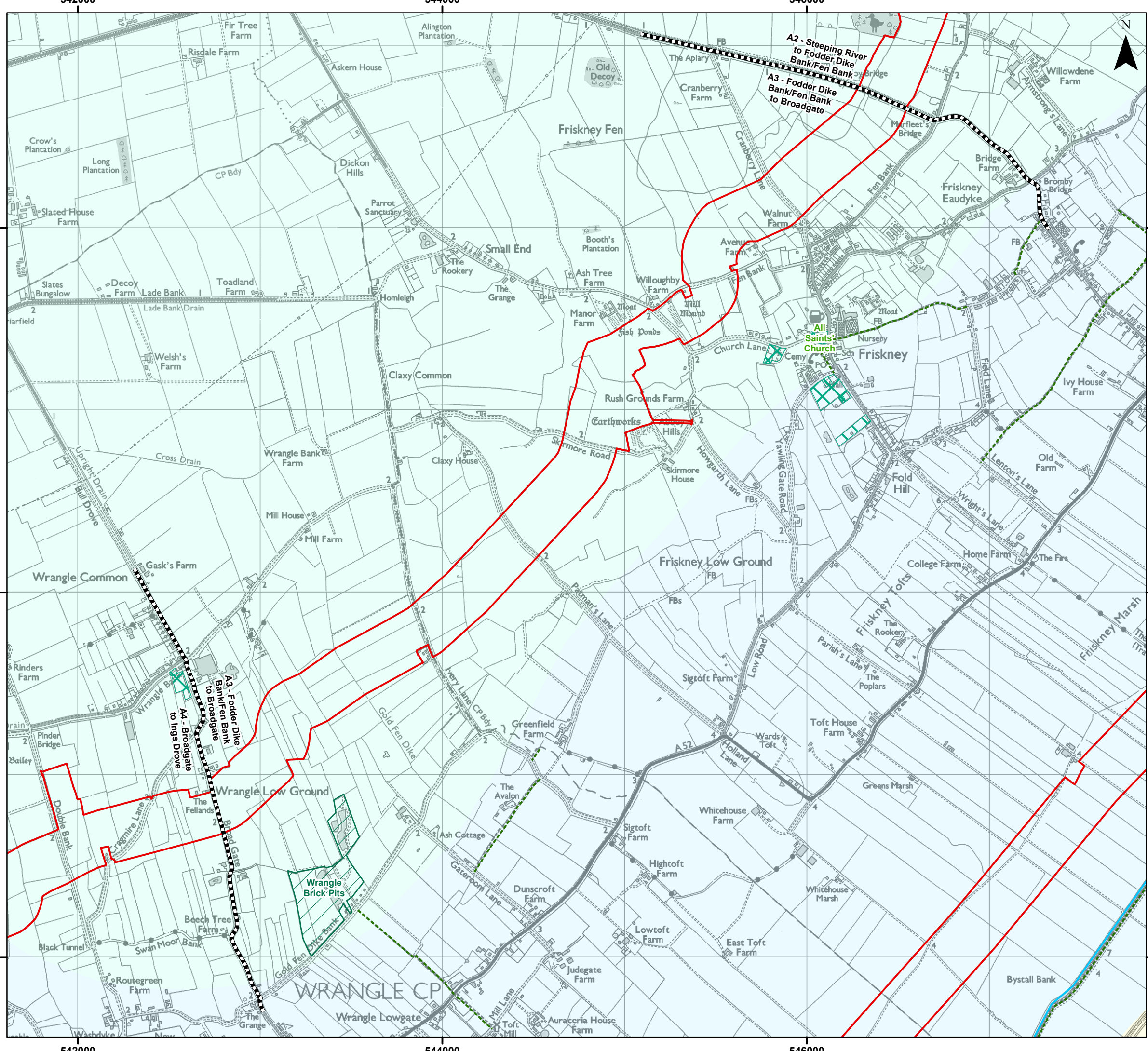
25.5.136 As all of the study area is mapped as Grade 2 and therefore BMV agricultural land, the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.137 There are no areas of outdoor recreational land within this segment.

Walkers, Cyclists and Horse Riders

25.5.138 There are no named PROWs, bridleways or cycle routes in this segment.



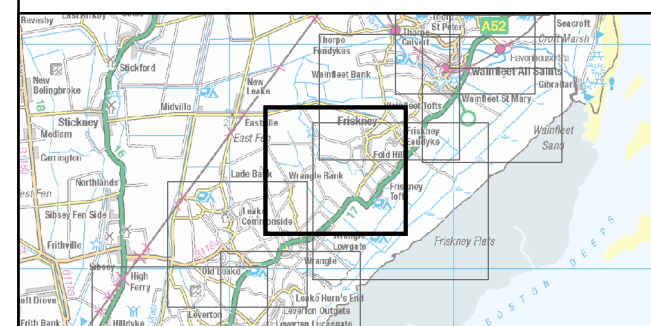
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 4

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Preliminary Environmental Information Report

Land Use
 A3 - Fodder Dike Bank/Fen Bank to Broadgate

Figure 25.20



OUTER DOWSING
OFFSHORE WIND



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A4 - Broadgate to Ings Drove

Agricultural Land Holdings

25.5.139 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.140 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.21.

Table 25.27: A4 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	81.23	48.5
Grade 2	86.24	51.5
Total	167.47	100

25.5.141 The ALC maps indicate that the study area is dominated by Grade 1 and Grade 2 land and is therefore considered to be of excellent / good quality and BMV land.

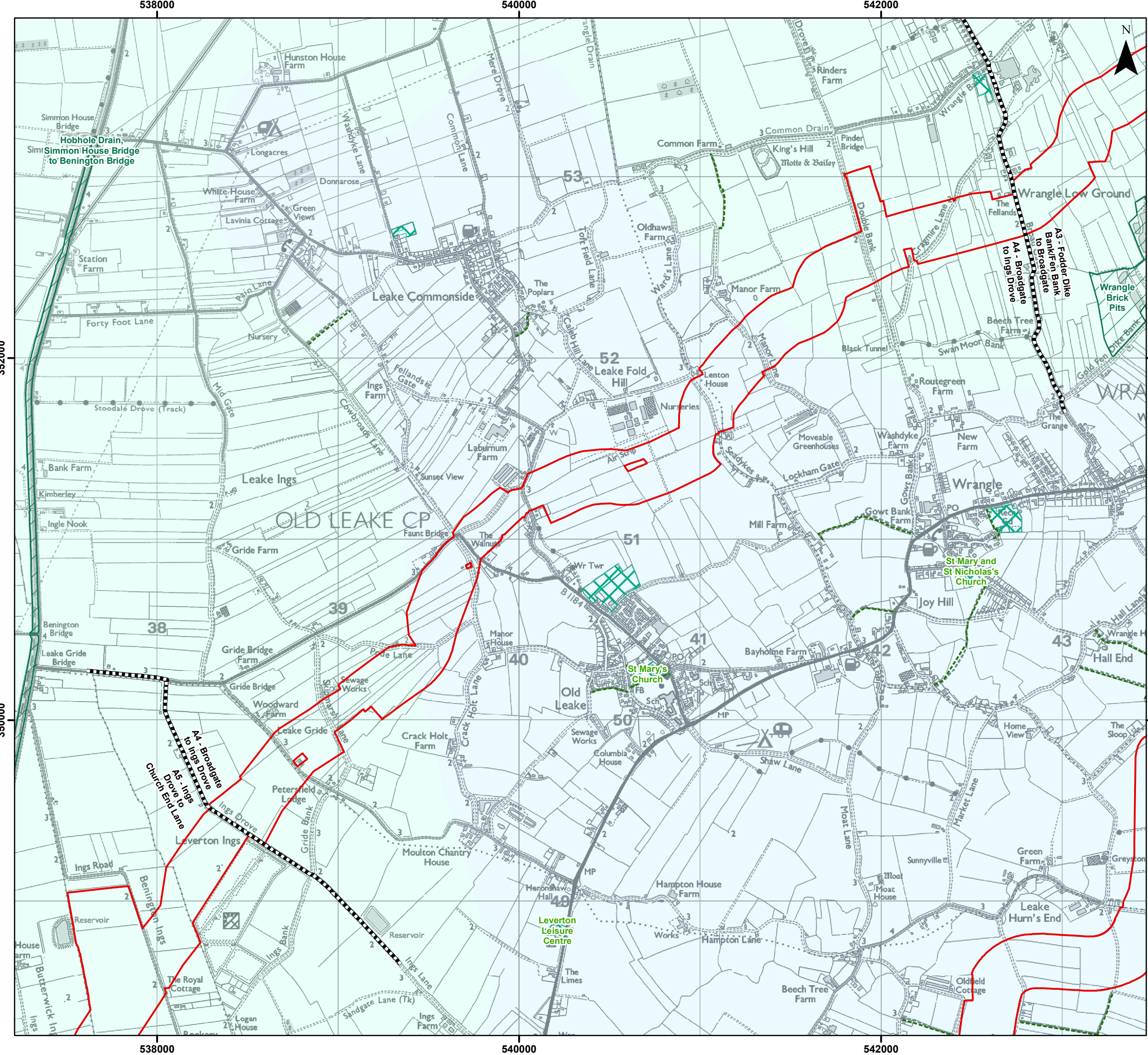
25.5.142 As all of the study area is mapped as Grade 1 or 2 and therefore BMV agricultural land, the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.143 There are no areas of outdoor recreational land within this segment.

Walkers, Cyclists and Horse Riders

25.5.144 There are no named PRowS, bridleways or cycle routes in this segment.



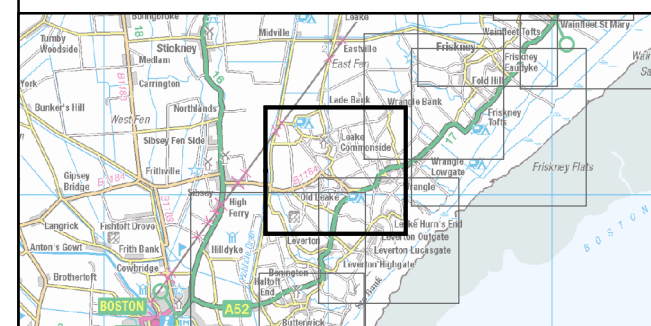
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- OS Open Greenspace
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2

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Preliminary Environmental Information Report

Land Use
 A4 - Broadgate to Ings Drive

Figure 25.21



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A5 - Ings Drove to Church End Lane

Agricultural Land Holdings

25.5.145 The UK Soil Observatory (and Cranfield Soil and Agrifood Institute Soilscales) online mapping identifies the soils across the study area as loamy clayey soil, further defining it as the soilscape:

- Loamy and clayey soils of coastal flats with naturally high groundwater.

25.5.146 The Natural England provisional ALC maps have been used to classify the soils across the study area. The majority of the route crosses agricultural land, and the land has been categorised within this segment into one of the grades described in paragraph 25.5.13 and shown in Figure 25.22.

Table 25.28: A5 ALC Grades

Agricultural Land Classification grade	Total Area (ha)	% of the Route Segment
Grade 1	123.88	52.95
Grade 2	110.06	47.05
Total	233.94	100

25.5.147 The ALC maps indicate that the study area is dominated by Grade 1 and Grade 2 land and is therefore considered to be of excellent / good quality and BMV land.

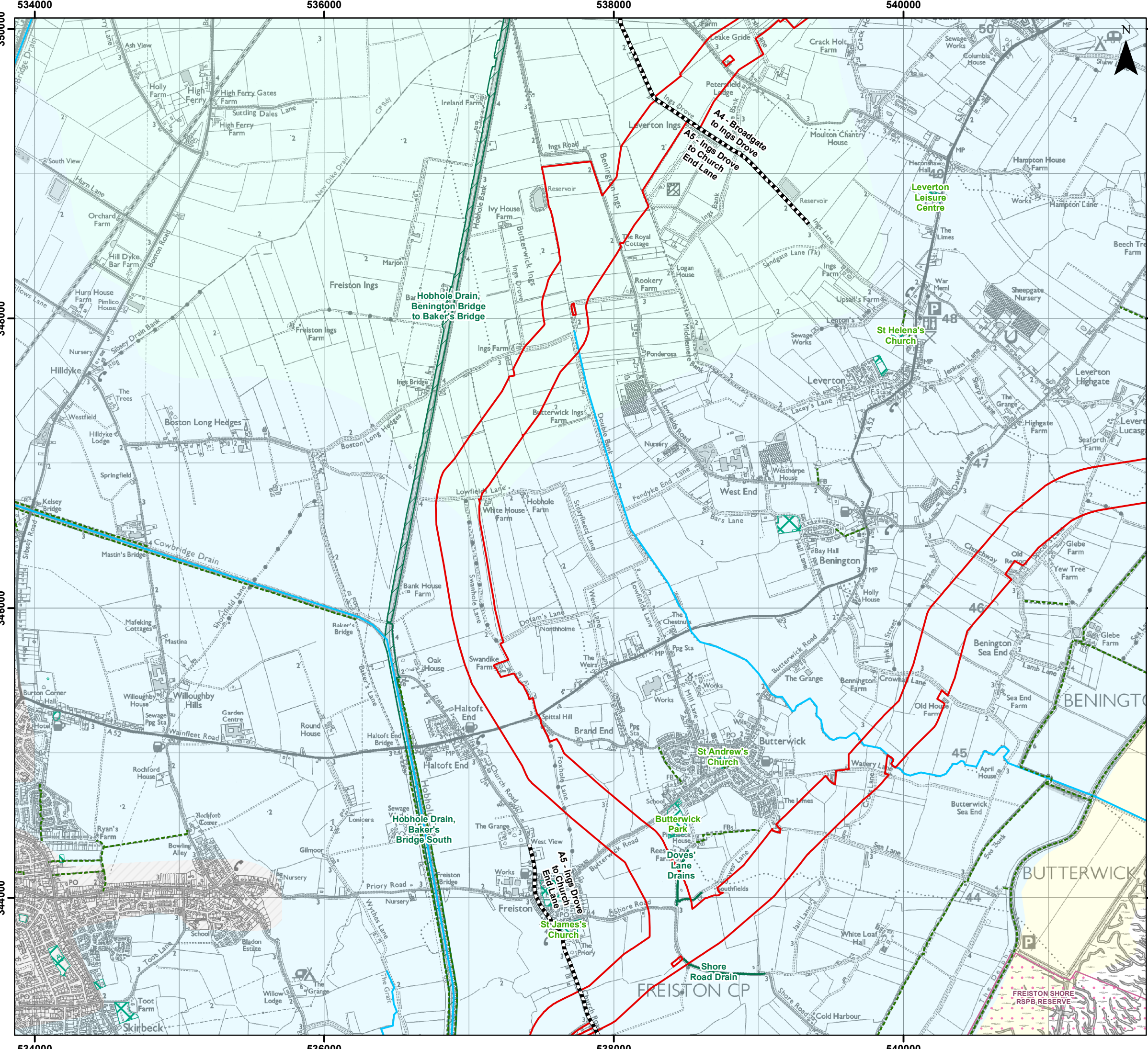
25.5.148 As all of the study area is mapped as Grade 1 or 2 and therefore BMV agricultural land, the sensitivity of the soil resource and function is determined as **High**.

Outdoor Recreational Sites

25.5.149 There are no areas of outdoor recreational land within this segment.

Walkers, Cyclists and Horse Riders

25.5.150 There are no named PRowS, bridleways or cycle routes in this segment.



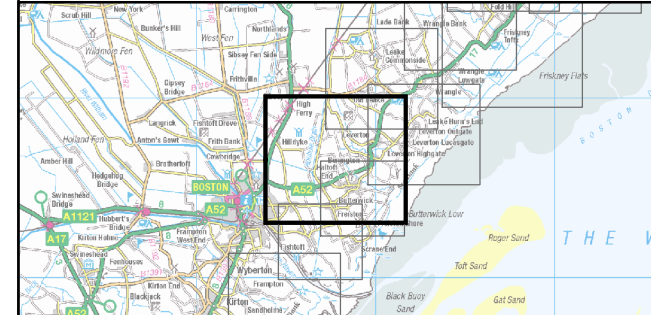
Legend

- Onshore PEIR Boundary
- Onshore Segment Break
- Public Right of Way
- Watercourse
- OS Open Greenspace
- RSPB Reserve
- Local Wildlife Site (LWS)

Agricultural Land Classification (Grade)

- Grade 1
- Grade 2
- Grade 4
- Urban

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Preliminary Environmental Information Report

Land Use
 A5 - Ings Drive to Church End Lane

Figure 25.22



OUTER DOWSING
OFFSHORE WIND



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Future Baseline

25.5.151 As the majority of the land is in agricultural use or coastal, the baseline Land Use environment would not experience change in the absence of the Project.

25.6 Basis of Assessment

Impacts Scoped In for Assessment

25.6.1 The following impacts have been scoped into this assessment:

- Construction:
 - Impact 1: Agricultural productivity;
 - Impact 2: Long Distance Routes and Public Rights of Way;
 - Impact 3: Outdoor Recreational Land;
 - Impact 4: Tourism Land; and
 - Impact 5: Utilities.
- Operation and maintenance:
 - Impact 1: Loss of Agricultural Land.
- Decommissioning:
 - Impact 1: The impacts experienced during decommissioning would be, broadly, similar to those experienced during construction, however, they may be on a lesser scale – as such, the agreed methods of assessment would also remain beneficial.

Impacts Scoped Out of Assessment

25.6.2 In line with the Scoping Opinion (The Inspectorate, 2022), and based on the receiving environment, expected parameters of the Project (Volume 1, Chapter 3: Project Description) and expected scale of impact the following impacts have been scoped out of the assessment:

- Construction:
 - Highways Infrastructure; and
 - Transboundary Land Use effects.
- Operation and maintenance:
 - Outdoor Recreational Land;
 - Long Distance Routes and Public Rights of Way; and
 - Tourism Land.
- Decommissioning:
 - As per construction impacts.

- 25.6.3 Further to the above impacts, impacts on agricultural drainage are only assessed in Volume 1, Chapter 23: Geology and Ground Conditions. This has been done for the avoidance of double-counting the particular impact, in response to comments made in the Scoping Opinion (The Inspectorate, 2022).

Realistic Worst-Case Scenario

- 25.6.4 The final design of the Project will be confirmed through detailed engineering design studies that will be undertaken post-consent to enable the commencement of construction. To provide a precautionary but robust impact assessment at this stage of the development process, realistic worst-case scenarios have been defined in terms of the potential effects that may arise. This approach to EIA, referred to as the Rochdale Envelope, is common practice for developments of this nature, as set out in The Inspectorate Advice Note Nine (NIP, 2018). The Rochdale Envelope for a project outlines the realistic worst-case scenario for each individual impact, so that it can be safely assumed that all lesser options will have less impact. Further details are provided in Volume 1, Chapter 5: EIA Methodology.
- 25.6.5 The following Table 25.29 identifies the MDS in environmental terms, defined by the project design envelope.

Table 25.29: MDS for Land Use

Potential effect	Maximum adverse scenario assessed	Justification
Construction		
Cable route infrastructure	The assessment considers the extent of the onshore ECC.	The MDS includes the maximum corridor width, within which the final cable route will be located and so represents the greatest area of land disturbance.
OnSS	The OnSS includes the footprint of the substation infrastructure and development platform (including landscaping). The indicative temporary working area of the OnSS is expected to be in excess of 20ha. Further detailed design will take place prior to ES stage that may reduce the land use requirement.	Disturbance to existing ground conditions will result from the OnSS construction and so a maximum construction footprint for the OnSS construction has been assessed.
Operation and Maintenance		
Cable route infrastructure.	Cables would remain underground with the Joint Bays being the only above-ground infrastructure.	To represent the maximum potential footprint covered by the operational infrastructure.
OnSS	The OnSS includes the footprint of the substation infrastructure and development platform (including landscaping). The indicative temporary working area of the OnSS is expected to be in excess of 20ha. Further detailed design will take place prior to ES stage that may reduce the land use requirement.	To represent the maximum potential construction footprint covered by the operational infrastructure.

Potential effect	Maximum adverse scenario assessed	Justification
Decommissioning		
Decommissioning of onshore ECC	Buried cables would be de-energized with the ends sealed and left in place to avoid ground disturbance.	The extent of decommissioning works would affect a substantially lesser area than construction.
Decommissioning of OnSS and TJB	Removal of the OnSS including areas of hardstanding and the removal of TJB at landfall.	Removal of all infrastructure represents greatest disturbance.

Embedded Mitigation

25.6.6 Mitigation measures that were identified and adopted as part of the evolution of the Project design (embedded into the Project design) and that are relevant to Land Use are listed in Table 25.30. The mitigation includes embedded measures such as design changes and applied mitigation which is subject to further study or approval of details; these include avoidance measures that will be informed by pre-construction surveys, and necessary additional consents where relevant. General mitigation measures, which would apply to all parts of the Project, are set out first. Thereafter mitigation measures that would apply specifically to Land Use issues associated with the landfall, ECC and OnSS described separately.

Table 25.30: Embedded mitigation relating to Land Use

Project phase		Mitigation measures embedded into the project design
General		
Project Design		Robust study and determination so far as reasonably practicable of optimised routes/sites.
Construction		
Agricultural Operations		Where required and practical, crossing points will be used so that livestock and vehicles can cross the working width of the ECC. General disruption impacts will be mitigated early in the construction planning process by allowing a sufficient time period between the serving of notice for entry and the commencement of on-site activities; this will allow farmers and landowners time to adapt their working practices in anticipation of the works.
Soil Management		All construction work will be undertaken in accordance with a Soil Management Plan (SMP) as part of the Outline Code of Construction Practice (CoCP) to be submitted at DCO Application. All soil handling, placing, compaction and management will be undertaken in accordance with best practice (DEFRA, 2009). The Soil Management Plan (document 8.1.3) is intended to ensure that, following construction, agricultural land quality and productivity will be returned as quickly as possible to pre-construction levels.
Reinstatement		Reinstatement of temporarily impacted land to its previous use/quality so far as reasonably practicable, excluding OnSS, access tracks, bellmouths, haul roads and cable joint bays. To minimise the impact to soil/agricultural quality these would be restored to previous levels following best practice as per the Outline Code of Construction Practice to be submitted as part of the DCO Application.
Best Practice		Development of best practice management measures during construction would be incorporated through the Outline CoCP to be submitted at DCO Application, as far as reasonably practicable, in consultation with relevant stakeholders.
Development of an Outline Code of		The CoCP to be submitted at DCO Application, would be created and implemented to control a safe and appropriate method of working for the

Project phase		Mitigation measures embedded into the project design
Construction Practice (CoCP)		construction of the project. This would include the working hours, methods, and a Pollution Prevention Plan.
Outline Public Access Management Plan (PAMP)		<p>The Outline PAMP sets out the approach that will be taken to manage public access to the PRow affected during construction,. Temporary disruption to any PRow will be managed by the Applicant and durations of disruption will be kept to a minimum.</p> <ul style="list-style-type: none"> ▪ Temporary management measures would include: ▪ Appropriately fenced (unmanned) crossing points; ▪ Manned crossing points; ▪ Temporary closures with diversions; and ▪ Temporary closures without diversions.
Operation and Maintenance		
Agricultural Operations		<p>Any permanent restriction of agricultural activities above the cable as a result of the OnSS and / or JB's will be discussed with affected landowners to minimise unnecessary impact on farming operations.</p> <p>It is not expected that, post-installation, the ECC would impact the continuation of normal farming practices due to embedded measures, in particular depth of after the adherence to the mitigation measures outlined for the construction phase of the Project cable installation below ground level.</p>
Decommissioning		
General		Development of, and adherence to, a decommissioning plan.

25.7 Impact Assessment

25.7.1 Due to the nature of the Land Use assessment and the study area, the receptors identified in Section 25.5 have been assessed as a whole, rather than by the individual route sections shown throughout the baseline. This is due to the relatively low number of highly sensitive recreational assets that have been identified and that the assessment relating to the BMV agricultural land would essentially be repeated for each route section.

Construction

25.7.2 This section presents the assessment of effects arising from the construction phase of the Project on Land Use.

25.7.3 A description of the potential effect on Land Use receptors caused by each identified impact is given below. In general, the effects arising from the construction of the onshore elements of the Project are temporary, as they only occur during the construction period.

Impact 1: Agricultural Productivity

25.7.4 There is potential to reduce the total agricultural yield in areas affected by construction through the use of agricultural land for construction activities. It is however assumed that all construction activities would be undertaken in line with the embedded mitigation measures set out in Table 25.30, and as a result loss in productivity would be minimised.

- 25.7.5 The majority of the construction footprint would be within areas currently associated with agricultural production. The footprint of the mobilisation areas, onshore ECC (trenching, haul road, soil storage) and JB's would all contribute to the temporary loss of land for agriculture, as well as the temporary compounds associated with trenchless techniques.
- 25.7.6 The demarcation of the working width of the ECC will require current farming operations along and potentially around the ECC to be temporarily suspended or modified during the construction phase. Since access to individual fields would be determined during construction planning (post consent), it is not possible at this stage to calculate the exact area of land that would be isolated or inaccessible.
- 25.7.7 Construction will involve the temporary stripping and storage of topsoil and subsoil to excavate trenches to the required width and depth to install cable circuits. Following completion of the works, the working width will be fully reinstated as near as practicably possible to its former condition in accordance with the SMP as part of the CoCP. Full reinstatement will allow normal farming practices to continue post construction. Assuming the good practice measures are adopted as set out in the SMP and CoCP, the magnitude of impact of the Project on soils quality and agricultural productivity is expected to be Minor.
- 25.7.8 Agreement of terms with affected parties, allowing a sufficient time period between the serving of notice for entry and the commencement of on-site activities, will ensure that the disruption to farming practices will be reduced as far as possible, however, in the absence of agreement, the Applicant would seek to mitigate impacts on farming through communication with landowners. Once construction has been completed, the areas of temporary impact will be returned to their former agricultural use. The magnitude of impact on agricultural operations as a result of temporary disruption to current farming regimes is therefore anticipated to be Minor.
- 25.7.9 The sensitivity of the farm holdings as receptors is considered to vary. Where larger agricultural holdings are impacted, these are considered to represent receptors of Low sensitivity, with a resultant temporary effect significance of Minor predicted for the duration of the construction phase. Marginal (smaller) agricultural holdings are considered to be receptors of Medium sensitivity, with temporary effects of **Moderate** significance anticipated, which is **significant**.
- 25.7.10 The effect during construction is therefore assessed to be **Minor** which is **not significant**. However, following the full reinstatement of areas impacted by construction activities, the effect on agricultural operations is assessed to be **Negligible**.
- 25.7.11 Regarding the quality of the agricultural land, these were assessed to be of High sensitivity, due to being made up of entirely BMV land. Following implementation of embedded mitigation as set out in Table 25.30, the magnitude of the impact is considered to be Negligible resulting in a **Minor** level of effect that is **not significant**.

Impact 2: Long Distance Routes and Public Rights of Way

- 25.7.12 The evidence presented within the baseline analysis (see Section 25.5) indicates that there are several onshore receptors that may be affected by onshore construction activity, including the England Coast Path which is crossed by the ECC near the landfall and local PROWs which are located throughout the study area.

- 25.7.13 Land Use impacts on the PRoWs could include the severance and closure or diversion of the routes due to trenching and/or other construction activities. This would change the purpose of the land temporarily and reduce amenity for the users. The impacts on PRoWs and the users are considered further in Volume 1, Chapter 27: Traffic and Transport and Volume 1, Chapter 29: Socio-Economic Characteristics.
- 25.7.14 The England Coast Path is considered to be a High sensitivity receptor due to its national promotion and ability to draw in visitors to the area. Its location at the landfall site is advantageous due to the usage of trenchless techniques which would result in a Negligible magnitude of impact, as open trenching would be avoided. This leads to an overall level of effect that is **Minor** and **not significant**.
- 25.7.15 The embedded mitigation includes for the provision of an Outline PAMP, which would be implemented in areas along the PEIR Boundary where potential sources of recreational routes, such as PRoWs and NCRs, would be impacted. The PAMP would give clear instructions, information and timings of any impacts to the usage of the route, as well as allow for the planning of any potential closures or diversions.
- 25.7.16 National cycle routes are considered to be of High sensitivity due to their national promotion. The ECC crosses NCR 1. The location of NCR 1, close to the River Welland, means that should the southernmost substation be selected, the greatest level of impacts would be avoided through use of trenchless techniques beneath the River Welland, resulting in a Negligible magnitude of impact.
- 25.7.17 Where the ECC crosses close to the A17 (Washway Road), trenchless techniques are not proposed, however, as this is an A-road, further mitigations beyond the PAMP, including those described within the CoCP, would be implemented, keeping the A17, and therefore the NCR 1, open. This would result in a Minor magnitude of impact due to the temporary nature of the disturbance, the ability for the continuation or diversion of the usage of the route and the localised nature of the impact on a 1,022km long route. The sensitivity and the magnitude of the impact would combine to create an overall **Moderate** level of effect that may be **significant**.
- 25.7.18 Should the northern side of the River Welland be selected as the OnSS site, the magnitude of the impact would also be **Minor** for the same reasons as described in paragraph 25.7.16; the ECC crosses NCR 1 as it runs parallel with the A17 (Wash Road), resulting in a **Moderate** and **significant** level of effect.
- 25.7.19 The local PRoWs are considered together at this stage due to their extent over a large area. These are considered to be of local importance and Low sensitivity. The proposed ECC crosses a number of PRoWs which resulting in a direct impact. Accounting for this and the very localised and temporary nature of the impact, the magnitude is considered to be Minor which results in a **Minor** and **not significant** level of effect.

Impact 3: Outdoor Recreational Land

- 25.7.20 Outdoor recreational land has been detailed throughout Section 25.5; these receptors include:
- Local wildlife sites;
 - Rivers;

- Public parks and gardens;
- Leisure parks; and
- Beaches.

25.7.21 The potential impacts on these receptors due to construction of the cable route would be the severance of the land which reduces the amenity, the disruption of normal activities of the land, the impedance of access to the recreational usage of the land, restrictions to the usage of the land and temporary change in the land's current use.

25.7.22 There are no local or designated wildlife sites, public parks, public gardens, leisure parks and dog parks within the Land Use study area. Rivers are considered to be of High sensitivity, owing to their importance as a Land Use feature with opportunities for a range of activities including recreation. The magnitude of the impact on all rivers within the study area is considered to be negligible due to the proposed use of trenchless techniques. This results in an overall effect of **Minor** that is **not significant**.

Impact 4: Tourist Land

25.7.23 Although no tourist land has been identified within the boundaries of the Land Use study area, planning permission for up to 62 static caravans was recently granted within the Marsh Lane to A158 Skegness Road section and would be within the centre of the ECC. This site is, under a worst-case scenario, considered to be of Medium sensitivity. The magnitude of the impact of the construction of the ECC on the land use of the caravan site is considered to be Negligible due to the usage of trenchless techniques. This would result in an overall residual effect of **Minor** and **not significant**.

Impact 5: Utilities

25.7.24 The impact of the Project on utilities during construction could occur as a result of the crossing, unearthing and/or disturbance of existing underground infrastructure. The mapping of the existing utilities is pending and will be assessed at ES stage.

Operations and Maintenance

Impact 1: Loss of Agricultural Land

25.7.25 The physical above-ground presence that the Project would have onshore during the operation and maintenance phase is limited to the OnSS and JBs, which have the potential to lead to the long-term loss of– agricultural land; whilst agricultural land could be regained to some extent following decommissioning, the likelihood and timing of this are uncertain.

25.7.26 This would be a localised impact restricted to the above ground onshore infrastructure, which includes the footprint of the OnSS and the smaller footprints of the JBs along the ECC.

25.7.27 The quality of the agricultural land across the study area varies from ALC grade 1-3. As set out earlier in the Chapter, with the current scale of mapping it is not possible to differentiate Grade 3 into the subcategories of Grade 3a and Grade 3b. A worst-case scenario has been assumed in that all Grade 3 has the potential to be Grade 3a, therefore BMV soils. The sensitivity of the receptor is therefore considered to be High.

- 25.7.28 The OnSS and JB's will be located within the PEIR Boundary. The OnSS footprint will not cover the whole of the substation search areas, however with no detailed information on the location or size of the OnSS or JB's at this stage a worst-case scenario has been assumed. The worst-case scenario is deemed to be that the OnSS footprint and JB's would cover an area greater than 20ha. As set out in the IEMA (2022) guidance, where an area of more than 20ha of BMV soils experiences permanent or irreversible loss, the magnitude of the impact will be determined as Major. Further detailed design iterations are planned prior to ES stage with the aim of limiting the permanent loss of BMV land to within the range 5 – 20 ha, which is considered Moderate.
- 25.7.29 The sensitivity of the agricultural usage of the land is considered to be High. As the magnitude of the impact is Major to Moderate, depending on the final design, the level of effect of the loss of agricultural land is considered to be **Major Adverse** and **significant**.

Decommissioning

- 25.7.30 The impacts associated with the decommissioning phase of the Project are expected to be broadly similar in character, albeit of a lesser scale, than those experienced during the construction phase. The cables are expected to remain underground post-decommissioning, lessening the impact on Land Use as there would be no requirement for further intrusive works related to the removal of the cables. This negates the need to assess the impacts associated with the cable route, leaving the impacts associated with the loss of agricultural land.
- 25.7.31 Built infrastructure associated with the onshore aspects of the Project, such as the OnSS and its ancillary infrastructure, are expected to be removed during decommissioning. However, these would be very localised impacts relative to the construction phase, and therefore the level of effects are expected to be reduced. It is expected that the land used for the permanent terrestrial infrastructure would be reinstated to its original usage as agricultural land in accordance with a Decommissioning Environment Management Plan (DEMP) and SMP.
- 25.7.32 Throughout the operational and construction phases, new and forthcoming legislation and policies would be acknowledged and adhered to, supporting, and guiding the decommissioning process. Any new policies would be considered in the DEMP.
- 25.7.33 The agricultural land adjoining the OnSS and other infrastructure may be affected during decommissioning, for example to obtain access for plant and stockpiling of materials. Although the agricultural land is of High sensitivity, the magnitude of the impact is considered to be Negligible due to the temporary nature, potential changes in procedure, and potential improvements in technology resulting in a level of effect that is **Minor** and **not significant**.

25.8 Cumulative Impact Assessment

- 25.8.1 The approach to the cumulative assessment takes into account the Cumulative Impact Assessment Guidelines issued by RenewableUK (2013), together with comments made in response to other renewable energy developments, and the Planning Inspectorate 'Advice Note 9: Rochdale Approach' (NIP, 2018).

- 25.8.2 The approach to the Land Use cumulative effect assessment is in line with that outlined in Volume 1, Appendix 5.2: Onshore Cumulative Impact Assessment. The cumulative developments selected as relevant to the assessment of impacts to Land Use are based upon an initial screening exercise undertaken on a long list. Each project, plan or activity has been considered and scoped in or out on the basis of effect – receptor pathway, data confidence and the temporal and spatial scales involved.
- 25.8.3 The specific projects scoped into this cumulative effect assessment, and the tiers into which they have been allocated, have been presented in a tabular format which includes a note of the degree of certainty regarding each specific project. The cumulative assessment has identified the relevant Land Use impacts along with the scenarios and justifications considered and present a qualitative conclusion.
- 25.8.4 As Land Use has very localised impacts, the potential for cumulative effects is also very localised and for this project they would mainly occur when two or more developments overlap or have adjacent boundaries.
- 25.8.5 The short list in Volume 1, Appendix 5.2: Onshore Cumulative Impact Assessment at PEIR stage has identified several projects which may cause cumulative impacts; however, all of these are deemed too far away from the boundaries of the Project to be considered for specific consideration. The list will be updated and reviewed at the next stage to ascertain whether there has been any change to this position.

25.9 Inter-Relationships

- 25.9.1 By its nature, Land Use interacts with each of the other onshore topics assessed in this PEIR, due to its direct involvement as a receptor for other impacts, and it is therefore important to avoid duplication of the assessment of effects. Of particular note regarding the potential for inter-related impacts, are the following PEIR Chapters:
- Volume 1, Chapter 23: Geology and Ground Conditions – impacts on soils and underlying geology throughout the entire lifespan of the Project, as well as a degradation of soil quality and impacts related to agricultural drainage;
 - Volume 1, Chapter 27: Traffic and Transport – impacts on PRowS and disruption caused by the creation of new access roads;
 - Volume 1, Chapter 28: Landscape and Visual Impact Assessment – changes to landscape character and impacts on visual amenity during construction and residual changes during operation; and
 - Volume 1, Chapter 29: Socio-Economic Characteristics – the loss of agricultural land could lead to a loss of income and GVA (Gross Value Added); and construction activities could disrupt recreational land, receptors linked to the tourism economy and local businesses.

25.10 Transboundary Effects

- 25.10.1 Onshore transboundary effects are scoped out of the assessment as the Inspectorate agrees that as Land Use effects will be localised within the study area, that this matter can be scoped out of the assessment.

25.11 Conclusions

25.11.1 The residual effects associated with the Land Use of the Project study area are considered to be **Minor and not significant** for the majority of the potential, with a full summary provided in Table 25.31. However, the construction impact on the NCR1 is considered to be **Moderate and significant** and the impact on the permanent loss of agricultural land during the operation and maintenance phase is considered to be **Major and significant**. Of note is that the highest level of effects have been tabulated as a representative worst-case scenario for the level of effect for each impact.

Table 25.31 Summary of the Residual Effects

Description of effect	Effect	Additional measures	mitigation	Residual effect
Construction				
Loss of Agricultural Land	High	Not applicable – no additional identified	no mitigation	Minor and not significant (adverse)
England Coastal Path	High	Not applicable – no additional identified	no mitigation	Minor and not significant (adverse)
National Cycle Route 1	High	Not applicable – no additional identified	no mitigation	Moderate and significant (adverse)
Public Rights of Way	Low	Not applicable – no additional identified	no mitigation	Minor and not significant (adverse)
Outdoor Recreation	High	Not applicable – no additional identified	no mitigation	Minor and not significant (adverse)
Tourism Land	Medium	Not applicable – no additional identified	no mitigation	Minor and not significant (adverse)
Operation and Maintenance				
Permanent Loss of Agricultural Land Due to OnSS	High	None		Major and significant (adverse)
Decommissioning				
Temporary Loss of Agricultural Land	High	Not applicable – no additional identified	no mitigation	Minor and not significant (adverse)
Cumulative				
None identified	Not Applicable	Not Applicable		Not Applicable

25.12 References

- 25.12.1 BEIS (2022), *Revised (Draft) National Policy Statement for Energy*. Available at: [Revised \(Draft\) National Policy Statement for Energy - Business, Energy and Industrial Strategy Committee \(parliament.uk\)](#)
- 25.12.2 DECC (2011a), *Overarching National Policy Statement for Energy (EN-1)*. Available at: [National Policy Statements for energy infrastructure - GOV.UK \(www.gov.uk\)](#)
- 25.12.3 DECC (2011b), *National Policy Statement for Renewable Energy Infrastructure (EN-3)*. Available at: [National Policy Statements for energy infrastructure - GOV.UK \(www.gov.uk\)](#)
- 25.12.4 DECC (2011c), *National Policy Statement for Electricity Networks Infrastructure (EN-5)*. Available at: [National Policy Statements for energy infrastructure - GOV.UK \(www.gov.uk\)](#)
- 25.12.5 DESNZ (2023a), *Draft Overarching National Policy Statement for Energy (EN-1)*. Available at: [Planning for new energy infrastructure: revisions to National Policy Statements - GOV.UK \(www.gov.uk\)](#)
- 25.12.6 DESNZ (2023b), *Draft National Policy Statement for Electricity Networks Infrastructure (EN-5)*. Available at: [Planning for new energy infrastructure: revisions to National Policy Statements - GOV.UK \(www.gov.uk\)](#)
- 25.12.7 East Lindsey District Council (2018a), *East Lindsey Local Plan: Core Strategy*. Available at: [Adopted Local Plan 2018 - East Lindsey District Council \(e-lindsey.gov.uk\)](#)
- 25.12.8 East Lindsey District Council (2018b), *East Lindsey Settlement Proposals: Development Plan Document*. Available at: [Adopted Local Plan 2018 - East Lindsey District Council \(e-lindsey.gov.uk\)](#)
- 25.12.9 IEMA (2022), *A New Perspective on Land and Soil in Environmental Impact Assessment*
- 25.12.10 Lincolnshire County Council (2016), *Lincolnshire Minerals and Waste Local Plan: Core Strategy and Development*. Available at: [Lincolnshire Minerals and Waste Local Plan](#)
- 25.12.11 Lincolnshire County Council (2017), *Lincolnshire Minerals and Waste Local Plan: Site Locations*. Available at: [Adobe PDF - Lincolnshire Minerals and Waste Local Plan – Site Locations - Adopted December 2017](#)
- 25.12.12 MHCLG (2021), *National Planning Policy Framework: 15. Conserving and Enhancing the Natural Environment*. Available at: [National Planning Policy Framework - 15. Conserving and enhancing the natural environment - Guidance - GOV.UK \(www.gov.uk\)](#)
- 25.12.13 National Highways, Transport Scotland, Welsh Government, and Department for Infrastructure (2020), *Design Manual for Roads and Bridges LA 112 – Population and Human Health*
- 25.12.14 NIP (2018), *Advice Note Nine: Rochdale Envelope*. Available at: [Advice Note Nine: Rochdale Envelope | National Infrastructure Planning \(planninginspectorate.gov.uk\)](#)
- 25.12.15 RenewableUK (2013), *Cumulative Impacts Assessment Guidelines: Guiding Principles for Cumulative Impacts Assessment in Offshore Wind Farms*. Available at: [Cumulative Impacts Assessment Guidelines: Guiding Principles for Cumulative Impacts Assessment in Offshore Wind Farms | Tethys \(pnnl.gov\)](#)

- 25.12.16 South East Lincolnshire (2019), *South East Lincolnshire Local Plan 2011-2036*, Joint Strategic Needs Committee. Available at: [Adopted Plan | South East Lincolnshire – Local Plan \(southeastlincslocalplan.org\)](https://southeastlincslocalplan.org)
- 25.12.17 The Planning Inspectorate (2022), 'Scoping Opinion: Proposed Outer Dowsing Offshore Wind'