Stonestreet Green Solar

Environmental Statement
Volume 2: Main Text
Chapter 12: Socio-Economics

PINS Ref: EN010135
Doc Ref. 5.2(A)
Version 2
July 2024

APFP Regulation 5(2)(a)
Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Table of Contents

List of Tables

ES Volume 3, Figures (Doc Ref. 5.3)

ES Volume 4, Appendices (Doc Ref. 5.4)

Appendix 12.1: Policy Review.

12 Socio-Economics

12.1 Introduction

12.1.1 This Chapter of the ES has been prepared on behalf of EPL 001 Limited ('the Applicant') to report on the assessment of the likely significant effects on socio-economics in relation to the Development Consent Order ('DCO') application for Stonestreet Green Solar ('the Project'). Mitigation measures are identified, where appropriate, to avoid, reduce or offset any significant adverse effects identified and/or enhance likely beneficial effects. The nature and significance of the likely residual effects are reported.

12.1.2 Descriptions of the Site, the Project and the different phases of development are provided in **ES Volume 2, Chapter 2: Site and Context** and **Chapter 3: Project Description (Doc Ref. 5.2)**. A glossary of terms and list of abbreviations used in this Chapter is provided in the **Glossary (Doc Ref. 1.6)**.

12.1.3 This assessment was informed by information from other assessments as follows:

ES Volume 2 – Environmental Statement (Doc Ref. 5.2):

- **Chapter 7: Cultural Heritage;**
- **Chapter 8: Landscape and Views;**
- **Chapter 13: Traffic and Access; and**
- **Chapter 14: Noise.**

12.1.4 The assessment was also informed by the following key figures and documents:

- **ES Volume 3, Figure 3.1: Existing Access Network (Doc Ref. 5.3);**
- **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**;
- **Streets, Rights of Way and Access Plans (Doc. Ref. 2.5))**; and
- **Outline Rights of Way and Access Strategy ('RoWAS') (Doc Ref. 7.15)**.

12.1.5 This Chapter is supported by the following figures and appendices:

ES Volume 3 – Figures (Doc Ref. 5.3):

Figure 12.1: Socio-economic Study Areas; and

Figure 12.2: Community, Recreational and Tourist Facilities within 1km of the Site.

ES Volume 4 – Appendices (Doc Ref. 5.4):

Appendix 12.1: Policy Review.

12.2 Legislation, Planning Policy and Guidance

Legislation

12.2.1 The following legislation is relevant to the Project:

- Wildlife and Countryside Act 1981[1];
- Climate Change Act 2008[2]; and
- Planning Act 2008[3].

Planning Policy

National

12.2.2 The following national planning policy is relevant to the Project:

- Overarching National Policy Statement ('NPS') for Energy (EN-1) (November 2023)[4];
- National Policy Statement for Renewable Energy Infrastructure (EN-3) (November 2023)[5];
- National Policy Statement for Electricity Networks Infrastructure (EN-5) (November 2023)[6];
- The National Planning Policy Framework ('NPPF') (2023)[7];
- Build Back Better: our plan for growth (March 2021)[8]; and
- Net Zero Strategy: Build Back Greener (2021)[9].

Regional

12.2.3 The following regional planning policy is relevant to the Project:

- Framing Kent's Future: Our Council Strategy 2022 – 2026 (2018)[10];
- South East Local Enterprise Partnership ('SELEP') : Smarter, Faster, Together: Towards a Local Industrial Strategy (2018)[11];
- Kent County Council's ('KCC') Rights of Way Improvement Plan 2018 – 2028[12];
- The Kent Downs AONB Management Plan 2021-2026[13];
- Kent Environment Strategy (2017)[14] and Statement (2019)[15] and accompanying Net Zero Action Plan[16]; and
- KCC's Joint Health and Wellbeing Strategy[17].

Local

12.2.4 The following local planning policy is relevant to the Project:

- Ashford Borough Council: Local Plan to 2030[18].

Guidance

12.2.5 The following guidance is relevant to the Project:

- Planning Practice Guidance[19];
- Rights of Way Circular (1/09): Guidance for Local Authorities[20];
- Institute of Public Rights of Way and Access Management: Environmental Impact Assessment: Appraising Access[21];
- Healthy Urban Development Unit ('HUDU') Guidance[22] and IEMA Guidance[23];
- Homes and Communities Agency ('HCA') Additionality Guide[24];
- HM Treasury's Green Book for Economic Appraisal and Evaluation
- Loudhouse for Visa Europe, identifying average spend per day per employee[25]; and
- Construction Industry Training Board ('CITB') surveys[26].

12.3 Consultation and Stakeholder Engagement

12.3.1 This section of the Chapter summarises key stakeholder engagement undertaken to inform the assessment. It sets out the key matters raised by consultees in relation to the EIA on the topic of socio-economics. An explanation of how comments are addressed in ES is provided.

EIA Scoping

12.3.2 **Table 12.1** provides a summary of the responses to the **EIA Scoping Report (ES Volume 4, Appendix 1.1: EIA Scoping Report (Doc Ref. 5.4))** of relevance to this assessment and how the assessment has responded to them.

Table 12.1: EIA Scoping Response Summary

Consultee and Comment	Response
Planning Inspectorate (30 May 2022)	
Agreed that impacts on agricultural land use can be scoped out of the assessment providing that information is detailed within the ES to quantify the loss of BMV land and explain why significant effects on agricultural land are unlikely.	Refer to **ES Volume 2, Chapter 6: EIA Methodology (Doc Ref. 5.2)** for further details on the scoping out of agricultural land as a topic in the ES.
Agreed that impacts on energy generation during the construction and decommissioning phases can be scoped out of the assessment.	Scoped out of the assessment.
Agreed that direct and indirect employment and expenditure during the operational phase can be scoped out of the assessment. However, the ES should	Confirmed that the operational phase of the Project would support four direct full time equivalent ('FTE') jobs consisting of operational and maintenance roles for the

Consultee and Comment	Response
confirm the number and type of jobs created during the operational phase.	Project's PV panels and other structures, where relevant.
Stated that new census data is due to be published in summer 2022 and this should be used to inform baseline data and the ES assessment.	The assessment has used 2021 Census data where possible for the reasons outlined in the Limitations section of **Section 12.4** 'Assessment Methodology' of this Chapter.
A worst-case scenario for construction worker numbers should be presented and the potential impacts on the availability of local accommodation and services should be described.	This was incorporated into the assessment.
KCC (18 May 2022)	
Requested that the Public Right of Way ('PRoW') network is acknowledged as being used for Active Travel, as well as recreation/leisure use.	This has been incorporated into the description of the PRoW network within **Section 12.5** 'Baseline Conditions' of this Chapter.
Identified that the PRoWs routes listed in the EIA Scoping Report did not form a comprehensive list. Advised that the PRoW map included in the Scoping Report (Figure 15) was not an extract from KCC's Definitive Map and therefore should be used as a guide only.	Confirmed that this assessment includes all PRoW routes identified by KCC, which are set out in **Section 12.5** 'Baseline Conditions' of this Chapter. KCC's Definitive Map[27] was used in this Chapter's assessment.
Stated that all identified PRoWs routes are likely to be affected in some way by the proposals and encouraged engagement with KCC to consider and approve matters relating to PRoWs. KCC requires clarification and details on the PRoW routes to be diverted.	A meeting was held with KCC's PRoW officer on 13 June 2022 to discuss matters relating to PRoW. A further meeting was held on-Site on 29 September 2022. Further engagement was undertaken with KCC's PRoW officers on 4th May 2023, 27th July 20023, 3rd August 2023, 7th December 2023, 18th December 2023 and 1st February 2024 on specific routes, alternatives considered, design standards and accessibility, provisions within the **Outline ROWAS (Doc. Ref. 7.15)** and without prejudice discussions on the management and maintenance of existing PRoW within the highway network in and around the Order limits. The Applicant has engaged at all stages with KCC to understand concerns and

Consultee and Comment	Response
	identify any practicable changes through the development of the **Outline RoWAS (Doc Ref. 7.15)**. A draft of the **Outline RoWAS (Doc Ref. 7.15)** was provided to KCC for comment and the Applicant has sought to incorporate proposed changes where practicable to satisfy KCC.
Aldington & Bonnington Parish Council (18 May 2022)	
Raised concern that local tourism and leisure activities will be significantly affected by the Project, reducing the amenity value of Aldington.	The socio-economic assessment has been scoped to consider the direct effects of the Project on nearby receptors such as residential properties, local businesses, community uses and tourism and recreational uses.
UK Health Security Agency (16 May 2022)	
In the absence of a standalone health assessment, it is requested that the socio-economic chapter should include identification of vulnerable populations. Furthermore, the socio-economic assessment should assess the peak numbers of construction workers and non-home-based workers to assess the impacts on housing availability and affordability.	**Section 12.7** 'Assessment of Effects' considers the indirect effects on population health, informed by other chapters in the ES, where relevant, and as such is dependent on the identified receptors established within these other assessments. The number of construction workers is presented in this assessment. As set out above in the response to the Planning Inspectorate comment on the construction workforce (above), it is not expected that the construction workforce and their families would move to the Wider Study Area. There would either be no effect during the construction phase on local housing or effects would be so limited as to be insignificant.

Non-Statutory Consultation

12.3.3 **Table 12.2** provides a summary of non-statutory consultation that was undertaken of relevance to this assessment and how the assessment has responded to them. Further information on non-statutory consultation with KCC PRoW officers is provided in **ES Volume 2, Chapter 13: Traffic and Access, Table 13.2 (Doc Ref. 5.2)**.

Table 12.2: Non-Statutory Response Summary

Consultee and Comment	Response
Kent County Council (Spring 2022)	
At this stage there are no details of screening, traffic management or realignment of the current range of footpaths. This is a popular walking area.	Details of the proposed screening, traffic management and PRoW diversions were included in the information provided for the 2022 Statutory Consultation and 2023 Statutory Consultation, and further detail is included in the **Outline RoWAS (Doc Ref. 7.15)**, **Outline Landscape and Ecological Management Plan ('LEMP') (Doc Ref. 7.10)** and **Outline Construction Traffic Management Plan ('CTMP') (Doc Ref. 7.9)**
There are a total of 16 public rights of way crossing the site and no effort was made to acknowledge their existence, let alone substantiate how these 16 footpaths would be enhanced.	The Applicant has prepared an **Outline RoWAS (Doc Ref. 7.15)** following engagement with KCC and taking on board feedback from stakeholders as well as relevant local and national design guidance to mitigate effects on PRoW network and its users. A draft version of the **Outline RoWAS (Doc Ref. 7.15)** was consulted on as part of the 2023 Statutory Consultation (Appendix 11 of the PEIR) and has since been drafted in full and developed through engagement with KCC.

2022 Statutory Consultation

12.3.4 **Table 12.3** provides a summary of the responses to the PEIR of relevance to this assessment and how the assessment has responded to them.

Table 12.3: 2022 Statutory Consultation Response Summary

Consultee and Comment	Response
ABC (November 2022)	
The Council supports the principle of potentially helping deliver an enhanced / upgraded off-road connection between Aldington and Mersham but considers this needs to be discussed more fully with residents and rambling groups and any internal PRoW routes must be embedded within a cohesive design.	The Applicant has engaged with KCC's Rights of Way officer and ABC's landscape officers, whilst residents and Kent Ramblers were consulted on the changes presented in the PEIR Addendum during the 2023 Statutory Consultation and these groups have contributed to Project development through a Community Liaison Panel.

Consultee and Comment	Response
	As set out in the **Outline RoWAS (Doc Ref. 7.15),** the Applicant will engage with stakeholders to agree proposals to manage the transition, diversion and closures of PRoW post DCO consent.
KCC (November 2022)	
The County Council is keen to ensure that their interests are represented with respect to KCC's statutory duty to protect and improve PRoW in the County. KCC is committed to working in partnership with all parties to achieve the aims contained within the KCC Rights of Way Improvement Plan (ROWIP) and Framing Kent's Future. Specifically, these relate to quality of life, supporting the rural economy, tackling disadvantage and safety issues, and providing sustainable transport choices.	The Applicant has prepared an **Outline RoWAS (Doc Ref. 7.15)**, developed following engagement with KCC and taking onboard feedback from stakeholders as well as relevant local and national design guidance to mitigate effects on the PRoW network and its users. Following the 2023 Statutory Consultation, panels were removed from Fields 26-29. As a result, the proposed PRoW diversions were amended to create more direct routes in these fields and to provide amenity access to the river. This has resulted in some new linking routes (such as New 3 / FN-3, New 8 / FN-8 and New 2 / FN-2 (as referenced in the **Draft DCO (Doc. Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc. Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) and one minor diversion to move an existing path away from the railway line to improve amenity. The proposed changes were discussed with KCC.
The substantial size of this Project will have an adverse impact on the PRoW network through visual impact and loss of amenity over a significant period of time, and therefore appropriate measures will need to be taken to mitigate this impact. Sustainable Active Travel must be future-proofed.	The Applicant proposes a comprehensive mitigation strategy to mitigate the impacts of the Project to the PRoW network, as detailed in the **Outline RoWAS (Doc Ref. 7.15), Outline CTMP (Doc Ref. 7.9) Outline Construction Environmental Management Plan ('CEMP') (Doc Ref. 7.8)** and the **Outline LEMP (Doc Ref. 7.10)**. This includes new paths, as well as diversions with improved amenity e.g. vegetated buffers and/or screening to all pathways and a new river walkway.

Consultee and Comment	Response
	The Project will also commit to measures such as clearance and maintenance of access along the Byway Open to All Traffic ('BOAT') AE 396 to the appropriate standards for a BOAT as set out in legislation, policy and guidance referred to in the **Outline RoWAS (Doc Ref. 7.15)**. **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** includes an assessment of PRoW users in accordance with industry standard guidance (GLVIA3).
The frequency of use of a PRoW is not a consideration. There is cumulative effect of this Project to the PRoW network and community connectivity.	It is noted and agreed that the amount of use a PRoW has does not impact on its role and statutory function as a PRoW. Whilst the volume of users on a route may indicate its importance as a recreational or access (e.g. to employment or community facilities) resource this should not denigrate the function of the PRoW and should be treated as an additional assessment – this is made clear in this Chapter. The cumulative effects of the Project to the PRoW network are assessed in **Section 12.10** 'Cumulative Effects'.
The Applicant should ensure that there are no "dog leg" right angles which are inconvenient or amenable for the user. It is essential that connectivity of the network is maintained.	As mentioned above, the Applicant engaged with KCC PRoW officers to seek feedback and agree to the proposed PRoW diversions. The 'dog leg' right angles were amended where practicable, and a number of other routes shortened and consulted on during the 2023 Statutory Consultation.
KCC requested the following information on PRoWs: ▪ confirm if land ownership has been addressed. ▪ the proposed status/rights of the proposed routes, and consideration of legal processes. ▪ whether new PRoW routes would be recorded.	The Applicant has engaged with KCC and has set out how proposed PRoW diversions will be implemented in the **Outline RoWAS (Doc Ref. 7.15)**. It has been agreed that replacement and new PRoW relied upon to address the proposed diversions would be adopted into the KCC highway and Definitive Map. The proposed PRoWs (as diversions or new routes) would require maintenance and management in line with the **Outline**

Consultee and Comment	Response
The legal mechanisms for alterations to the PRoW network must be approved and processed by KCC.	**RoWAS (Doc Ref. 7.15)**. As such they can be considered secured mitigation for the operational phase. Subject to agreement with KCC, the post-operational phase will allow the PRoWs implemented by the Applicant and adopted into the PRoW network by KCC to be retained, subject to consultation with regard to an alternative (returning to the original network).
Concern about the loss of tourism and local activity in the agri-economy, which would have a knock-on effect to local businesses. There is opportunity to support the local tourist industry.	The Applicant has engaged with current landowners and tenants of the land within the Order limits to understand baseline information related to permanent, full-time / part-time and seasonal employment supported by existing uses, total area farmed (by type of farming and product) and yields generated by this land to complete an assessment of effects on agricultural land, the agricultural economy and food security. This is reflected in this Chapter – see **Paragraphs 12.4.29 to 31** (methodology); **12.5.6 to 8** (baseline); **12.5.19 to 30** (baseline) and **12.7.19 to 23** (assessment).

2023 Statutory Consultation

12.3.5 **Table 12.4** provides a summary of the responses to the PEIR Addendum of relevance to this assessment and how the assessment has responded to them.

Table 12.4: 2023 Statutory Consultation Response Summary

Consultee and Comment	Response
KCC (July 2023)	
There would be significant impact to the PRoW network, both within site boundaries and across the wider Network. This should be acknowledged.	The Applicant acknowledges this and has provided a cumulative impact assessment on the wider network (**Section 12.10** 'Cumulative Effects' of this Chapter) and accessibility which is intended to show a joined-up and beneficial approach to wider connectivity between and across these adjacent developments within this Chapter.

Consultee and Comment	Response
KCC (July 2023)	
PRoW routes should not be used for construction or decommissioning traffic and the Applicant should consider the safety of users of these routes. There appears to be conflict with the PRoW and "temporary" internal haulage roads – AE431, AE448, AE378, AE377, AE370 and AE474. With crossings on Byway AE396, currently no route is shown. There would be a significant impact to PRoW users, during both construction and decommissioning, and notes the apparent clash with the proposed haulage routes. Request the following documents are approved by KCC: ▪ Rights of Way and Access Strategy. ▪ Measures in place to protect users of PRoWs. ▪ Final Construction Environment Management Plan and the Construction Traffic Management Plan. ▪ Improved surfaces upon re-instatement post construction.	The **Outline RoWAS (Doc Ref. 7.15), Outline CEMP (Doc Ref. 7.8), Outline Decommissioning Environmental Management Plan ('DEMP') (Doc Ref. 7.12)**, **Outline CTMP (Doc Ref. 7.9),** and **Outline Decommissioning Traffic Management Plan ('DTMP') (Doc Ref. 7.13)** include measures to ensure that there is minimal disruption, and in the event of damage – rectification of the affected routes and this has been accounted for within the ES assessment. The need for consideration of principles to manage PRoW user safety/amenity during construction/decommissioning is important. This will be secured by the **Outline RoWAS (Doc Ref. 7.15), Outline CEMP (Doc Ref. 7.8), Outline DEMP (Doc Ref. 7.12), Outline CTMP (Doc Ref. 7.9)** and **Outline DTMP (Doc Ref. 7.13).** The **Outline CEMP (Doc Ref. 7.8)** and **Outline DEMP (Doc Ref. 7.12)** have been developed with regard to consultation feedback from and engagement with ABC, KCC Highways and KCC PRoW officers. Further information on non-statutory consultation with KCC PRoW is provided in this Chapter.
The outlined benefits of the development do not include the improvements and enhancements expected to the PRoW network on site or offsite. This should be seen as a benefit of this proposal and its omission raises to a concern as to whether these improvements will be forthcoming.	The ES assessment sets out both where adverse effects may occur, and where benefits may arise. This Chapter and the **Outline RoWAS (Doc Ref. 7.15)** ensure that the proposed benefits of the Project, including strategic accessibility across the Site and linking the Site towards the Otterpool Park Development (Cumulative scheme ID No. 10) to the east and towards Ashford to the west, as well as enhancing internal circular and riverside walks and links between Aldington and Mersham (e.g. via a potential new cycle path subject to third

Consultee and Comment	Response
KCC (July 2023)	
	party landowner agreement) – will be delivered.
The objectives of Framing Kent's Future and the Area of Outstanding Natural Beauty ('AONB') Management Plan must also be considered in the assessment of the PRoWs.	This has been considered within the ES assessment and across ES assessments that consider effects on users of the PRoW network.
KCC raised requests for clarity relating to the proposed design of a number of links relating to visual amenity, legibility, and confirmation of diversion (and justification for that diversion option). While a number of proposed changes were accepted, some required further engagement.	The Applicant and KCC have engaged on these matters. The Applicant has provided clarification, which is set out on a link-by-link basis within the **Consultation Report (Doc Ref. 6.1)**. Wherever practicable, the Applicant has sought to address concerns through explanation and amendments to the design or approach to routes to be provided.
KCC raise a concern about securing path / corridor width, requesting a minimum corridor width of 5m.	Proposed widths for the new and diverted PRoWs within the Site have been provided to KCC and are set out in the **Outline RoWAS (Doc Ref. 7.15)** and secured by the **Design Principles (Doc Ref. 7.5).** In all cases the path is 2m wide, and corridor width is at least 10m (except for a short section of New 3 / FN-3 (as referenced in the **Draft DCO (Doc. Ref. 3.1)**, the **Streets, Rights of Way and Access Plans (Doc. Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)** around the Project Substation which would be at least 5m) and in some cases up to 20m. In each case the PRoW itself is wider than existing widths and is in-line with relevant design requirements.

2023 and 2024 Targeted Consultation

12.3.6 No specific comments of relevance to the assessment were received.

General Stakeholder Engagement

12.3.7 The Applicant has undertaken informal engagement outside of formal consultation, particularly with KCC and ABC, and this has included sharing of draft application documents including the **Outline RoWAS (Doc. Ref. 7.15)** in order to seek to develop detail on the approach to assessment and mitigation for PRoW in particular.

12.3.8 This has included discussions with KCC's PRoW Officers on 4th May 2023, 3rd August 2023, 7th December 2023, 18th December 2023 and 1st February 2024 on specific routes, alternatives considered, design standards and accessibility, provisions within the **Outline RoWAS (Doc Ref. 7.15)** and without prejudice discussions on the management and maintenance of existing PRoW within the highway network in and around the Order limits.

12.4 Assessment Methodology

Assessment Scope

12.4.1 The generic EIA methodology is detailed in **ES Volume 2, Chapter 6: EIA Methodology (Doc Ref. 5.2).**

12.4.2 This section provides specific details of the methodology applied to the assessment of socio-economic effects due to the construction, operations and maintenance and decommissioning of the Project.

Matters Scoped In

12.4.3 The socio-economic assessment considers the following effects:

- Contribution to renewable energy generation;
- Employment and labour market effects;
- Construction supply chain effects (construction);
- Effects on agricultural economy and food security;
- Effects on PRoW and access;
- Effects on community and recreational facilities and tourism; and
- Effects on amenity and human health.

Matters Scoped Out

12.4.4 The following assessments have been scoped out as agreed though **ES Volume 4, Appendix 1.1: EIA Scoping Report (Doc Ref. 5.4)** and the Scoping Opinion (**ES Volume 4, Appendix 1.2: Scoping Opinion (Doc Ref. 5.4)**):

- Energy generation during the construction and decommissioning phases;
- Direct and indirect employment creation and workforce expenditure during operational phase (as **Table 12.1** above confirms the number and type of jobs created during the operational phase).

Study Area

12.4.5 Due to the different types of effects and sensitive receptors within this assessment, there are a number of different study areas. These have been determined by the extent of the potential effect and the sensitivity of the receptor. In some cases, the spatial scale of the assessment was driven by the location and number of receptors, and the physical extent of environmental change to these individual receptors (for example in terms of environmental amenity effects on community facilities).

12.4.6 The baseline assessment considers the current demographic, economic conditions, community uses at different spatial levels as defined below and in **ES Volume 3, Figure 12.1: Socio-economic Study Areas (Doc Ref. 5.3)**.

- Local Study Area – Aldington and Bonnington Parish, Mersham Parish and Smeeth Parish;
- Wider Study Area – Ashford Borough Council ('ABC') and Folkstone and Hythe District Council ('FHDC');
- County – Kent County Council ('KCC');
- Regional – South East; and
- National – UK.

Approach

12.4.7 The assessment of potential socio-economic effects covers a number of different aspects of the Project on different sensitive receptors including the labour market and local, regional and national economy, local residents and the community facilities, recreational facilities and commercial facilities that they access.

12.4.8 There is no specific guidance available which establishes a methodology for undertaking an assessment of the various potential likely significant socio-economic effects of a proposed development. Accordingly, the approach adopted for this assessment was based on professional experience and best practice, and in consideration of the policy and baseline context of each type of effect and characteristics of each receptor.

12.4.9 Different spatial scales will be relevant to the assessment of different potential socio-economic effects. This section outlines the socio-economic receptor relevant to each socio-economic impact and the spatial levels the potential significant effect may occur. This is influenced by the existing conditions experienced by the receptor and its sensitivity to change. Descriptors of sensitivity are also outlined in this section.

Establishing Baseline Conditions

12.4.10 The baseline conditions for this assessment were informed from a range of sources relevant to the assessment, such as:

- The 2011 Census[28];

- The 2021 Census – as the latest data (albeit affected by the Covid-19 pandemic)[29];
- The 2022 Annual Population Survey – covering January 2022 to December 2022 (as the most recent dataset post furlough and post covid lockdowns, albeit with some Covid disruption)[30];
- Job Seeker Allowance – May 2023[31];
- The 2021 Business Register and Employment Survey ('BRES')[32];
- Population Projections (2020) to 2027 (assumed Project completion date) [33]; and
- UK Business Count 2022[34].

Sensitive Receptors

12.4.11 Sensitive receptors have been identified based on their potential to interact with the Project. **Table 12.5** outlines the socio-economic receptors and the spatial levels which have the potential to experience an effect.

Table 12.5: Sensitive Receptor and Spatial Distribution

Receptor	Effect	Area
Construction Economy and Labour Market	Construction Employment	Wider Study Area and Region
	Construction Workforce Spending	Local Study Area, Wider Study Area, Region
	Contribution to Construction Output	Region
	Construction Supply Chain Effects	Region
Renewable Energy Economy	Effects on contribution to renewable energy generation	National
Agricultural Economy	Effects on agricultural economy and food security	County, Region, National
Tourism, Community and Recreational facilities	Effects on recreational facilities and tourism	Determined by the effects of other Chapters contributing to environmental change
Public Rights of Way and their Users	Effects on Rights of Way and Access	Within the Site and within 500m of the Site
Local residents and users of community and recreational facilities and PRoW	Effects on amenity and human health	Local Study Area / Receptor-level as determined by ES

Identifying Sensitive Receptors and Likely Significant Effects

12.4.12 This section describes the methodologies used to determine the socio-economic sensitive receptors and the approach to identifying the magnitude of impact and subsequent likely significant effects on these socio-economic receptors during the construction, operation, maintenance and decommissioning phases of the Project.

Employment and Labour Market Effects (Construction Phase)

Construction Employment

12.4.13 The number of direct construction jobs anticipated to be created during the construction phase was estimated by the Applicant and was based on professional judgement and experience of the delivery of solar projects throughout the UK.

12.4.14 Guidance from the Homes and Communities Agency ('HCA') Additionality Guide[35] and the more recently published HM Treasury's Green Book for Economic Appraisal and Evaluation[36] ('the HM Treasury's Green Book') establishes that direct jobs created by developments may be subject to a degree of 'displacement' (the level of existing employment likely to be lost, moved or adversely affected by the employment created as a result of the Project) and 'leakage' (referring to the number of jobs likely to be taken up by people who live outside of the Wider Study Area).

12.4.15 Multiplier effects (the net additional economic benefit that will be created as a direct result of the income earned and spent and output produced by the employment supported, and as an indirect result of spend on materials in the supply chain) would effectively be considered under the benefits accrued by a combination of assessment of effects of construction workforce spending, contribution to construction output, and construction supply chain effects. It is noted that there is some overlap in how these elements are measured and so it is not appropriate to sum them to an overall gross total.

12.4.16 These factors are collectively known as 'additionality' factors and were applied to the total number of direct jobs created by the Project. This enabled the quantification of the employment effect to the Wider Study Area, comprising the net increase in the number of employed Wider Study Area residents attributable to the Project.

12.4.17 Construction employment is highly mobile. For construction, and especially for specialist construction, travel-to-work patterns are far wider than average with Construction Industry Training Board ('CITB') surveys[37] showing workers travelling up to 50 miles / 90-minutes daily on a regular basis. As such, it is appropriate to consider construction employment effects on a County or Regional scale.

12.4.18 The nature of construction is that employees move from project-to-project and site-to-site but remain with a single employer who would be contracted to work on a specific project. Survey data from CITB[38] suggests that in the South East, 29% of construction workers are employed on a temporary basis, and only 11% expect to work on the same site for more than one year.

12.4.19 As such, for the purposes of this assessment, displacement was assumed to be zero (all the employment supported would be additional, i.e. without the Project the work would not be generated). This is influenced by the relatively short construction period (12 months) of the Project.

12.4.20 The specialised nature of some elements of the Project, of which there is limited similar activity in the Wider Study Area (though more in the region), means that a precautionary leakage factor of 24% was applied to account for some of the employment being taken by people living outside of the area and commuting in or staying locally for short periods. This accords with data from CITB[39] which sets out that 24% of construction workers working in the South East region currently live outside that region.

12.4.21 The receptor for construction employment effects is the construction labour market of the Wider Study Area and Region.

Construction Workforce Spending (Construction Phase)

12.4.22 The level of workforce expenditure was estimated based on survey information carried out by research agency Loudhouse for Visa Europe, identifying an average spend per day of £11 per employee. Adjusting for inflation this was revised to £13.10 per employee[40].

12.4.23 The receptor for construction workforce spending effects related to construction is the local and regional economy. Effects were assessed at a Regional, Wider Study Area and Local Study Area scale.

Contribution to Construction Output (Construction Phase)

12.4.24 Gross Value Added ('GVA') resulting from direct jobs (construction phase) was calculated by applying the average GVA per worker (specific to the construction sector) in the South East Region to the number of direct construction jobs supported by the Project.

12.4.25 The receptor for construction output effects is the construction economy. Effects were assessed at a Regional scale to reflect the likely distribution of resident location of construction workers based on CITB survey data.

Construction Supply Chain Effects (Construction Phase)

12.4.26 Production of materials, and their installation at the Project, along with goods and labour associated with the construction activity, will result in indirect economic effects. These effects would largely be determined by where the contracts for materials are procured. As the direct effects of employment and indirect effects of GVA related to construction worker output and spending are addressed above, the remaining element is expenditure on supply chain activities.

12.4.27 The reasonable 'worst-case' scenario was derived from application of the HM Green Book[41] 'low' employment multiplier for this tradable sector (applying 0.1 to establish non-tradeable indirect jobs and 0.3 to establish tradeable indirect jobs supported by the Project). Those multipliers result in the lowest level of 'spin-off' employment in

the supply chain and in turn, results in the lowest representation of indirect job creation.

12.4.28 The receptor for construction output effects is the construction economy. Effects were assessed at a Regional scale. Although, there was some uncertainty related to commercial decisions on the sourcing of goods and labour from the supply chain which could be local to national in nature.

Agricultural Economy and Food Security (Construction and Operation Phase)

12.4.29 Effects on the agricultural economy were determined by the extent to which the Project changes the level of agricultural employment, production and land availability in the economy at county, regional and national scales, and the effect of the Project on the viability of individual farm / agricultural businesses.

12.4.30 At a local scale, baseline information gained through engagement with landowners and tenants of agricultural and other commercial land within the Site Boundary was used to consider construction and operational effects from the Project related to the agricultural economy.

12.4.31 At a wider scale, the Agriculture in the UK Evidence Pack (2022)[42] report published by DEFRA provides an overview of UK's agriculture economy. The report was used to inform the baseline, along with the latest UK Government report on Food Security UK Government (United Kingdom Food Security Report 2021: Theme 2: UK Food Supply Sources)[43] and specific information related to the South East region[44].

Effects on Rights of Way and Access (Construction/Decommissioning and Operation Phase)

12.4.32 The approach to assessments of potential significant effects on PRoWs and access, and users of those routes/links considered relevant legislation, policy and guidance referred to in this Chapter. It was influenced by engagement with stakeholders and particularly the local highway authority (KCC), Kent Ramblers and other users of PRoWs.

12.4.33 A link-level assessment was undertaken to assess the changes to each individual link (as determined by the KCC Definitive Map) where links interact with or are affected by the Project for any part of its length. This is considered in the context of embedded mitigation (via diversions, new or alternative links both permanent and temporary) that would be provided as part of the Project as diverted/replacement PRoW, and which would be subject to the commitments in terms of delivery, design and maintenance set out in the **Outline RoWAS (Doc. Ref 7.15)**, **Design Principles (Doc Ref. 7.5)** and **Draft DCO (Doc Ref. 3.1).**

12.4.34 The assessment primarily considers where connectivity in terms of journey distance is changed as a result of the Project, in the context of replacement and alternative access during both the construction/decommissioning and operational phases.

12.4.35 A further consideration was given where the Project affects existing (or provides new) strategically important links identified by policy, designation, stakeholder

feedback or where they are substantively new routes that provide an improvement to the network in-line with wider plans and policies identified in this Chapter.

12.4.36 The effects assessed by this Chapter are distinct from those assessed by **ES Volume 2, Chapter 13: Traffic and Access (Doc Ref. 5.2)**, which assess effects related to users of PRoW as follows:

- Severance of communities (for example, as a result of changes in traffic flows on roads crossed by PRoW);
- Non-motorised user delay and amenity (for example, where users of the highway including walkers, cyclists and horse riders may experience change in journey time or amenity as a result of a change in traffic flows); and
- Road user and pedestrian safety (where this relates to changes in traffic flows interacting with paths and highway used by walkers, cyclists and horse riders).

12.4.37 The effects assessed by this Chapter are distinct from those assessed by **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** and **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** which consider changes in environmental amenity experienced by users of PRoW.

Community and Recreational Facilities and Tourism (Construction/ Decommissioning and Operation Phase)

12.4.38 Effects on community and recreational facilities and tourism are determined by the extent to which there are local community and commercial facilities, landscape or cultural heritage receptors in the area likely to be affected by the construction, operation and decommissioning of the Project in terms of accessibility and changes to environmental amenity. This includes:

- Consideration of the effects of the temporary non-local construction workforce on tourist accommodation in the area (during the construction/decommissioning phases only); and
- Effects (and embedded and additional mitigation) related to noise **(ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2))**, traffic and access **(ES Volume 2, Chapter 13: Traffic and Access (Doc Ref. 5.2))**, landscape and views **(ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2))** and cultural heritage **(ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2))** as well as on PRoW (as reported in this Chapter) during the construction/decommissioning and operational phases.

12.4.39 The receptor for tourism effects is the local and regional tourist economy. Effects were assessed at a receptor-level scale, in the context of the County and Wider Study Area scale.

Effects on Amenity and Human Health (Construction/Decommissioning and Operation Phase)

12.4.40 In line with the EIA Regulations, the impacts of human health have been considered in this chapter of the ES qualitatively, drawing on the findings of other environmental

assessments across the ES (and within the scope of this chapter). The EIA Regulations require the consideration of the potential effects on human health where significant effects are likely to occur. The assessment should be proportionate to the project being considered.

12.4.41 Many of the standards and criteria against which EIA topics are assessed are based on thresholds which are informed by what is and is not acceptable in terms of human health. For example, air quality considers the impacts of a scheme in relation to pollutants such as nitrogen oxide (NO2) and fine particulates (PM10) which are known to have detrimental effects on human health as well as more generally on the environment.

12.4.42 Technical assessments within the EIA, where relevant under IEMA guidelines and EIA Regulations, consider health effects proportionately including through presentation of baseline positions, policy context, and consideration of health pathways for people relevant to each technical assessment.

12.4.43 As such, measures are identified as part of the relevant technical assessments within the EIA to reduce and/or minimise adverse environmental effects resulting from the proposed development which could impact on human health.

12.4.44 Residual effects on human health at the population level are not likely to be significant, and therefore, it is considered that significant effects relating to human health at the population level are unlikely and a stand-alone Health Impact Assessment (HIA) has not been undertaken, but the various contributors to health, wellbeing and amenity have been cross-referenced and summarised in this chapter for ease of reference.

12.4.45 The direct and indirect environmental amenity effects from the Project on residents, businesses, community facilities, and recreational facilities are primarily assessed in other chapters of the ES. The effects of noise are assessed in **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)**. Landscape and visual effects are assessed in **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)**, and traffic and access effects are assessed in **ES Volume 2, Chapter 13: Traffic and Access (Doc Ref. 5.2)**. Effects on air quality were scoped out of this ES, subject to the Applicant providing certain confirmations that are provided in **ES Volume 2, Chapter 16: Other Topics (Doc Ref. 5.2)**.

12.4.46 This socio-economic assessment reports where there is likely to be one or more likely significant residual effect on amenity across these environmental assessments and describes embedded and additional mitigation related to them. It does not attempt to quantify the in-combination amenity effects of different environmental effects on socio-economic receptors.

12.4.47 Human health can be affected by a range of biological and environmental factors. Some of these factors, particularly environmental ones, have the potential to be influenced through the built environment e.g., layout and management of buildings and the spaces around them.

12.4.48 Health and wellbeing effects during construction and decommissioning phases was considered within this assessment, in line with general guidance such as the HUDU Guidance[45] and IEMA Guidance[46]. This sets out the context of how projects of this nature can impact on health, identifying relevant pathways towards health outcomes.

12.4.49 This assessment draws together the conclusions of various other topic chapters, specifically those with human receptors where thresholds and assessments of significance are informed by the health and wellbeing implications of change, to understand the instances where effect could impact human health. The following chapters are considered within this assessment:

- **ES Volume 2, Chapter 13: Traffic and Access (Doc Ref. 5.2)**; and
- **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)**.

12.4.50 The assessment considers the impact of PRoW and access changes from the Project in relation to active lifestyles of individuals.

12.4.51 The assessment sets out how the design of the Project, and any mitigation measures required, will address any potential negative effects on population health arising from the construction and operation of the Project, but also promote and sustain healthy lifestyles.

12.4.52 The receptor for human health effects is the local community, with the scale determined by the scale of assessments within the chapters listed above but most relevant to the Local Study Area.

Contribution to Renewable Energy Generation (Operation Phase)

12.4.53 The Project's contribution towards renewable energy generation was assessed using the annual generating capacity ('MWh') of the Project within the context of the existing generated output (MWh) of solar PV across relevant study areas using data from the National Statistics publication 'Energy Trends' produced by DESNZ.

12.4.54 As set out within **ES Volume 2, Chapter 15: Climate Change (Doc. Ref. 5.2)**, the Project is planned to export a total of 155,794 MWh of renewable electricity in the opening year.

12.4.55 The receptor for effects of the Project's contribution towards renewable energy generation is the national renewable energy economy, though rates of production have also been included at District, Wider Study Area and County levels.

Decommissioning Effects

12.4.56 Decommissioning of the Project will generate direct and indirect socio-economic effects of the same type and scale/significance to those during the construction phase. The scale of these impacts is not possible to assess quantitatively due to the uncertainty over the nature and costs of this activity.

12.4.57 Details of the approach to management of effects relating to the decommissioning phase are included within the **Outline DEMP (Doc Ref. 7.12)** and **Outline DTMP (Doc Ref. 7.13).**

Cumulative Effects

12.4.58 The schemes included in the assessment are set out in **ES Volume 4, Appendix 6.1: Long List of Cumulative Schemes (Doc Ref. 5.4)**.

12.4.59 Cumulative socio-economic effects were considered where there is a likelihood that, due to the scale and/or sensitivity of the receptor and the scale and interactivity of effects, there is potential for a significant effect.

12.4.60 In some cases, there is unlikely to be a significant effect – for example where cumulative schemes are unlikely to interact at a scale that is relevant to a socio-economic receptor (i.e. the cumulative schemes are of a distance from the Project that their effects would not be experienced by the same receptors as the Project). This applies to the following local-scale effects:

- Effects on amenity and human health; and
- Effects on community facilities, commercial and tourism receptors.

12.4.61 The Project, together with the cumulative developments, would be expected to generate employment opportunities during the construction phase. It is not possible to make a quantitative assessment of this level of employment. Variance in methodologies between projects for calculating construction jobs means that is not possible to accurately sum them, especially considering different lengths of construction periods, different peak employment points and uncertainty over construction starts.

12.4.62 Fluctuation in the intensity of labour demand on construction sites can enable contractors to move around between sites, lowering the cumulative peak. Conversely, they could peak simultaneously. As such, effects related to construction employment, and therefore related to construction workforce expenditure, productivity and supply chain effects were considered qualitatively.

12.4.63 The cumulative effects on Rights of Way and Access were assessed by reviewing the planning applications relating to the cumulative developments. Information on the changes to the PRoW network (including extinguishment and diversion of PRoWs) from the application documents were used to inform the assessment. In most cases, the changes relate to parts of the network that are unlikely to interact given their physical separation.

12.4.64 The assessment provides a qualitative summary of the interactive effects of the Project and cumulative schemes where improvements to the network of PRoW may lead to community benefits and support the delivery KCC's policy objectives.

12.4.65 Effects on the agricultural economy were considered in line with the methodology used in this assessment where information can be inferred about agricultural land

use and employment estimated based on average jobs per hectare from public datasets.

Determining Effect Significance

12.4.66 This section defines the methodologies and descriptions of receptor sensitivity, determining magnitude of impact and significance of effect.

Sensitivity of Receptor

12.4.67 In general, the sensitivity of the socio-economic receptors takes account of the importance attached to each receptor in policy terms and the characteristic of the baseline environment and ability of the receptor to absorb or respond to change, and where practicable draws on measurable indicators such as the scale of these receptors identified in the baseline, to gauge the receptor's sensitivity.

12.4.68 **Table 12.6** details the sensitivity criteria that were applied to this socio-economic assessment for effects related to economic effects (contribution to renewable energy generation, construction employment, construction workforce spending, contribution to construction output, supply chain effects and effects on the wider economy (agriculture and tourism)).

Table 12.6: Receptor Sensitivity Descriptors (Economic Effects)

Value (Sensitivity)	Descriptor
High	The socio-economic receptor has limited capacity to absorb or respond to change without noticeable socio-economic loss or gain.
Medium	The socio-economic receptor has some capacity to absorb or respond to change and may result in some perceptible socio-economic loss or gain.
Low	The socio-economic receptor has the capacity to absorb or respond to change with no or hardly perceptible socio-economic loss or gain.

12.4.69 **Table 12.7** details the sensitivity criteria that were applied to this socio-economic assessment for effects related to effects on rights of way and access.

Table 12.7: Receptor Sensitivity Descriptors (Rights of Way and Access)

Value (Sensitivity)	Descriptor
High	PRoW is of high importance in policy terms (e.g. with national designations), with limited potential to substitute with other route options (existing or re-provided) to access with the wider network or community infrastructure.
Medium	PRoW is of medium importance in policy terms, with moderate potential to substitute with other route options (existing or re-provided) to access with

Value (Sensitivity)	Descriptor
	the wider network or community infrastructure; or PRoW is of high importance, with good alternative routes available (existing or re-provided); or PRoW is of low importance, with limited potential to substitute with other route options (existing or re-provided) to access with the wider network or community infrastructure.
Low	PRoW is of medium or low importance in policy terms, but with good potential to substitute with other route options (existing or re-provided) to access with the wider network or community infrastructure.

Magnitude of Impact

12.4.70 The magnitude of change upon each receptor was determined by considering the change experienced from the baseline conditions, subject to the consideration of embedded mitigation. The criteria used for the assessment of magnitude of change, which can either be positive (beneficial) or negative (adverse) is detailed in **Table 12.8** related to (contribution to renewable energy generation, construction employment, construction workforce spending, contribution to construction output, supply chain effects and effects on the wider economy (agriculture and tourism)).

Table 12.8: Magnitude of Impact Descriptors (Economic Effects)

Impact Magnitude	Descriptor
High	Substantial change to the socio-economic receptor in terms of employment levels, output or productivity.
Medium	Noticeable change to the socio-economic receptor in terms of employment levels, output or productivity.
Low	Hardly perceptible change to the socio-economic receptor in terms of employment levels, output or productivity.
No Impact	No perceptible change to the socio-economic receptor in terms of employment levels, output or productivity.

12.4.71 The criteria used for the assessment of magnitude of change, which can either be positive (beneficial) or negative (adverse) is detailed in **Table 12.9** related to rights of way and access.

Table 12.9: Magnitude of Impact Descriptors (Rights of Way and Access)

Impact Magnitude	Descriptor
High	Substantial increase/decrease in journey length (>50%) and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure. New route / link creating substantial connectivity or recreational benefit.
Medium	Noticeable (20-50%) increase/decrease in journey length and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure. New route / link creating noticeable connectivity or recreational benefit.
Low	Slight (<20%) increase/decrease in journey length and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure. New route / link creating slight connectivity or recreational benefit.
No Impact	A negligible increase, no change, or a decrease in journey length and/or travel patterns and no increase or decrease in opportunities for users to access the wider network and/or community infrastructure.

Assessing Significance

12.4.72 The significance of effect attributed to each socio-economic receptor was assessed based on the magnitude of change due to the Project and the evaluation of the sensitivity of the affected receptor as shown in **Table 12.10**.

Table 12.10: Socio-Economic Matrix to Determine Significance of Effect

Receptor Sensitivity	Magnitude of Impact			
	High	Medium	Low	No Impact
High	Major	Major / Moderate	Moderate / Minor	Negligible
Medium	Major / Moderate	Moderate / Minor	Minor / Negligible	Negligible
Low	Moderate / Minor	Minor / Negligible	Negligible	Negligible

12.4.73 Determining the scale of socio-economic effects requires professional judgement; therefore, the matrix above includes a degree of flexibility when considering the magnitude of an impact in the context of the sensitivity of the receptor. The reasoning behind the professional judgement, and where this flexibility applies, is clearly explained in the assessment section.

12.4.74 Moderate and Major effects are considered significant.

12.4.75 A significant effect can be either positive or negative, and takes into account embedded mitigation intended to reduce the magnitude of effects.

Limitations

12.4.76 There are no standard technical significance criteria relating to the assessment of socio-economic effects. The assessment was made against a benchmark of current socio-economic baseline conditions prevailing at, within, or around the appropriate spatial study area for each effect.

12.4.77 As with any dataset, baseline data will always change over time. The most recent published data sources were used in this assessment; however, it should be noted that in some instances this data may be older than the true baseline. This is an unavoidable limitation that is not considered to adversely impact the validity of the assessment undertaken to identify the likely significant socio-economic effects.

12.4.78 The Census is normally the most reliable data source for population, demographics and the labour market. However, the 2011 Census is now 12 years old and the 2021 Census was undertaken in March 2021 during the Covid-19 Pandemic. It is also only partially released at the time of the assessment, with some datasets only being available at limited spatial scales, and some datasets including cross-tabulated data, currently unavailable. As such, where necessary (and where possible) some datasets that would normally be derived from the Census to generate the baseline, have been derived from alternative sources such as the Annual Population Survey ('APS'). Specific limitations of the 2021 Census relating to Covid-19 include metrics of economic inactivity, unemployment and sector of employment (given disproportionate effects on sectors such as construction, agriculture and tourism which could not support remote working to the extent of other sectors). It should be noted that despite these limitations in the baseline data, this does not translate into uncertainty of the reported likely significant effects in the socio-economic assessment.

12.4.79 The APS was used to update the Census, which has a lower level of confidence than the Census as it is based on a sample survey but provides more recent data. Unfortunately, data from the APS was not available at all spatial scales.

12.5 Baseline Conditions[i]

Renewable Energy Context

12.5.1 National Statistics publication Energy Trends (produced by the Department for Energy Security & Net Zero (DESNZ))[47] provides data on renewable electricity generation, capacity and number of sites for every local authority in the UK. As at the end of 2022, the following annual amount (in MWh) of renewable electricity was generated by photovoltaics:

- Ashford District = 39,267 MWh

[i] It should be noted that tabulated data has been rounded to appropriate decimal places and therefore may not sum completely.

- Wider Study Area = 69,468 MWh
- Kent County = 445,093 MWh
- England = 11,461,148 MWh

Demographic Profile

12.5.2 According to the 2021 Census, there are 243,000 residents in the Wider Study Area, 15% of the total population in KCC (1.58m). The Local Study Area has 3,000 residents.

12.5.3 The age profile of residents living in the Local Study Area is broadly in line with the Wider Study Area, KCC and South East (22-23% aged under 19, 67-68% aged 20 to 74, and 9-10% aged 75+).

Labour Market Context and Employment

Land Use, Employment and Commercial Activity within the Site Boundary

12.5.4 The Site, comprising 192 hectares, is currently mainly farmed for arable crops (predominantly for animal feed) with some grazing of cattle and supports four employees.

12.5.5 The Applicant has undertaken detailed engagement with the landowner to understand the current uses, yields and employment supported by the existing uses within the Order limits, including in land that is tenanted. In summary:

- The arable fields within the Site Boundary are currently farmed for wheat (50% land area - yield of 9.7 tonnes per hectare), barley (20% land area - yield of 7.2 tonnes per hectare), beans (20% land area – yield of 4.4 tonnes per hectare) and grass used for grazing (10%);
- Wheat and barley produce is generally sold to domestic (UK) markets, with beans often exported;
- There are approx. 90 livestock kept within the Site (cows) which will be relocated to a different area of land, outside of the Site and in the ownership of the current landowner, when the Project begins construction;
- There are currently four people employed full time across all of the commercial farm areas within the Site; and
- There is a clay pigeon shoot operated within the Site by the landowner which will be moved to a different area of land, outside of the Site and in the ownership of the current landowner, when the Project begins construction. This is an informal, commercial recreational activity, that does not provide substantial additional employment or support any business outside of the ownership of the landowner. It would continue to be provided within the landowner's landholding subject to consideration of its effects on noise receptors and therefore represents no net change in employment.

Economic Activity

12.5.6 **Table 12.11** provides the labour market profile in the Local Study Area, Wider Study Area, KCC area and South East region. The Local Study Area has a similar proportion

of residents aged 16 or over who are economically active to the Wider Study Area, KCC and the South East. The unemployment rate is lower in the Local Study Area than across all other spatial levels, although a slightly higher number of residents claim unemployment-related benefits[ii]. The Local Study Area has a higher proportion of residents who are retired than across comparable areas.

12.5.7 The Local Study Area has a higher proportion of residents in managerial and technical employment than across all spatial levels, and conversely, a lower proportion of residents in process and elementary employment[iii].

Table 12.11: Labour Market Profile (Source: 2021 Census)

Measure	Local Study Area	Wider Study Area	KCC	South East
Total Working Age Residents (aged 16 and over)	2,400	198,000	2,280,000	7,550,000
Economic Activity (Residents)				
Economically Active	61%	59%	60%	62%
Unemployed	3.4%	5.1%	5.2%	4.9%
Economic Inactivity (Proportion of Inactive Residents)				
Retired	68%	62%	60%	60%
Student	7%	9%	11%	13%
Looking after home or family	11%	12%	12%	12%
Long-term sick or disabled	9%	10%	9%	8%
Other	6%	7%	7%	7%
Skills Profile (Occupation)				
Managerial and technical	57%	45%	47%	50%
Administrative and customer services	27%	31%	30%	28%

[ii] This is reflected through claimant count data which provides data on the proportion of working age (aged 16 to 64 years) residents claiming unemployment-related benefits in an area. Claimant count does not capture all unemployment in an area such as those unwilling or unable to claim Universal Credit or Job Seekers Allowance. It is currently considered as an experimental data set.

[iii] This is based on the following assumptions with regards to occupation: High Skilled – Managers, directors and senior officials, Professional occupations, Associate professional and technical occupations. Medium Skilled – Administrative and secretarial occupations, Skilled trades occupations, Caring, leisure and other service occupations. Low Skilled – Sales and customer service occupations, Process, plant and machine operatives, Elementary occupations.

Measure	Local Study Area	Wider Study Area	KCC	South East
Process and elementary	17%	24%	23%	21%

Note: Figures might not sum due to rounding.

12.5.8 Within the Wider Study Area, 86% of those actively seeking employment in May 2023 (latest available data), were looking for employment in sales and customer service, process, plant and machine operatives and elementary occupation.

Jobs by Sector

12.5.9 **Table 12.12** provides a breakdown of jobs in the Wider Study Area, KCC area and South East region according to BRES 2021[48]. **Table 12.12** shows there are around 100,000 jobs in the Wider Study Area, representing 15% of the total jobs in KCC. Data at the Local Study Area is not available.

12.5.10 The largest sector is the Wider Study Area is 'Health', which accounts for 14% of the total employment. The second largest sector is 'Retail' which account for 11%, similar to proportions seen in KCC and the South East.

Table 12.12: Breakdown of Jobs (Source: BRES 2021)

Sector	Wider Study Area		KCC		South East	
	Count	%	Count	%	Count	%
Agriculture, forestry & fishing	2,600	3%	15,000	2%	54,000	1%
Mining, quarrying & utilities	2,025	2%	10,000	2%	62,000	1%
Manufacturing	6,125	6%	35,500	5%	245,500	6%
Construction	6,875	7%	51,500	8%	249,000	6%
Motor trades	1,925	2%	13,000	2%	78,000	2%
Wholesale	4,350	4%	23,500	4%	166,500	4%
Retail	11,250	11%	73,500	11%	431,000	10%
Transport & storage (incl. postal)	5,750	6%	42,500	6%	220,000	5%
Accommodation & food services	7,000	7%	48,000	7%	307,500	7%
Information & communication	2,000	2%	16,500	3%	229,500	5%
Financial & insurance	2,025	2%	17,000	3%	118,500	3%

Sector	Wider Study Area		KCC		South East	
	Count	%	Count	%	Count	%
Property	1,300	1%	10,500	2%	79,500	2%
Professional, scientific & technical	6,125	6%	44,000	7%	392,500	9%
Business administration & support services	10,000	10%	62,000	9%	379,000	9%
Public administration & defence	5,000	5%	24,000	4%	136,500	3%
Education	7,250	7%	59,000	9%	398,500	9%
Health	14,000	14%	86,500	13%	545,500	13%
Arts, entertainment, recreation & other services	4,125	4%	26,000	4%	192,000	4%
Total	**99,725**		**658,000**		**4,285,000**	

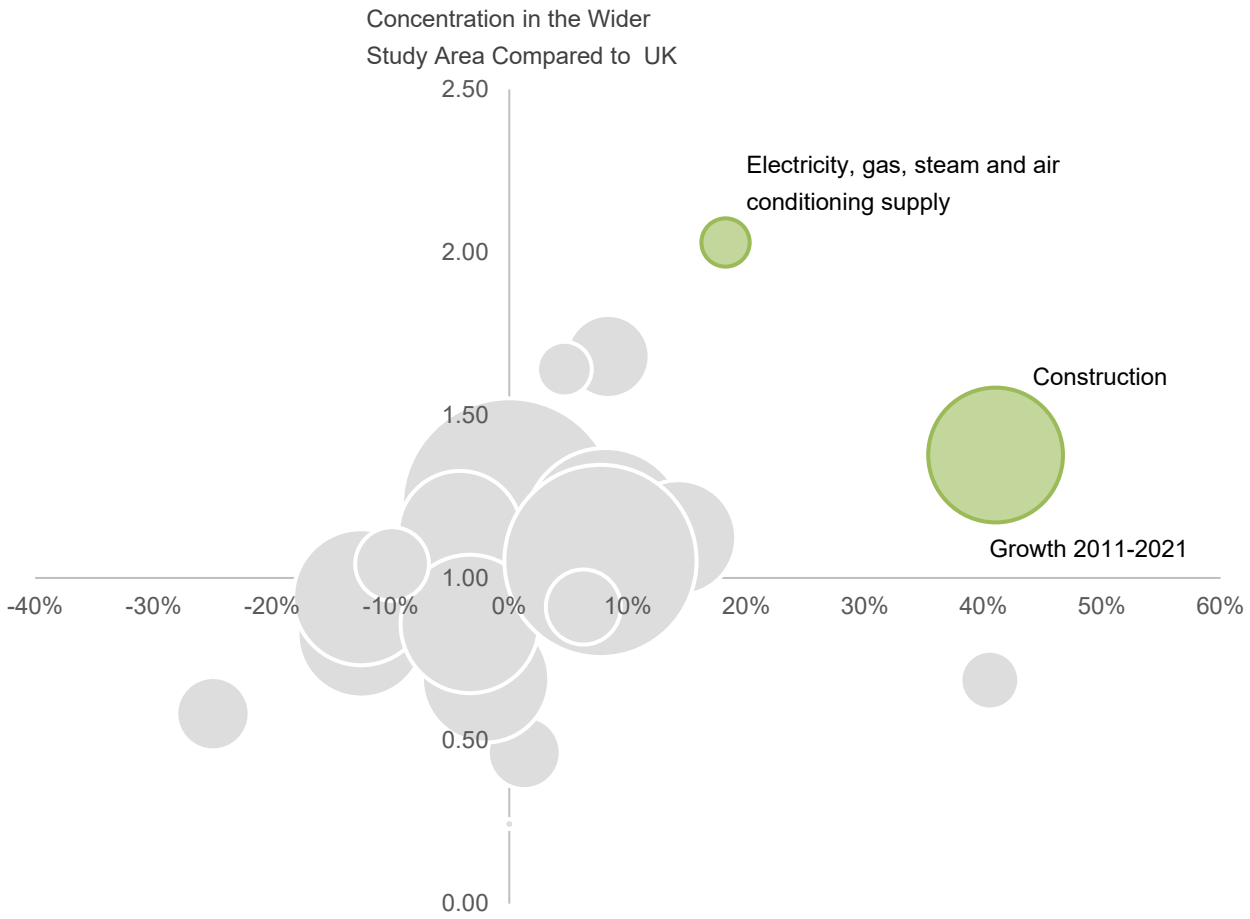
12.5.11 Construction jobs account for 7% of all Wider Study Area employment, or 6,875 jobs. This is slightly higher than the proportion in the South East (6% - 249,000 jobs), but marginally lower than the proportion in the KCC (8% - 51,500 jobs).

12.5.12 The construction workforce is highly mobile, with workers frequently travelling regionally (and sometimes nationally and internationally) to fill vacancies. Therefore, the construction economy is best considered at a higher spatial level – there are 249,000 construction jobs in the South East.

12.5.13 **Chart 12.1** in this Chapter shows the concentration of employment in the Wider Study Area compared to the national average, by sector, and the recent growth rates of these sectors, highlighting the Construction and Electricity, gas, steam and air conditioning supply sectors.

12.5.14 This demonstrates that construction is the fastest growing sector in the Wider Study Area, with an above national average concentration of jobs. Construction employment has increased by 40% from 2011-2021 in the Wider Study Area to 11,250. Electricity, gas, steam and air conditioning supply jobs have increased by almost 20% in the ten years to 2021 in the Wider Study Area to 875 and the industry is concentrated at a rate 2x the national average.

Chart 12.1: Location Quotients – Wider Study Area compared to UK (Source: BRES, 2021)



Gross Value Added

12.5.15 In 2021 the construction sector generated Gross Value Added (GVA) in the region of £20bn in the South East region in 2021[49], resulting in an estimated GVA per construction worker of around £63,600 (applied to the estimated figure of construction jobs in the South East Region from CITB[50]).

Supply Chain and Business

12.5.16 In 2019, the UK construction industry spent £197 billion on products and services from its supply chain (in the UK only), of which 55% was purchased from within construction sectors (e.g. materials, plant and labour) with the rest from other sectors (e.g. IT, accommodation, administration, food and drink)[51]. The second highest industry it has purchased from was wholesale trade (except of motor vehicles and motorcycle) with £10 billion worth of products and services.

12.5.17 In 2022[52], there were approximately 351,000 registered construction[iv] businesses across the UK, comprising 13% of the total businesses. Within the electricity sector[v],

[iv] Including “Construction of buildings” and “Specialised Construction”.
[v] Referring to “Electricity, gas, steam and air conditioning supply”.

there are 6,160 registered businesses within electricity, gas, steam and air conditioning supply – comprising 0.2% of the total UK businesses.

12.5.18 Within the Wider Study Area, there were approximately 1,475 registered construction businesses in 2022, comprising 14% of the total businesses, a slightly higher proportion than the UK average. Within the electricity sector, there were five registered businesses, equivalent to 0.05% of the total businesses – a significantly lower proportion than the national average. Data at the Local Study Area is not available.

Agricultural Economy and Food Security

Land Use and Food Production

12.5.19 According to the UK Government's Farming and Environment Evidence Packs, in 2021[53], the UK agriculture industry was made up of 216,000 farm holdings and the utilised agricultural area was 17.2 million hectares of land (equating to 71% of the UK land total).

12.5.20 The UK Government's Farming and Environment Evidence Packs report states that in 2021 agriculture contributed approximately 0.5% to the UK's economy. The agriculture sector is reported to employ almost half a million people and is a key part of the food and drink sector.

12.5.21 The report notes that to have a resilient food chain, it is advantageous to have a diverse range of food sources, including imports from a wide range of stable economies. In 2021, the report notes that over half of all food (58%) consumed in the UK was of UK origin, with over half of the rest of food consumed (23%) in the UK being of EU origin.

12.5.22 According to DEFRA 2022[54], the total farmed area in KCC is 182,570 ha, and the total farmed area in the South East (including London) is 1,133,816 ha.

12.5.23 The government has published a report on agriculture in the South East Region (2023)[55] which sets out that the predominant farm types in the South East region are cereals farms which accounted for 46% of farmed area in the region and grazing livestock farms which covered an additional 21% of farmed area. Wheat accounts for 219,000 ha of farmed land in the region.

12.5.24 The UK Government's report on Food Security identifies that the biggest medium- to long-term risk to the UK's domestic production comes from climate change and other environmental pressures, such as soil degradation, water quality and biodiversity. It reports that wheat yields dropped by 40% in 2020 due to heavy rainfall and droughts at bad times in the growing season. Although they have bounced back in 2021, this is an indicator of the effect that increasingly unreliable weather patterns may have on future production reliability.

12.5.25 The UK is largely self-sufficient in terms of the production of grains, producing over 100% of domestic consumption of oats and barley and over 90% of domestic consumption of wheat. Average yields over recent decades have been broadly stable

but fluctuate from year to year due to the prevailing weather conditions. Increasingly unpredictable and extreme weather due to climate change is likely to exacerbate these fluctuations (as noted above for the 2020 growing season where wheat yields were the lowest since 1981).

Agricultural Employment

12.5.26 There are 9,816 people employed in the agriculture industry in KCC, which represent a fifth of the agriculture employment in the South East region. Of these, 25% are working part-time and 34% are seasonal workers.

12.5.27 As set out above, there are 15,000 employee jobs across the slightly wider 'agriculture, forestry and fishing' sector in Kent and 54,000 across the South East. Of these, 10,000 and 28,000 respectively are in the sub-sector 'crop and animal production' defined by the standard industrial classification ('SIC')[vi].

Agricultural Uses and Production within the Site Boundary

12.5.28 The Site comprises 192 ha of which the majority is agricultural land. There are currently four permanent full-time employees in agricultural sector employment working on land within the Site. No additional seasonal employment is supported by the Site.

12.5.29 The fields within the Site are currently arable, producing approximately 50% wheat, 20% barley and 20% beans, with the remaining 10% of land comprises grass available for grazing.

12.5.30 The production of wheat and barley is for domestic markets. Wheat production is going towards animal feeds and barley is used for malting. Beans are exported as food consumption.

Community and Recreational Facilities and Tourism

Tourism

12.5.31 It is recognised that in policy terms tourism is a key sector for KCC and that this relies on the attractiveness of the area and the availability and accessibility of local community facilities and commercial facilities (such as tourist accommodation, food and drink and recreation).

12.5.32 Of the total jobs in the Wider Study Area, 9% are in tourism-related activities[vii], or 9,330 jobs. This proportion is in line with the proportion across all spatial levels, as shown in **Table 12.13**. Of the total tourism employment in KCC, 16% of jobs are located in the Wider Study Area.

[vi] The UK Standard Industrial Classification of economic activities, abbreviated as UK SIC, is a five-digit classification providing the framework for collecting and presenting a large range of statistical data according to economic activity.
[vii] Defined as "Travel agency, tour operator and other reservation service and related activities", "Creative, arts and entertainment activities", "Accommodation", "Food and beverage service activities" and "Sports activities and amusement and recreation activities" jobs

Table 12.13: Tourism Employment (Source: BRES, 2021)

Sector	Wider Study Area		KCC		South East		UK	
	Count	%	Count	%	Count	%	Count	%
Tourism	9,330	9%	59,750	9%	401,000	9%	2,963,000	9%
Total Jobs	99,700		659,000		4,280,000		31,400,000	

12.5.33 Community, recreational and tourist facilities have been assessed within 1km of the Site boundary and are shown in **ES Volume 3, Figure 12.2: Community, Recreational and Tourist Facilities within 1km of the Site (Doc Ref. 5.3)** and listed in **Table 12.14**.

Table 12.14: List of Community, Recreational and Tourist Facilities within 1km of the Site Boundary

Map Ref.	Name	Description
1	The Coach House Pantile	Holiday rental home.
2	Dine at Quarry House Aldington	Café / Restaurant.
3	Aldington Fresh Foods	Supermarket.
4	Wide Eyes Falconry	Multi-use facility that a falconry, axe throwing, archery and airsoft experience. The facility organises children's activities and events.
5	Woodleas Camping and Caravan Site	Camping and caravan site which suitable for tents, caravans, motorhomes, small campervans.
6	Local park	Local park with playspace.
7	Walnut Tree	Public house.
7	Aldington Village Hall and Sports Pitches	Community hall available to hire for village organisation and local residents. Includes a Multi-Use Games Area ('MUGA') available to hire for local clubs and organised groups. The MUGA is available for Aldington Tennis Club Members to use. Includes playspace.
7	Community Allotment	Allotments.
8	Hotel Energy	Hotel.
9	Gill Farm	Bed & breakfast.

Map Ref.	Name	Description
10	Holiday Extras Apple Barn	Hotel.
11	Ruffyneshill Cartshed	Hotel.
12	The Pretty Prep Studios	Wedding facility.
12	Barbara Ann Clarks	Café / Restaurant.
12	The Dog House	Public house.
12	Nest Studio	Independent art space, home to artists and small businesses. Organises a variety of workshops, arts and craft sessions for the local community.
13	Mersham Sports Ground	Football pitch home to the Mersham Sports Club. Organises cricket, football, archery, cycling and netball sports events. Includes playspace.
14	Aldington Post Office	Local post office.
15	Aldington Primary School	Primary school.
15	Kaleidoscope Childcare	Nursery and After school.
16	St Martin's Church	Anglican church with courtyard.
17	Aldington Eco Centre	Purpose-built centre available to hire for large or small groups for conferencing, meeting, networking and training events.
18	St Mary the Virgin Church	Anglican church.
19	Playing field	Playing field with football pitch.
20	Aldington Lake	Lake used for private club angling activity (Maidstone Victory Angling Club), accessed from the north via track with parking to the north east of the lake.

12.5.34 Data from VisitBritain (Survey of Accommodation Stock, 2016)[56] identifies that there were 33,832 tourist sector rooms in Kent including 6,753 in the Wider Study Area (comprised of 3,401 hotel rooms and 3,352 non-serviced rooms – predominantly tourist campsites (2,631 rooms), and holiday dwellings (543 rooms).

12.5.35 Data from VisitEngland's England Occupancy Survey (EOS) (2023)[57] provides the latest information on the occupancy levels of accommodation by region (for serviced accommodation). This identifies that occupancy ranges from 64% (off peak – January) to 86% (at peak - July) in the South East region for serviced accommodation. Information is not available for non-serviced accommodation.

12.5.36 This suggests that there are likely to be between 476 and 1,224 unoccupied hotel rooms in the Wider Study Area at any given time, and between 2,368 and 6,092 in Kent. This is in addition to occupancy within non-serviced sectors.

Public Rights of Way and Access

12.5.37 According to KCC's Definitive Map, there are 16 Public Footpaths and one BOAT within or interacting with the Site boundary which are presented in **Table 12.15** and **ES Volume 3, Figure 3.1: Existing Access Network (Doc Ref. 5.3)**.

Table 12.15: PRoWs Interacting with the Site Boundary

PRoW	Approx. Total Length	Length within Site Boundary	Description
AE 454	566m	566m	Currently runs diagonally across a field from AE 474 north-east to intersect with AE 475.
AE 475	1,198m	234m	Runs from Goldwell Lane in an easterly direction to Church Lane, first meeting AE 455 and then intersecting with AE 454.
AE 455	866m	179m	Runs diagonally across a field between AE 475 and AE 454 (where it intersects with AE 455) and then on towards Church Lane.
AE 474	1,090m	175m	Runs from Goldwell Lane in the west in a south easterly direction to Church Lane. It is a well-established and direct, off-road route
AE 657	1,248m	780m	Runs from the railway line (from intersection with AE 656) in a south-westerly direction, crossing the East Stour River and running down to the east side of Aldington Lake, continuing south of the lake in westerly direction to an intersection with AE 431.
AE 457	1,265m	415m	Currently runs south from where AE 657 crosses the East Stour, continuing south-easterly to the east of Backhouse Wood LWS to Church Lane.
AE 370	2,670m	625m	Currently runs from Frith Road north-westerly to cross Roman Road opposite the entrance to farm buildings, and then north-west across a field to a crossing of a small stream, and north to intersect with AE 377 and beyond continues towards Mersham.
AE 377	2,042m	722m	Currently runs north from Roman Road to Handen Farm and then directly north-west

PRoW	Approx. Total Length	Length within Site Boundary	Description
			across a field from Handen Farm to an intersection with AE 370 and beyond continues towards Mersham.
AE 385	1,613m	458m	Currently runs north westerly between Frith Road in the south, crossing Laws Lane, and continuing to intersect with Bank Road just east of Coopers Lane.
AE 380	791m	0.0m	Stops at Roman Road, whereby users travelling between Mersham and Aldington would then need to travel east on Bank Road and then south on Laws Lane to re-join AE 385.
AE 447	244m	244m	Runs between AE 378 and the East Stour River directly across a field linking to AE 448.
AE 378	1,128m	760m	Runs from Calleywell Lane in a westerly direction, first crossing a field and then running (mostly – except for one small portion) parallel to an existing established hedgerow and stream leading to a confluence with the East Stour River and AE 448.
AE 428	1,554m	372m	Currently runs from an intersection with AE 447 and AE 378 in a north westerly direction crossing the East Stour River, then continuing north to and across the railway line.
AE 448	547m	547m	Currently runs between the junction of Goldwell Lane and Calleywell Lane in a north westerly direction across an intersection with AE 447 to meet the East Stour River and intersect with AE 428.
AE 431	688m	681m	Runs directly north between the point at which Calleywell Lane junctions with Goldwell Lane, across a stream and then the East Stour River, before intersecting with a track next to Station Road.
AE 436	212m	212m	A short link that runs between AE 431 where it crosses a stream, to the perimeter

PRoW	Approx. Total Length	Length within Site Boundary	Description
			of a farm site on the corner of Goldwell Lane, lacking network connectivity at the eastern end of the link.
AE 396	703m	471m	A BOAT which connects Frith Road to Bank Road.

12.5.38 Footfall surveys on key sections of PRoW affected by the Project have been undertaken, as summarised in **ES Volume 2, Chapter 13: Traffic and Access, Section 13.5** 'Baseline Conditions' under the sub-heading 'PRoW Usage Survey Data'. **(Doc Ref. 5.2)** and **ES Volume 4, Appendix 13.6: PRoW User Survey Results (Doc Ref. 5.4).** The survey shows that the local PRoW network is lightly used.

12.5.39 Feedback from a number of local community consultees suggests the PRoW network is seen as a valuable asset, offering traffic-free recreational routes and traffic-free alternatives to local roads despite largely being unsurfaced and not easily navigable in all-weather. As such the PRoWs are recognised as being used by the local community for 'Active Travel' being used to get from place to place, rather than solely used for leisure or fitness.

Population and Human Health

12.5.40 The proportion of female and male in the Local Study Area stands at 51/49. This is in line with all other spatial levels as shown in **Table 12.16**.

12.5.41 The 2021 Census asked residents to self-assess their health. The proportion of resident in the Local Study Area that have indicated that they have "good" or "very good" health is higher than in the Wider Study Area and KCC, and in line with the regional average.

Table 12.16: Population Characteristics and General Health (Source: 2021 Census)

Measure	Local Study Area	Wider Study Area	KCC	South East
Female	51%	51%	51%	51%
Male	49%	49%	49%	49%
General Health (Resident Population)				
"Good" and "Very good"	84%	81%	82%	84%
"Fair"	12%	14%	13%	12%
"Bad" and "Very Bad"	4%	5%	5%	4%

Note: Figures might not sum due to rounding.

Future Baseline

12.5.42 The population in the Wider Study Area is projected to increase to 7% by 2026, as shown in **Table 12.17**. This a higher rate than expected increase in KCC (6%) and the region (2%).

12.5.43 The over 75 age group is expected to have the highest increase in the Wider Study Area (27%). This is a higher increase than expected at other in Kent or the region for this age group.

Table 12.17: Projected Population Increase to 2026 (Source: ONS)

Measure	Local Study Area	Wider Study Area	KCC	South East
Total Population expected in 2026	[Data not available]	259,000	1,670,000	9,470,000
Increase form 2021	[Data not available]	7%	6%	2%
Expected Increase by Ages Group				
0-15 years	[Data not available]	6%	5%	1%
16-74 years	[Data not available]	4%	4%	0%
Over 75 years	[Data not available]	27%	23%	22%

12.6 Embedded Design Mitigation

Construction Phase

12.6.1 The **Outline CEMP (Doc Ref. 7.8)** and **Outline CTMP (Doc Ref. 7.9)** provide the following embedded mitigation related to the following construction phase effects assessed within this Chapter:

- Effects on Rights of Way and Access;
- Community and Recreational Facilities and Tourism; and
- Effects on Amenity and Human Health.

12.6.2 The **Outline RoWAS (Doc Ref. 7.15)** provides embedded mitigation related to the following construction phase effects assessed within this Chapter:

- Effects on Rights of Way and Access; and

- Community and Recreational Facilities and Tourism.

12.6.3 The **Outline LEMP (Doc Ref. 7.10)** provides embedded mitigation related to the following construction phase effects assessed within this Chapter:

- Effects on Rights of Way and Access; and
- Community and Recreational Facilities and Tourism.

Operational Phase

12.6.4 The **Outline RoWAS (Doc Ref. 7.15)** sets the design parameters for re-routed PRoWs and new PRoWs, and includes a framework for developing their detailed design and implementation. Certain parameters, where relevant (such as PRoW width) are secured by the **Design Principles (Doc Ref. 7.5)**. It also includes commitments relating to on-going engagement, monitoring, management and maintenance of these routes during the operational phase.

12.6.5 **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)** shows the access network proposed by the Project including PRoWs to be re-routed (diverted), extinguished and the new PRoWs. Schedules 8 and 9 of the **Draft DCO (Doc Ref. 3.1)** set out the PRoWs to be permanently stopped up for which a substitute is to be provided, temporarily stopped up for which a substitute is to be provided, permanently stopped up for which no substitute is to be provided or and those to be created or improved.

12.6.6 The **Outline LEMP (Doc Ref. 7.10)** provides Embedded Mitigation related to the following operational phase effects assessed within this Chapter:

- Effects on Rights of Way and Access; and
- Community and Recreational Facilities and Tourism.

12.6.7 The **Outline OMP (Doc Ref. 7.11)** provides embedded mitigation related to the following operational phase effects assessed within this Chapter:

- Effects on Rights of Way and Access;
- Community and Recreational Facilities and Tourism; and
- Effects on Amenity and Human Health.

Decommissioning Phase

12.6.8 The **Outline DEMP (Doc Ref. 7.12)** and **Outline DTMP (Doc Ref. 7.13)** provide embedded mitigation related to the following decommissioning phase effects assessed within this Chapter:

- Effects on Rights of Way and Access;
- Community and Recreational Facilities and Tourism; and
- Effects on Amenity and Human Health.

12.6.9 The **Outline RoWAS (Doc Ref. 7.15)** provides embedded mitigation related to the following decommissioning phase effects assessed within this Chapter:

- Effects on Rights of Way and Access; and
- Community and Recreational Facilities and Tourism.

12.6.10 It also sets the process for consultation related to the future (post-decommissioning phase) status of PRoW.

12.7 Assessment of Effects

Construction Phase

Employment and Labour Market Effects

Construction Employment

12.7.1 The construction phase will generate demand for employment directly associated with the construction of the Project. An average of 132 direct FTE jobs could be supported over the 12-month construction period, which could increase to a peak of 199 direct jobs.

12.7.2 The direct jobs created would be required for land preparation, installation and grid connection and therefore will provide employment opportunities for a range of occupations and skill levels. The International Renewable Energy Agency[58] ('IRENA') suggests that the occupational distribution of jobs to install and connect solar PV is as follows:

- 90% construction workers and technical personnel;
- 6% engineers and construction forepersons;
- 2% health and safety experts;
- 1% environmental experts; and
- 1% quality control.

12.7.3 Applying additionality (leakage) to this gross total results in an estimate of an average of 98 direct FTE jobs and a peak of up to 151 direct FTE jobs supported by the Project within the region.

12.7.4 The sensitivity of the receptor is considered to be medium at the Wider Study Area scale and low at a regional level, noting that the construction sector accounts for 6,875 employee jobs within the Wider Study Area and 249,000 employee jobs within the Region and given the mobility within the construction sector and availability of skills. The magnitude of change is considered to be low at the Wider Study Area and all other scales.

12.7.5 Therefore, there is likely to be a temporary, **Negligible to Minor Beneficial** (not significant) effect on job creation at the Wider Study Area scale and **Negligible Beneficial** (not significant) effects at the regional level during the construction phase which is considered to be not significant.

Construction Workforce Spending

12.7.6 The construction phase of the Project is likely to support a total potential (direct) employee expenditure of around £395,000 over the 12 month construction phase.

12.7.7 However, as the number of construction workers on-Site would fluctuate over the course of the construction programme, and there may be on-Site welfare and food/drink facilities, it is not possible to accurately quantify the level of this spending that would be captured locally.

12.7.8 If all spending occurs within the Wider Study Area, the spending impact of construction employees (medium magnitude impact) on the local economy (low sensitivity receptor) would be indirect, temporary, and **Negligible / Minor Beneficial** (not significant), with a **Negligible Beneficial** effect (not significant) at all other spatial levels. Individual local receptors within the Local Study Area may experience a more substantial effect given the benefit of accessibility to the construction site however it is not possible to accurately estimate the level of spend at that scale.

Contribution to Construction Output

12.7.9 The direct construction employment supported during the construction phase would generate around £6.2m in GVA within the regional construction economy (based on average GVA per head in the construction industry).

12.7.10 As set out above, a substantial proportion of this is likely to be retained in the South East Region, which currently generates an annual total of £20bn in construction-sector GVA. The sensitivity of the receptor is therefore considered to be low at the Regional scale. The magnitude of change is considered to be low at the Regional scale, representing 0.03% of total construction sector GVA.

12.7.11 Therefore, there is likely to be a temporary, **Negligible Beneficial** (not significant) effect on the contribution to construction output the at the Regional scale during the construction phase which is considered to be not significant.

Construction Supply Chain Effects

12.7.12 Investment in certain sectors results in indirect effects on others in an interconnected economy. This can lead to changes in production, sourcing, and distribution practices, influencing the entire supply chain ecosystem.

12.7.13 As such it can be anticipated that investment will be retained locally, both within the construction and energy sectors but also outside it.

12.7.14 In addition to those jobs supported as a direct effect of the construction of the Project, further indirect employment will be supported as a result of spin-off and multiplier effects in the supply-chain, for example, in the manufacturing and supply of the solar PV panels and associated infrastructure.

12.7.15 Application of the HM Treasury Green Book[59] low employment multipliers, detailed earlier in **Section 12.4** 'Assessment Methodology' of this Chapter, to the direct number of jobs created by construction of the Project, estimates that a further 52 to 80 indirect jobs could be supported during the construction phase where supported by supply chain spending.

12.7.16 The level of retention of supply chain benefit varies depending on the project and will be a commercial decision of the contractor who would seek to source materials and

employ some local and some regional or even national sub-contractors. As such, the spatial context of supply chain effects could range from local to national depending on the supply and sourcing of construction materials and other supplies. It is noted that the Wider Study Area has a strong construction sector in terms of recent growth and spatial concentration compared to wider averages.

12.7.17 Assuming that supply chain effects are retained at the regional scale, the sensitivity of the receptor is considered to be low given the scale of construction activity (employment and GVA). The magnitude of change when expressed as employment supported is considered to be low at the Regional scale, representing less than 0.1% of total construction sector employee jobs.

12.7.18 Therefore, there is likely to be a temporary, **Negligible Beneficial** (not significant) effect at the Regional scale during the construction phase which is considered to be not significant.

Agricultural Economy and Food Security

12.7.19 During the construction phase the existing agricultural uses within the Site will cease.

12.7.20 The agricultural uses within the Site currently supports four FTE jobs, and the landowner has confirmed that there is no additional seasonal employment generated by the current land uses. This represents 0.03% of all agricultural sector jobs in KCC, or 0.15% in the Wider Study Area.

12.7.21 The short-term, temporary land take during the construction phase (12 months) of the Project represents 0.1% of the total agricultural land in Kent and 0.02% of the farmed land in the South East region. At the wider national (England) level, this stands at 0.002% of the total farmed land.

12.7.22 It is not possible to provide a definitive quantitative assessment of the impact of the temporary loss of arable production on food security given the complexities of the components (such as existing annual variation of production influenced by weather, climate and economic variables, and the resilience of the economy to respond to changes). However, given the scale of change, this is considered to be not significant in relation to the ability of the UK to produce food products.

12.7.23 Based on the likely change in employment and agricultural land during the construction phase, there is likely to be a low magnitude effect on a low sensitivity receptor (the regional and local agricultural economy) resulting in a **Negligible** (not significant) effect which would be short-term, temporary and not significant.

Effects on Public Rights of Way and Access

12.7.24 During the construction phase, some of the PRoW that interact with the Site will experience change, including in relation to the internal construction routes at the boundary and within the Site, and in some locations will need to be crossed intermittently by construction vehicles. The following PRoW are likely to experience change:

- AE 455 (section within Order limits) and AE 447 (entire footpath) would be permanently stopped up before the end of the construction phase without substitution;
- The entire length of AE 448, AE 454 and AE 431 would be diverted during the construction phase to temporary replacement PRoW for the duration of the Project rest of the construction, operational and decommissioning phases, and then re-instated at the end of the decommissioning phase;
- Sections of, AE 475, AE 656 and AE 657, AE 370, AE 377, AE 385, AE 378, AE 428 and AE 436 would be diverted during the construction phase to either permanent replacement PRoW, or temporary replacement PRoW for the duration of the rest of the construction, operational and decommissioning phases, and then re-instated at the end of the decommissioning phase;
- NEW 1 / FN-1, NEW 2 / FN-2, NEW 3 / FN-3, NEW 6 / FN-6, NEW 7 / FN-7, NEW 8 / FN-8 (as referenced in the **Draft DCO (Doc. Ref. 3.1)**, the **Streets, Rights of Way and Access Plans (Doc. Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) a route for the diverted AE 385 and Bank Road, where it would link to the existing AE 380 (north of Bank Road) and a route for the diverted AE 431 would be introduced to the network as PRoWs during the construction phase;
- Several PRoW to be put in place to divert existing PRoW will be either intermittently crossed or run adjacent to construction routes or compounds, and as such may interact with construction vehicles during the construction phase. These are:
  - The proposed diversion for AE 431 which runs adjacent to the main internal construction haulage road from the site entrance on Station Road / Goldwell Lane, with crossings to the south of Field 25, and west of Field 24;
  - The proposed extension to AE 657 / FN-AE657 (as referenced in the **Draft DCO (Doc. Ref. 3.1)**, the **Streets, Rights of Way and Access Plans (Doc. Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) would be crossed by an internal construction haulage road before its confluence with the diverted AE 431 to the west of Field 24;
  - New 7 / FN-7 (as referenced in the **Draft DCO (Doc. Ref. 3.1)**, the **Streets, Rights of Way and Access Plans (Doc. Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) runs adjacent to the main internal construction haulage road on the west side of Station Road / Goldwell Lane;
  - The proposed diversion for AE 378 runs through the internal construction haulage route for a short distance on the west side of the junction with Goldwell Lane / Calleywell Lane;
  - The proposed diversion for AE 454 runs through an internal construction route for a short distance on the east side of Field 20;
  - AE 474 runs adjacent to an internal construction route from Goldwell Lane.
  - AE 396 (BOAT), which will be cleared and maintained, is crossed by

construction access intermittently.

12.7.25 It is not anticipated that any PRoW would be permanently closed during the construction phase (with the exception of AE 455 and AE 447 which are proposed to be permanently stopped up) without a suitable temporary or permanent alternative in-place, which in most cases would be the proposed alternative PRoW for the operational phase.

12.7.26 At the end of the construction phase, it is anticipated that all extinguishments and temporary and permanent diversions via proposed PRoW set out within the **Outline RoWAS (Doc Ref. 7.15)** would be in-place.

12.7.27 As a result of the above, changes to travel patterns across the network of PRoW that interact with the Site are likely to occur during the construction phase. These will be kept to a minimal level and would be subject to the commitments of the **Outline RoWAS (Doc Ref. 7.15)**.

12.7.28 A number of engagement, monitoring and management measures to ensure safe and convenient access to and use of the PRoW network during the construction phase are secured by the **Outline RoWAS (Doc Ref. 7.15)**, **Outline CEMP (Doc Ref. 7.8)** and **Outline CTMP (Doc Ref. 7.9).**

12.7.29 The following measures will be implemented:

- A widened access track to ensure vehicles can pass PRoW users safely (including cyclists and equestrians);
- Escort vehicles, such as quad bikes, and / or vehicle marshallers / lookouts will be used where construction traffic will cross PRoW within the Site to keep pedestrians and vehicles apart;
- Project construction traffic speeds to be limited to 10mph within the Site;
- A temporary 5mph speed limit at the internal haulage road crossing points with PRoWs;
- A Site vehicle marshaller employed by the Principal Contractor will be made aware of construction related traffic movements prior to a vehicle's arrival / departure and warn passing pedestrians, horse riders and cyclists of the pending movement;
- Drivers will stop and give-way to any PRoW user (in particular for equestrians) that they encounter;
- Appropriate signage will be installed along the PRoW to make PRoW users aware of the construction activity. This will include information on construction times and contact details for a public liaison officer;
- The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable to do so;
- Any damage to the surface of the footpath/bridleway will be repaired as soon as practicable. The surface will be returned to its original condition following completion of construction;
- The Applicant will engage with local residents, businesses, schools, rambler

groups and KCC to make them aware of the likely timing of larger plant and equipment deliveries;

- Opportunities to schedule such deliveries in a way that will minimise impact on their use of the PRoW will be explored.

12.7.30 This should also be read in conjunction with **ES Volume 4, Appendix 10.5: Schedule of Watercourse Crossings (Doc Ref. 5.4)** which sets out the approach to temporary and permanent crossings of watercourses which in some cases are part of the PRoW network.

12.7.31 It is noted that there is particular local concern relating to drainage and flooding preventing access to PRoWs. Drainage will be provided during the construction (and decommissioning) phases as secured by the **Outline CEMP (Doc Ref. 7.8)** (and the **Outline DEMP (Doc Ref. 7.12)**). These management plans include measures to ensure that runoff generated during construction or decommissioning is managed appropriately and also that damage to PRoW surfaces is avoided and does not result in localised flood issues to PRoWs or any land on or outside of the Site.

12.7.32 Given these commitments, the changes to rights of way and access across the Site during the construction phase are considered to result in a temporary, low-medium magnitude effect on low-medium sensitivity receptors, resulting in an overall **Negligible to Minor Adverse** effect at all scales (not significant).

12.7.33 Where practicable the diverted routes and their replacements/alternatives will be put in place during the construction phase which would result in the effects reported at the 'Operational Phase' section of this Chapter.

Community and Recreational Facilities and Tourism

Tourist Sector Accommodation

12.7.34 There are a small number of tourist accommodation providers in the area around the Site, including Woodleas Farm Campsite on Goldwell Lane, and a small number of holiday rentals within Aldington and along Frith Road.

12.7.35 These form part of a wider tourist accommodation sector in the Wider Study Area where construction workers moving to the area temporarily may be likely to seek accommodation.

12.7.36 An average net additional workforce of 98 people across the 12-month construction phase would be equivalent to around 1.5% of all tourist sector accommodation in the Wider Study Area, or – as a 'worst case' assessment – between 8% and 21% of unoccupied serviced accommodation depending on the month of the year.

12.7.37 As such, this is not considered to result in a significant effect on the availability of tourist accommodation and may present beneficial effects in terms of additional income for tourist providers, particularly in low-occupancy months. The effect would be short-term and is overall considered to be **Negligible** (not significant) at the Wider Study Area scale.

Effects on Community, Recreational and Tourist Facilities / Receptors

12.7.38 The construction phase of the Project is not likely to result in substantial, in-combination or multiple significant direct or indirect environmental effects related to identified tourist sector receptors in the area including visitor accommodation or cultural or recreation attractions.

12.7.39 **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** considers effects on landscape and visual receptors. Recognising that enjoyment of the landscape and views by visitors and users of PRoW forms part of the community and tourist/recreational draw of the area, these have been considered to influence the assessment of effects on local community and recreational facilities and tourism.

12.7.40 This concludes that no landscape receptors are anticipated to experience significant effects as a result of the construction phase of the Project. This is as a result of the scale of LCAs in relation to the Site, the lack of widespread, permanent and substantial changes to the physical fabric of the Site and the very short duration of effects relating to the construction and decommissioning phases.

12.7.41 **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** notes that three visual receptors are considered likely to experience significant residual effects during the construction phase of the Project. These are users of PRoW within/adjacent proposed solar PV areas (two receptor groups) and Users of PRoW AE401, Collier's Hill.

12.7.42 **ES Volume 2, Chapter 13: Traffic and Access (Doc Ref. 5.2)** considers the impact on the local highway network and the PRoW network during the construction phase, quantifying effects on severance of communities; road vehicle driver and passenger delay; non-motorised user delay and amenity; fear and intimidation on and by road users; road user and pedestrian safety; and dangerous/hazardous and large/abnormal loads.

12.7.43 In the context of effects on community, recreational and tourist receptors, that assessment summarises that embedded mitigation via the **Outline CTMP (Doc Ref. 7.9)** help to minimise the impact of construction traffic by employing best-practice which will include restrictions to working hours and vehicle routing, the scheduling of deliveries, implementation of traffic management at internal haulage road crossing points and cable laying sites, use of escort vehicles to help HGVs based deliveries navigate the bend on Goldwell Lane, use of escort vehicles on sections of PRoW that will be used by construction traffic, use of well-maintained vehicles and equipment, appropriate loading and unloading off the public highway and the use of debris and mud suppressant machinery and cleaning equipment. Additionally, the internal haulage road bypassing several highway width constraints would remove the need for construction traffic to pass through the centre of Aldington which avoids potential effects on a number of receptors.

12.7.44 As a result, the assessment considers there to be Negligible to Minor Adverse (not significant) on all receptors.

12.7.45 **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** identifies 'noise-sensitive receptors', including residential receptors, Aldington Primary School, hotels and Aldington Eco Centre. Community facilities such as Aldington Village Hall and

associated sports facilities would be represented by adjacent residential receptors assessed. Noise sensitive areas also include the areas of ancient woodland, Handen Wood, Poulton Wood and Backhouse Wood and PRoW which have community, recreational and tourist value.

12.7.46 During the construction phase, **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** assesses that construction noise levels will be controlled through the use of embedded mitigation and the use of the **Outline CEMP (Doc Ref. 7.8)** and **Outline CTMP (Doc Ref. 7.9)**, and that effects of construction traffic noise from traffic flows has been shown to be Negligible on all receptors including users of PRoWs and community, residential and recreational / tourist receptors which are also noise sensitive receptors ('NSR's).

12.7.47 The effect of on-Site construction noise is a function of proximity to the development area. **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** assesses effects on NSRs as temporary, short term Negligible to Minor Adverse. The amenity effects on users of PRoWs at the Site have been identified as Negligible (not significant).

12.7.48 The **Outline CEMP (Doc Ref. 7.8)** secures that in small areas, closest to identified receptors, construction works will be required to use best practicable means ('BPM') to avoid or minimise noise and undertake noise monitoring to ensure construction noise at all receptors is not significant (i.e. Negligible or Minor Adverse).

12.7.49 **ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2)** considers the potential significant effects of the Project on built heritage, including designated heritage assets (for example Scheduled Monuments, Listed buildings, Registered Parks and Gardens and Conservation Areas) and non-designated heritage assets (including some archaeological sites, historic buildings, monuments, park, gardens or landscapes) along with historic landscape character areas which may contribute towards the attractiveness of an area to tourists.

12.7.50 The assessment provided in **ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2)** takes into account the sensitivity to change based on each receptor's importance in policy terms and level of preservation among other factors, and the magnitude of change based on how each asset / receptor is altered (or its setting is altered).

12.7.51 During the construction phase, **ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2)** identifies that there are not likely to be any significant effects on cultural heritage assets within the Site directly, or any significant indirect effects to the historic landscape character or off-Site heritage assets (in terms of changes to their character). The impact will be as a result of alterations to the existing agricultural land to facilitate energy infrastructure, and are considered to be temporary and short term, and therefore unlikely to affect the attraction of tourists to the area, or their experience in it.

12.7.52 The **Outline CEMP (Doc Ref. 7.8)** prescribes measures to protect above ground heritage assets from accidental harm during construction.

12.7.53 It is recognised that active travel and the enjoyment of PRoW as recreation is important to the local tourist offer as well as for those accessing local community facilities.

12.7.54 As set out above, it is not anticipated that any PRoW would be permanently closed (with the exception of AE 455 (within the Order limits) and AE 447 (entire footpath) which are proposed to be permanently stopped up) during the construction phase without a suitable alternative in-place, which in most cases would be the proposed temporary or permanent alternative for the operational phase of the Project. The distance of each individual link, and therefore wider local travel patterns across the network of PRoW that interact with the Site are likely to occur during the construction phase but will be kept to a minimal level and would be subject to the commitments of the **Outline RoWAS (Doc Ref. 7.15)**.

12.7.55 A number of engagement, monitoring and management measures to ensure safe and convenient access to and use of the PRoW network during the construction phase are secured by the **Outline CTMP (Doc Ref. 7.9)** and **Outline CEMP (Doc Ref. 7.8)** and the **Outline RoWAS (Doc Ref. 7.15)**.

12.7.56 No existing community facilities, or recreational uses of the existing land in and around the Project (for example the use of Aldington Lake by Maidstone Victory Angling Club), are considered to be affected by the construction phase of the Project in terms of their accessibility and ability to continue to function in their current use.

12.7.57 Overall, effects on community and recreational facilities and tourism are determined by the extent to which there are local community and commercial facilities, landscape or cultural heritage receptors in the area likely to be affected by the construction of the Project in terms of accessibility and changes to environmental amenity. This section summarises all relevant environmental assessments and their receptors, and concludes that there is limited likelihood for substantial significant effects that would be of a scale to alter the accessibility to or normal operation of community facilities or receptors with recreational or tourist value. As a result there is likely to be a **Negligible to Minor Adverse** effect overall (not significant) during construction of the Project.

Effects on Amenity and Human Health

12.7.58 **ES Volume 2 (Doc Ref. 5.2)** (i.e. this Chapter, and **Chapter 14: Noise (Doc Ref. 5.2)**, **Chapter 13: Traffic and Access**, **(Doc Ref. 5.2)** and **Chapter 8: Landscape and Views (Doc Ref. 5.2)** considers the impact of the Project on environmental receptors, including the local population and human health. Within each technical assessment referred to in this section, the impact on the local community (at different scales, as relevant) is considered in line with the national standards and guidance. These already include maximum permitted thresholds for impact on human health in order to ensure that negative impact is identified and minimised. These thresholds are detailed in each relevant technical chapter of **ES Volume 2 (Doc Ref. 5.2)**.

Noise

12.7.59 **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** assesses the impact of the Project on noise arising from the increase in construction traffic and on-Site construction

works. A number of existing receptors have been identified – these comprise primarily farm buildings, but also include residential units, Aldington Primary School, Aldington Eco Centre and Addington Village Hall. The effects on PRoW users have also been considered.

12.7.60 No significant effects in relation to noise arising from the construction traffic noise have been found on the identified receptors.

12.7.61 Due to the variation in work activities and locations across the Site, it is considered that any periods of regular high construction noise levels experienced at any sensitive receptor would be of a limited short-term duration (i.e. less than one month) during the 12 month construction period. **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** concludes that with on-Site construction management techniques and noise monitoring, the construction noise is likely to not be significant.

12.7.62 Users of PRoWs crossing the Site may experience construction noise as they move throughout the PRoW network. Due to the transitory nature of both the user and the construction plant on the Site, it is unlikely that users will experience levels of construction related noise for prolonged periods that will be above the level of the residual environment. The assessment presented in **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** states that there will not be any risk to hearing due to the works for people using the PRoW network. The impact of noise on PRoW users is therefore considered not significant.

Air Quality

12.7.63 As set out in **ES Volume 4, Appendix 1.1: Scoping Report (Doc Ref. 5.4)**, effects related to air quality have been scoped out of the assessment because no significant effects are anticipated during any of the construction. It is considered that the implementation of effective mitigation measures during the construction phase, as outlined in the **Outline CEMP (Doc Ref. 7.8)**, will substantially reduce the potential for nuisance dust and fine particulate matter to be generated and therefore the effects on air quality are likely to be not significant. Further commentary on air quality and the mitigation measures to be secured through the **Draft DCO (Doc. Ref. 3.1)** is provided in **ES Volume 2, Chapter 16: Other Topics, Section 16.7 (Doc Ref. 5.2)**.

Traffic and Access

12.7.64 **ES Volume 2, Chapter 13: Traffic and Access (Doc Ref. 5.2)** considers the impact on the local highway network and the PRoW network during the construction phase, quantifying effects which may result in changes to actual or perceived amenity or safety (for example related to fear and intimidation on and by road users), or on health and wellbeing where community links and access to facilities and employment may be materially changed (i.e. via severance of communities, driver and passenger delay.

12.7.65 In this context, embedded mitigation via the **Outline CTMP (Doc Ref. 7.9)** helps to minimise the impact of construction traffic generated by the Project by employing best-practice which will include restrictions to working hours and vehicle routing, the scheduling of deliveries, implementation of traffic management at internal haulage road crossing points and cable laying sites, use of escort vehicles to help HGVs

based deliveries navigate the bend on Goldwell Lane, use of escort vehicles on sections of PRoW that will be used by construction traffic, use of well-maintained vehicles and equipment, appropriate loading and unloading off the public highway and the use of debris and mud suppressant machinery and cleaning equipment. Additionally, the internal haulage road bypassing several highway width constraints would remove the need for construction traffic to pass through the centre of Aldington which avoids potential effects on a number of receptors.

Landscape and Views

12.7.66 **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** notes that three visual receptors are considered likely to experience significant residual effects during the construction phase of the Project. These are users of PRoW within/adjacent to the proposed PV Arrays (two receptor groups) and Users of PRoW AE401, Collier's Hill.

12.7.67 While the amenity of users at a small number of receptors would be affected, this is a small element of a wider network with substantial alternatives available and is not likely to contribute to an effect on health and wellbeing.

Socio-economic

12.7.68 Active travel is a key contributor to health and wellbeing. As set out above, it is not anticipated that any PRoW would be permanently closed during the construction phase without a suitable temporary or permanent alternative in-place, which in most cases would be the proposed alternative for the operational phase. The distance of each individual link, and therefore wider local travel patterns across the network of PRoW that interact with the Site are likely to occur during the construction phase but will be kept to a minimal level and would be subject to the commitments of the **Outline RoWAS (Doc Ref. 7.15)**.

12.7.69 A number of engagement, monitoring and management measures to ensure safe and convenient access to and use of the PRoW network during the construction phase are secured by the **Outline CTMP (Doc Ref. 7.9)** and **Outline CEMP (Doc Ref. 7.8)** and the **Outline RoWAS (Doc Ref. 7.15)**.

12.7.70 As such, it is not anticipated that there would be a residual significant effect on active recreation or the ability to continue to access community facilities during the construction phase which may otherwise have the potential to adversely affect health and wellbeing.

Summary

12.7.71 This section has summarised the potential for environmental factors reported and assessed within the ES to result in significant effects on material amenity or human health. It identifies that (in some cases) as a result of mitigation embedded within Control Documents that each individual assessment is unlikely to result in changes of significance. Some assessments do not consider thresholds to be breached and therefore do not require mitigation. In some cases single environmental effects on single receptors are considered significant (landscape and views) – though in isolation this is not considered to translate into a significant effect on amenity and health at a population scale. As a result, given the range of factors that are not

considered significant, and the Applicant's approach to proactive management strategies, monitoring and engagement secured by the Control Documents, the effect on amenity and health is considered to be **Negligible to Minor Adverse** (not significant) during construction.

Operational Phase

Contribution to Renewable Energy Generation

12.7.72 Once operational, the estimated annual electricity anticipated to be exported to the national grid in the Project's opening year would be equivalent to 397% of the electricity currently (in 2022) generated from photovoltaics in Ashford, 225% of the electricity currently (in 2022) generated from photovoltaics in the Wider Study Area, 35% of the electricity currently (in 2022) generated from photovoltaics in Kent and 1% of the electricity currently (in 2022) generated from photovoltaics in the UK.

12.7.73 The sensitivity of renewable energy contribution is considered to be high, noting the high priority afforded to renewable energy generation policy. The magnitude of change is considered to be low at the national level in the context of the 1% increase in electricity generated by solar PV capacity in the UK as a result of the Project. Therefore, there is likely to be a temporary (for the lifetime of the Project) **Minor to Moderate Beneficial** effect on the contribution towards renewable energy generation at the national level during the operational phase which may be considered significant.

Effects on the Agricultural Economy and Food Security

12.7.74 During the operational phase the existing agricultural uses (arable crop production and grazing of cattle) within the Site Boundary will no longer be in place, although the Applicant will make the land available for sheep grazing.

12.7.75 As set out in the Construction Phase section of this Chapter, the agricultural uses within the Site currently support four FTE jobs, and the landowner has confirmed that there is no additional seasonal employment generated by the current land uses. This represents 0.03% of all agricultural sector jobs in KCC, or 0.15% in the Wider Study Area.

12.7.76 The long-term, temporary land take during the operational phase of the Project is approximately 192 ha, much of which would be agricultural land. This represents 0.1% of the KCC total agricultural land and 0.02% of the farmed land in the South East region (including London). At the wider national (UK) level, this stands at 0.001% of the total farmed land.

12.7.77 It is not possible to provide a definitive quantitative assessment of the impact of the temporary loss of arable production on food security given the complexities of the components (such as existing annual variation of production influenced by weather, climate and economic variables, and the resilience of the economy to respond to changes). However given the scale of change, this is considered to be not significant in relation to the ability of the UK to produce food products.

12.7.78 Based on the likely change in employment, and overall agricultural land (taking into account its on-going use for grazing), during the operational phase, there is likely to be a low magnitude effect on a low sensitivity receptor (the regional and local agricultural economy) resulting in a **Negligible effect** (not significant) which would be long-term, temporary.

Effects on Public Rights of Way and Access

Effects on Individual Links

12.7.79 Any temporary or permanent PRoW provided as diversions, replacements or alternatives to PRoW that are diverted or extinguished during the construction phase, as well as new PRoW to be provided, will be fully established and accessible during the operational phase ensuring no break in connectivity across the network.

12.7.80 **Table 12.18** describes the relationship between existing PRoW and new and diverted routes to be provided and maintained by the Project during the operational phase.

Table 12.18: Link-level Assessment of Effects of the Project on Rights of Way and Access

Current PRoW Reference	Proposed Change	Assessment
AE 454	Diversion	Entire length of PRoW to be stopped up temporarily during the construction, operational and decommissioning phases of the Project and then re-instated at the end of the decommissioning phase. Temporary PRoW to be provided to the east of Field 20 and between Fields 21 and 22 replacing existing AE 454 alignment resulting in 21m increase in link length of 19m (3%). The southern origin of the replacement will be 172m further east than current, resulting in a change in origin-destination length of 191m (34%) for users travelling west to east, or a reduction of 153m (-21%) for walkers travelling from east to west. Retains link between AE 474 and AE 455. The PRoW is a low sensitivity receptor which will experience a medium to low magnitude impact, resulting in up to a long-term, temporary **Minor Adverse** effect (not significant).
AE 475	Diversion	Part of PRoW to be stopped up. Permanent replacement PRoW to be provided largely on the existing alignment, although routing to the north of an existing pylon between Fields 20, 21 and 22 resulting in 32m increase in link length (13%). Retains link to Goldwell Lane and on to AE 450. The PRoW is a low sensitivity receptor which will experience a low magnitude impact, resulting in a long-term, permanent **Negligible** effect (not significant).

Current PRoW Reference	Proposed Change	Assessment
AE 455	Extinguished	Existing short section of wider link to be extinguished where it runs diagonally across Field 21. Alternative access from retained section of AE 455 to AE 475 via re-routed AE 454. The PRoW is a low sensitivity receptor which will experience a high magnitude impact, resulting in a long-term, permanent **Minor Adverse** effect (not significant).
AE 656 and AE 657	Diversion	Part of PRoWs to be stopped up. Permanent PRoW route to be provided between AE 656 and AE 657 before the confluence of AE 657, AE 457 and New 3 / FN-3 (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) to replace a section of AE 656 that currently runs adjacent to the railway line and a short section at the northern end of AE 657, to improve amenity and reduce distance on this part of the network, resulting in a decrease of 12m (-6%) on this section. The PRoW is a low sensitivity receptor which will experience a low magnitude impact, resulting in a long-term, permanent **Negligible** effect (not significant).
AE 370	Diversion	Part of PRoW to be stopped up. Permanent PRoW with cycle access (subject to third party landholder agreement) to be provided that runs alongside Roman Road to the south of Field 12 before running diagonally across a field and between Fields 10/11 and 13 before re-joining existing AE 370 route west of Field 14, resulting in an increase of 128m (21%). The PRoW is a low sensitivity receptor which will experience a medium magnitude impact, resulting in a long-term, permanent **Minor Adverse** effect (not significant).
AE 377	Diversion	Part of PRoW to be stopped up. Permanent PRoW to be provided from existing AE 377 section south of Handen Farm running adjacent to re-instated historical field boundaries and hedgerows between Fields 13, 14, 15 and 16, resulting in an increase of 160m (22%). The PRoW is a low sensitivity receptor which will experience a medium magnitude impact, resulting in a

Current PRoW Reference	Proposed Change	Assessment
		long-term, permanent **Minor Adverse** effect (not significant).
AE 385	Diversion	Part of PRoW to be stopped up. Section 1: Permanent PRoW to be provided between Fields 1 and 2 in the northern section, re-joining the existing alignment and also providing new access to a proposed new extension of AE 380 / FN-AE380 (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) to the west of Field 2 to Bank Road, resulting in an increase in length of 53m (13%). Section 2: Permanent PRoW to be provided, diverting the route around the corner of Field 7 in the southern section, resulting in an increase in length of 10m (20%) The PRoW is a low sensitivity receptor which will experience a low to medium magnitude impact, resulting in a long-term, permanent **Minor Adverse** effect (not significant).
AE 447	Extinguished	Existing short link to be extinguished where it runs diagonally across Field 21 linking AE 378 to AE 448. The PRoW is a low sensitivity receptor due to the availability of alternatives (via AE 378, AE 448 diversions and New 7 / FN-7) (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) which will experience a medium to high magnitude impact (although this does not reflect the fact that users would have alternative routes prior to arriving at the origin, and at present the northern end of the PRoW is not linked to the rest of the highway network), resulting in a long-term, permanent **Minor Adverse** effect (not significant).
AE 378	Diversion	Part of PRoW to be stopped up temporarily during the construction, operational and decommissioning phases of the Project and then re-instated at the end of the decommissioning phase. Temporary PRoW to be added to replace AE 378 where it runs across Fields 18 and 19. The replacement route would begin at Calleywell Lane and run adjacent to the existing field boundary where it will link to a replacement for AE 428 at the south west corner of Field 19 and run

Current PRoW Reference	Proposed Change	Assessment
		around the west and northern edge of Field 19, resulting in an increase in length of 178m (24%). The PRoW is a low sensitivity receptor which will experience a medium magnitude impact, resulting in a long-term, temporary **Minor Adverse** effect (not significant).
AE 428	Diversion	Part of PRoW to be stopped up temporarily during the construction, operational and decommissioning phases of the Project and then re-instated at the end of the decommissioning phase. Temporary PRoW to be provided replacing a section of AE 428 that runs north across the middle of Field 19, that links the diverted route of AE 378 in the south west corner of Field 19 to the continuation north of the AE 428 where it crosses the East Stour River (an increase of 105m or 28% in link length). The PRoW is a low sensitivity receptor which will experience a medium magnitude impact, resulting in a long-term, temporary **Minor Adverse** effect (not significant).
AE 448	Diversion	Entire PRoW to be stopped up temporarily during the construction, operational and decommissioning phases of the Project and then re-instated at the end of the decommissioning phase. Temporary PRoW to be provided along the East Stour River from Station Road to intersect with the AE 428. A newly provided route (New 7 / FN-7) (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) completes the origin-destination diversion of this link, resulting in an increase of 20m (4%). The PRoW is a low sensitivity receptor which will experience a low magnitude impact, resulting in a long-term, temporary **Negligible** effect (not significant).
AE 431	Diversion	Part of PRoW to be stopped up temporarily during the construction, operational and decommissioning phases of the Project and then re-instated at the end of the decommissioning phase. Temporary PRoW to be provided to replace part of the existing AE 431 between its origin at Goldwell Lane, across its confluence with AE 436 and AE 657, and its current route directly across Fields 23 and 24.

Current PRoW Reference	Proposed Change	Assessment
		The replacement route doubles with a section of the replacement path for AE 436 between Goldwell Lane and Field 23, and then running to the west of Field 24 to rejoin its existing alignment where it interacts with the proposed New 3 / FN-3 (as referenced in the (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**). This would result in an increased distance of 100m (15%). The PRoW is a low sensitivity receptor which will experience a low magnitude impact, resulting in a long-term, temporary **Negligible** effect (not significant).
AE 436	Diversion	Part of PRoW to be stopped up temporarily during the construction, operational and decommissioning phases of the Project and then re-instated at the end of the decommissioning phase. Temporary PRoW to be provided to replace part of the existing AE 436 which currently links Goldwell Lane to an intersection with the AE 657 and AE 431 where they cross the East Stour River north of Field 23. A new PRoW (New 1 / FN-1) (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) will be provided to link Goldwell Lane to the AE 657 which will result in an increased distance of 123m or 61% between Goldwell Lane and the existing northern end point of AE 436. The PRoW is a low sensitivity receptor, which will experience a high magnitude impact, resulting in a long-term, temporary **Minor Adverse** effect (not significant).

12.7.81 In addition to the above changes, the following additional permanent, new PRoW will be established and maintained within the Project for the operational and decommissioning phase that offer alternatives, substitutions or improved safety compared to existing routes:

- **New 1 / FN-1** (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) – This is referred to in the context of changes to AE 436 in **Table 12.18** and as such is not given a stand-alone significance assessment. It provides a new PRoW linking to the east of Field 23 to AE 657, as an alternative to the proposed diversion to the west of

Field 23.

- **New 6 / FN-6** (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) - A new PRoW between Roman Road and Handen Farm, which would run parallel to an existing PRoW (AE 377) that currently shares a driveway into Handen Farm with motorised users, to the west side of the hedge next to Field 12. This will improve user safety rather than change connectivity, as the link length remains the same. This is considered to result in a low magnitude impact on a low sensitivity receptor resulting in a **Negligible** effect (not significant).
- **New 7 / FN-7** (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) – This is referred to in the context of changes to AE 447 and AE 448 in **Table 12.18**. This PRoW running between AE 378 and AE 448 on the west side of Goldwell Lane has the benefit of removing the need for users to cross Goldwell Lane when travelling between these links, and creates a new circular recreational walk around Field 19. This is considered to result in a low magnitude impact on a low sensitivity receptor resulting in a **Negligible** effect (not significant).
- **AE 657 Extension / FN-AE657** (as referenced in the **Draft DCO (Doc. Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) – A new link between the AE 657 and the west of Field 23 connecting to the AE 381 diversion. This is considered to result in a low magnitude impact on a low sensitivity receptor resulting in a **Negligible** effect (not significant).

12.7.82 In addition to the above changes the following permanent, new PRoW will be established and maintained within the Project for the operational and decommissioning phase of the Project that provide for improvements to wider connectivity and amenity (rather than mitigating for the diversion or removal of existing PRoW):

- **New 2 / FN-2** (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc. Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) - A new PRoW running from the existing AE 657 at the south of Field 28 / west of Backhouse Wood and New 3 / FN-3 at the East Stour River, enhancing wider connectivity as a new link in the network rather than replacing an existing link. As a new route / link creating noticeable connectivity or recreational benefit this is considered to be a medium magnitude impact on a low sensitivity receptor resulting in a **Minor Beneficial** effect (not significant).
- **New 3 / FN-3** (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) – A new PRoW running from the existing intersection of AE 657 and AE 457 at the East Stour River, and running alongside the river to meet the diverted AE 431 at the north east corner of Field 25. This will enhance wider connectivity as a new link in the network rather than replacing an existing link, providing an alternative route

across the northern part of the Site. As a new route / link creating noticeable connectivity or recreational benefit this is considered to be a medium magnitude impact on a low sensitivity receptor resulting in a **Minor Beneficial** effect (not significant).

- **New 8 / FN-8** (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) – A new PRoW that would link AE 457 and AE 657 to the north of Backhouse Wood resulting in a more direct route and a decrease in journey length of 124m (45%) (taking into account the start and end points of New 8 / FN-8). This is considered to result in a medium magnitude impact on a low sensitivity receptor resulting in a **Minor Beneficial** effect (not significant).

12.7.83 The Applicant has committed to clear and maintain access along the Byway Open to All Traffic ('BOAT') AE 396 to the appropriate standards for a BOAT as set out in legislation, policy and guidance referred to in the **Outline RoWAS (Doc Ref. 7.15)**.

12.7.84 Wider connectivity and recreational routes will be provided by the proposed network including:

- A 'riverside walk' will be created by New 3 / FN-3 (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) running east to west through the north of the Site and connecting existing route AE 376 directly to AE 657, thereby directly connecting the network between Mersham and Sellindge.
- Subject to third party landowner agreement and appropriate permissions for areas outside the Order Limits, a shared walking / cycleway would be provided (delivered to a specification and design standard to be agreed with KCC along the route of the diverted AE 370 from Aldington towards Mersham. The Applicant will engage with KCC to develop a proportionate provision of contributions to assist the delivery of the sections outside of the Order limits with the aim of creating a continuous offroad link between the two villages.
- Improved connectivity through the north eastern part of the Site via New 2 / FN-2, New 3 / FN-3 and New 8 / FN-8 (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) along with a proposed diversion of AE 656 and AE 657 (to improve amenity by moving the route away from the railway line and linking it to New 3 / FN-3, the 'riverside walk') will be provided with the long-term aim of providing wider network improvements between the forthcoming Otterpool Park, the Project, and on to Mersham and Ashford. KCC has aspirations for strategic network improvements that accord with these proposals.
- New circular walks will be created around the edge of Fields 19 and 23 through the diversion of AE 378, AE 448 and AE 428 and the implementation of New 7 / FN-7, and the diversion of AE 436 and AE 431 and the implementation of New 1 / FN-1 (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES**

Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)).

- **AE 380 Extension / FN-AE380** (as referenced in the **Draft DCO (Doc Ref. 3.1),** the **Streets, Rights of Way and Access Plans (Doc Ref. 2.5)** and **ES Volume 3, Figure 3.2: Proposed Access Network (Doc Ref. 5.3)**) - A new link between the replacement for the diverted AE 385 east of Bank Road, where it would link to the existing AE 380 (north of Bank Road). This would have the benefit of connecting the existing AE 380 path (that terminates at Bank Road) with AE 385, avoiding the need to walk on Bank Road and Laws Lane to continue progress. The Bank Road / Laws Lane route will remain in place for individuals who prefer this route, which is considered to result in a medium magnitude impact on a low sensitivity receptor resulting in a **Minor Beneficial** effect (not significant).

Community and Recreational Facilities and Tourism

12.7.85 Tourism is a contributor to the sub-regional economy in Kent, although based on employment supported as a percentage of all jobs, is slightly less of a contributor to the Wider Study Area compared to wider scales.

Landscape and Views

12.7.86 **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** assesses that once operational, at Year 1 following completion, three landscape receptors are considered likely to experience significant adverse effects as a result of the Project, referring to the open fields of the Site and the overall character of the Site and the Aldington Ridge LCA.

12.7.87 However, following establishment of proposed planting at Year 15, those receptors are considered likely to experience a combination of Moderate Adverse and Moderate Beneficial effects which are significant. Two further landscape receptors (Hedgerows and Canopy Trees) will experience significant Moderate Beneficial effects following establishment of proposed planting.

12.7.88 At Year 1 of the operational phase, 19 visual receptors are considered to experience moderate adverse effects as a result of the Project, with one receptor judged to experience a moderate-major effect, all of which are significant. The majority of these receptors are in close proximity to, or within the Site and include users of PRoW.

12.7.89 Following establishment of mitigation planting at Year 15, the number of visual receptors experiencing significant effects will reduce to four, all of which are Moderate Adverse and all of which are non-stationary receptors (i.e. users of PRoW or highway).

Traffic and Access

12.7.90 As set out in **ES Volume 4, Appendix 1.1: EIA Scoping Report (Doc Ref. 5.4)**, likely significant effects from vehicles on-Site during the operational phase are not expected. Therefore, the assessment of the Project's effects on traffic and access during operation have been scoped out.

Noise

12.7.91 **Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** identifies 'noise-sensitive receptors', including residential receptors, Aldington Primary School, hotels and Aldington Eco Centre. Community facilities such as Aldington Village Hall and associated sports facilities would be represented by adjacent residential receptors assessed. Noise sensitive areas also include the areas of ancient woodland (Handen Wood, Poulton Wood and Backhouse Wood) and PRoW which have community, recreational and tourist value.

12.7.92 The Project incorporates embedded mitigation such as distancing of noise sources away from sensitive receptors and locating the Project Substation away from large concentrations of receptors and close to the existing noise sources of the railway and M20. Acoustic barriers are proposed to reduce impacts, including at the Project Substation.

12.7.93 Users of the PRoW network through the Site will be able to hear the operational Project as they pass through. The users of the PRoW network will be transiting the Site and the noise levels from the installed plant will vary accordingly. As there is no available criteria for determining magnitude of impact on a PRoW from an industrial noise source, an element of professional judgement must be applied to determine the magnitude of Impact to PRoW users.

12.7.94 **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** concludes that the impact on users of PRoW should be considered as Adverse, Direct and Temporary (Long term). The Impact magnitude will be Low in that there may be a noticeable but small scale change over part of the Project area. The effect of operational noise on the PRoW network is Not Significant.

Cultural Heritage

12.7.95 **ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2)** considers the potential significant effects of the Project on built heritage, including designated heritage assets (for example Scheduled Monuments, Listed buildings, Registered Parks and Gardens and Conservation Areas) and Non-designated Heritage Assets (including some archaeological sites, historic buildings, monuments, park, gardens or landscapes) along with historic landscape character areas which may contribute towards the attractiveness of an area to tourists.

12.7.96 The assessment provided in **ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2)** takes into account the sensitivity to change based on each receptor's importance in policy terms and level of preservation among other factors, and the magnitude of change based on how each asset / receptor is altered (or its setting is altered).

12.7.97 During the operational phase, **ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2)** identifies that there the Project will alter the land use taking it from arable land to energy infrastructure, but there is potential the land could still be used as pasture, thereby retaining its agricultural use. The direct impact of the Project on the historic landscape is anticipated to be not significant, as alterations to the existing field boundaries are not anticipated.

12.7.98 The heritage assessment considers the indirect effects on heritage assets and environs around the Site which may contribute to tourist value, including Scheduled Monuments in the North Downs Asset Group, Grade I listed buildings including Church of St Martin and Church of St John the Baptist, Grade II listed buildings, a Grade II Registered Park and Garden (Hatch Park) and Conservation Areas at Aldington Church, Smeeth and Mersham (among others) as well as the historic landscape in general.

12.7.99 In all cases, **ES Volume 2, Chapter 7: Cultural Heritage (Doc Ref. 5.2)** identifies that effects on off-site heritage as a result of the Project will be indirect adverse and not significant. The effects will be largely temporary and reversible in the eventuality of the decommissioning of the Project following its 40-year operational phase, although landscape planting measures will have a residual permanent effect, which is judged to be neutral and not significant.

12.7.100 As such, it is not considered likely that changes to cultural heritage in the area in and around the Site would contribute in adverse or significant terms to the potential tourist draw of the area.

Socio-economics

12.7.101 It is recognised that active travel and the enjoyment of PRoW as recreation is important to the local tourist offer as well as for those accessing local community facilities.

12.7.102 The Project includes (within the **Outline RoWAS (Doc Ref. 7.15)**) a number of embedded measures that would seek to reduce the potential for adverse effects on these receptors, and on the experience of visitors to the area accessing the PRoW and PRoW network for connectivity or recreational purposes. In some cases, proposals have been included within the Project that aim to enhance visitor experience and amenity by improving accessibility and permeability.

12.7.103 Based on the potential for changes in environmental amenity and accessibility relevant to tourist sector receptors during the operational phase, there is likely to be a low magnitude effect on a low sensitivity receptor (the regional and local tourist economy) resulting in a **Negligible** (not significant) effect which would be long-term, temporary.

Summary

12.7.104 Overall, effects on community and recreational facilities and tourism are determined by the extent to which there are local community and commercial facilities, landscape or cultural heritage receptors in the area likely to be affected by the operation of the Project in terms of accessibility and changes to environmental amenity. This section summarises all relevant environmental assessments and their receptors, and concludes that there is limited likelihood for substantial significant effects that would be of a scale to alter the accessibility to or normal operation of community facilities or receptors with recreational or tourist value, resulting in an overall **Negligible to Minor Adverse** (not significant) effect.

Effects on Amenity and Human Health

Noise

12.7.105 **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** assesses the impact on the identified human receptors as a result of the plant operating during the operational phase.

12.7.106 Noise emissions of plant associated with the Project, including the Inverter Stations, BESS, Intermediate Substations and Project Substation have been considered for a number of receptors with the effect predicted to be **Negligible to Minor Adverse** (not significant).

12.7.107 The Project incorporates measures such as distancing of noise sources away from sensitive receptors and locating the Project Substation away from large concentrations of receptors and close to the existing noise sources of the railway and M20. Acoustic barriers are proposed to reduce impacts, including at the Project Substation.

12.7.108 Users of the PRoW network through the Site will be able to hear the operational Project as they pass through. The users of the PRoW network will be transiting the Site and the noise levels from the installed plant will vary accordingly. As there are no available criteria for determining magnitude of impact on a PRoW from an industrial noise source, an element of professional judgement must be applied to determine the magnitude of Impact to PRoW users.

12.7.109 **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** concludes that the impact on users of PRoW should be considered as adverse, direct and temporary (long-term). The Impact magnitude will be Low in that there may be a noticeable but small scale change over part of the Project area. The effect of operational noise on the PRoW network is considered to be **Negligible** (not significant).

Air Quality

12.7.110 During the operational phase, the Project will not introduce any pollutant sources and vehicle movements will be minimal (associated with maintenance activities). The air quality assessment set out in the **ES Volume 4, Appendix 1.1: EIA Scoping Report (Doc Ref. 5.4)** concluded that any air quality impacts from the Project during operation would not be significant, and this was agreed within the Scoping Opinion (**ES Volume 4, Appendix 1.2: Scoping Opinion (Doc Ref. 5.4)**).

Traffic and Access

12.7.111 As set out in the **ES Volume 4, Appendix 1.1: EIA Scoping Report (Doc Ref. 5.4)**, likely significant effects from vehicle on-Site during the operational phase are not expected. Therefore, the assessment of the Project's effects on traffic and access during operation have been scoped out.

Landscape and Views

12.7.112 **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** considers the visual effects experienced by people within or viewing the Site at one year and 15 years after construction is complete.

12.7.113 At 'Year 1', 19 visual receptors (including residents, settlements and users of PRoW) are considered likely to experience significant Moderate Adverse effects as a result of the Project, with one receptor judged to experience a Moderate-Major Adverse effect, all of which are significant. The majority of these receptors are in close proximity to, or within the Site.

12.7.114 However, following establishment of proposed planting at Year 15, the number of visual receptors experiencing significant effects will reduce from 19 to four, all of which are Moderate Adverse. These are:

- Users of PRoW within the Site, as a result of close range open partial views of the Project;
- People travelling along Bank Road, as a result of sequential glimpsed, open short to medium range views of the Project;
- Users of PRoW AE401, Collier's Hill, as a result of elevated open medium to long range views of the Project; and
- Users of PRoW AE428, as a result of open, elevated medium to long distance views of the Project.

12.7.115 A comprehensive series of mitigation measures has been embedded in the design of the Project from the outset, with the aim of reducing adverse effects resulting from its introduction. As a result, the change to the visual environment is not considered to result in a significant amenity effect to transitory users of PRoW.

Socio-economic

12.7.116 As set out above, and within the **Outline RoWAS (Doc Ref. 7.15)**, at and during the operational phase, the Project will have completed the diversion, replacement and implementation of temporary and permanent new routes to address the routes affected by the Project. This summarises that the effect on access and recreational use would be in some cases adverse but less than significant, and in some cases beneficial.

12.7.117 The **Outline RoWAS (Doc Ref. 7.15)** sets out the framework of the proposed approach to design, engagement, governance, implementation, maintenance and management of the proposed routes which would ensure no disadvantage to active travel and accessibility to community facilities and commercial and residential locations currently accessible by the network in this area.

12.7.118 As such, the effect of changes to PRoW during the operational phase is not considered to adversely contribute towards health and wellbeing and in some cases would support positive health pathways.

Summary

12.7.119 This section has summarised the potential for environmental factors reported and assessed within relevant technical chapters of **ES Volume 2 (Doc Ref. 5.2)** to result in significant effects on material amenity or human health. It identifies that, including embedded mitigation, each individual assessment is unlikely to result in changes of significance. In some cases, single environmental effects on single receptors are

considered significant (landscape and views) – though in isolation this is not considered to translate into a significant effect on amenity and health at a population scale. In some cases, there are opportunities for improvements to accessibility and active travel that may cause localised and individual benefits to amenity and health.

12.7.120 As a result, given the range of factors that are not considered significant, and the Applicant's approach to proactive management strategies, monitoring and engagement secured by the Control Documents, the effect on amenity and health is considered to be **Negligible** (not significant) during operation.

Decommissioning Phase

Employment and Labour Market Effects

12.7.121 It is anticipated that the decommissioning phase would require a similar level of employment and generate a similar scale and character of workforce spending and supply chain effects as the construction phase.

12.7.122 This is subject to uncertainty given potential changes in construction sector productivity, automation and availability of workforce skills and contractors which cannot fully be assessed at this stage.

12.7.123 As such, it is anticipated that the decommissioning phase would result in the same likely significant effects as reported for the construction phase (i.e. **Negligible to Minor Beneficial** (not significant)).

Agricultural Economy and Food Security

12.7.124 It is anticipated that the decommissioning phase would require a similar scale and type of activity as the construction phase over the same land area within the context of the wider agricultural land use at each spatial scale. As such, it is anticipated that the decommissioning phase would result in the same scale of likely significant effects as the construction phase – albeit an uplift to the potential scale of agricultural use prior to construction rather than a reduction (i.e. **Negligible** (not significant)).

Effects on Public Rights of Way and Access

12.7.125 It is anticipated that the decommissioning phase would require a similar scale and type of activity as the construction phase. The **Outline RoWAS (Doc Ref. 7.15)** includes the same principles for ensuring maintenance of connectivity of PRoW during the decommissioning stage as equivalent PRoW as during the construction phase.

12.7.126 As such, it is anticipated that the decommissioning phase would result in the same likely effects as the construction phase (**Negligible** to **Minor Adverse** (not significant).

12.7.127 The **Outline RoWAS (Doc Ref. 7.15)** and the **Draft DCO (Doc Ref. 3.1)** (Schedule 8, Part 2) set out where it is anticipated that the new or diverted PRoW temporarily implemented by the Applicant as new paths or diversions to existing PRoW would be

re-instated to their original alignment at the end of the decommissioning phase – this applies to AE 378, AE 428, AE 448, AE 431, AE 436 and AE 454.

12.7.128 KCC has indicated that it may wish to amend the network permanently to adopt temporary replacements for these PRoW following decommissioning and the Applicant will look to facilitate discussions between KCC and the landowners should that be the case.

12.7.129 The **Outline RoWAS (Doc Ref. 7.15)** and the **Draft DCO (Doc Ref. 3.1)** (Schedule 8, Part 1) set out where replacement implemented as part of the Project should be permanent amendments and continue beyond the decommissioning stage of the Project. This position applies to AE 385, AE 370, AE 377, AE 656 and 657, and AE 475.

Community and Recreational Facilities and Tourism

12.7.130 It is anticipated that the decommissioning phase would require a similar scale and type of activity as the construction phase. As such, it is anticipated that the decommissioning phase would result in the same likely significant effects as the construction phase (inclusive of embedded mitigation within the **Outline DTMP (Doc Ref. 7.13)** and **Outline DEMP (Doc Ref. 7.12**) (**Negligible** (not significant)).

Effects on Amenity and Human Health

Noise

12.7.131 **ES Volume 2, Chapter 14: Noise (Doc Ref. 5.2)** considers the noise effects during the decommissioning phase. It is anticipated that the decommissioning phase would require a similar scale and type of activity as the construction phase. As such, it is anticipated that the decommissioning phase would result in the same likely significant effects as the construction phase. The noise impact on assessed receptors is not considered to be significant during decommissioning works.

Air Quality

12.7.132 As assessed in the air quality assessment in the **ES Volume 4, Appendix 1.1: EIA Scoping Report (Doc Ref. 5.4)**, effects related to air quality have been scoped out of the assessment because no significant effects are anticipated during the decommissioning phases. It is considered that the implementation of effective mitigation measures, as outlined in the **Outline DEMP (Doc Ref. 7.12**), during decommissioning phases will substantially reduce the potential for nuisance dust and fine particulate matter to be generated and therefore the effects on air quality are likely to be not significant. A full assessment of air quality impacts for the ES have been scoped out for the decommissioning phase.

Traffic and Access

12.7.133 As set out in **ES Volume 4, Appendix 1.1: EIA Scoping Report (Doc Ref. 5.4)**, likely significant effects from vehicle on-Site during the decommissioning phase are likely to be at worst case scenario, similar to construction phase effects. Based on the proposed year of assessment, the effects are considered to be too far in the future to be able to accurately predict traffic flows within the study area.

12.7.134 Mitigation measures proposed are similar to those identified for the construction phase and secured via the **Outline DTMP (Doc Ref. 7.13)**. Therefore, the assessment of the Project's effects on traffic and access during the decommissioning phase would be the same as the construction phase (i.e. **Negligible to Minor Adverse** (not significant).

Landscape and Views

12.7.135 One significant visual effect has been identified by **ES Volume 2, Chapter 8: Landscape and Views (Doc Ref. 5.2)** as likely to arise from the decommissioning phase. Users of PRoW AE401, Collier's Hill are likely to experience a Moderate Adverse effect which is temporary and significant as a result of open elevated views of decommissioning activities in the western part of the Site.

12.7.136 While the amenity of users at a small number of receptors would be affected, this is a small element of a wider network with substantial alternatives available and is not likely to contribute to an effect on health and wellbeing.

Socio-economic

12.7.137 During the decommissioning phase, some of the PRoW that interact with the Site will experience change, including in relation to the internal haulage route at the boundary and within the Site, and in some locations will need to be crossed intermittently by vehicles.

12.7.138 A number of engagement, monitoring and management measures to ensure safe and convenient access to and use of the PRoW network during the construction phase are secured by the **Outline DTMP (Doc Ref. 7.13)** and **Outline DEMP (Doc Ref. 7.12)** and these are also summarised in the context of PRoW in the **Outline RoWAS (Doc Ref. 7.15)**.

12.7.139 The **Outline RoWAS (Doc Ref. 7.15)** and the **Draft DCO (Doc Ref. 3.1)** (Schedule 8, Part 2) set out where it is anticipated that the new or diverted PRoW temporarily implemented by the Applicant as new paths or diversions to existing PRoW would be re-instated to their original alignment at an appropriate time during the decommissioning phase – this applies to AE 378, AE 428, AE 448, AE 431, AE 436 and AE 454.

12.7.140 It is noted that at this stage KCC, as the Local Highway Authority, and landowners, may wish to amend the network permanently to adopt temporary replacements for these PRoW and therefore the Applicant will work with KCC during the decommissioning stage should that be the case.

12.7.141 Given these commitments, the changes to rights of way and access across the Site during the decommissioning phase are considered to result in a temporary, low-medium magnitude effect on low-medium sensitivity receptors, resulting in an overall **Minor Adverse** (not significant) effect at all scales.

Summary

12.7.142 This section has summarised the potential for environmental factors reported and assessed within the ES to result in significant effects on material amenity or human

health. It identifies that (in some cases), including embedded mitigation, each individual assessment is unlikely to result in changes of significance. In some cases single environmental effects on single receptors are considered significant (landscape and views) – though in isolation this is not considered to translate into a significant effect on amenity and health at a population scale. As a result, given the range of factors that are not considered significant, and the Applicant's approach to proactive management strategies, monitoring and engagement secured by the Control Documents, the effect on amenity and health is considered to be **Negligible to Minor Adverse** (not significant).

12.8 Additional Mitigation, Monitoring and Enhancement Measures

Construction Phase

12.8.1 No additional mitigation, monitoring or enhancement measures are anticipated to be required to reduce the significance of adverse socio-economic effects during the construction phase.

Operational Phase

12.8.2 No additional mitigation, monitoring or enhancement measures are anticipated to be required to reduce the significance of adverse socio-economic effects during the operational phase.

Decommissioning Phase

12.8.3 No additional mitigation, monitoring or enhancement measures are anticipated to be required to reduce the significance of adverse socio-economic effects during the decommissioning phase.

12.9 Residual Effects

Construction Phase

12.9.1 Residual effects for the construction phase remain as reported at **Paragraphs 12.7.1 to 12.7.71**.

Operational Phase

12.9.2 Residual effects for the operational phase remain as reported at **Paragraphs 12.7.72 to 12.7.120**.

Decommissioning Phase

12.9.3 Residual effects for the decommissioning phase remain as reported at **Paragraphs 12.7.121 to 12.7.142**.

12.10 Cumulative Effects

Construction Phase

Construction Employment and Labour Market Effects

12.10.1 The Project, together with the cumulative developments, would be expected to generate employment opportunities during the construction phase. However, it is not possible to make a quantitative assessment of this cumulative level of employment. Variance in methodologies between projects for calculating construction jobs means that is not possible to accurately sum them – especially considering different lengths of construction period, different peak employment points and uncertainty over construction starts.

12.10.2 Fluctuation in the intensity of labour demand on construction sites can enable contractors to move around between sites, lowering the cumulative peak. Conversely, they could peak simultaneously.

12.10.3 Given the size and mobility of the construction labour market, it is not expected that the cumulative schemes would generate any significant effects with respect to socio-economics. Qualitatively, the effect is likely to be beneficial, but qualitatively it is likely to be **Negligible** (not significant).

Mitigation, Monitoring and Residual Effects

12.10.4 Given that cumulative construction effects are likely to be **Negligible** (or beneficial) no further mitigation is required. The residual effects will remain as stated above.

Operational Phase

Agricultural Economy and Food Security

12.10.5 The total agriculture land loss from the cumulative schemes stands at approximately 1,200ha. This excludes the sites which have been allocated for development in Ashford's Local Plan as it is assumed that agricultural land loss has been captured in the relevant assessment when these sites have been allocated.

12.10.6 The majority of this includes planning applications for housing development, which would be a permanent take of land should development come forward. Two planning applications are for solar farms, Ref. 22/00668/AS for East Stour Solar Farm (ID No. 9) and Ref. 23/0580/FH for Pent Farm Solar (ID No. 33). Similar to the Project, changes to agricultural land are considered to be temporary, with the land coming back into agricultural use following the decommissioning of the development.

12.10.7 The total estimated loss of agricultural land from the cumulative schemes equates to 0.7% of agricultural land in KCC, 0.11% in the region and 0.013% of England total.

12.10.8 It is not possible to provide a definitive quantitative assessment of the impact of the temporary loss of arable production on food security given the complexities of the components (such as existing annual variation of production influenced by weather, climate and economic variables, and the resilience of the economy to respond to changes). However, given the scale of change, this is not considered to be significant in relation to the ability of the UK to produce food products. This conclusion would be supported by the statistics which show that the UK in 2021 imported 42% of its food and that the proportion of food imported has been increasing over recent years.

12.10.9 Applying an average jobs-per-hectare ratio for Kent's agricultural sector using data presented in this Chapter for the Project and wider reported data for Kent from DEFRA suggests that the combined change in employment as a result of the cumulative schemes could be in the region of between 25 to 65 employees, equating to between 0.3% to 0.6% of workers employed in agricultural sectors in Kent, which is anticipated to be **Negligible** (not significant) at all scales.

Effects on Public Rights of Way and Access

12.10.10 There are 52 PRoWs that fall within the sites of the cumulative schemes. Of these, eight PRoWs in four schemes will undergo diversion as part of the consents for the schemes. It is expected that concerns with regards to construction impact, accessibility, use and wider connectivity to have been dealt with within each application at planning stage – in most cases a condition has been included in the planning consent which requires KCC to approve PRoW diversions prior to extinguishment / diversion. The diversions are expected to have been discussed and agreed with KCC for each planning application where relevant and be subject to these conditions. Furthermore, the cumulative schemes affecting PRoW are of a significant distance from the Project so as not to cause adverse effects on recreational amenity or connectivity.

12.10.11 Therefore, the effect of these changes is considered to be **Negligible** (not significant).

12.10.12 The Project acknowledges that there are potential beneficial cumulative effects regarding its interactions with large neighbouring developments – primarily the Otterpool Park Development (ID No. 10) which would be accessible from the Project within approximately 2km via the existing PRoW network.

12.10.13 The Design and Access Statement for the Otterpool Park Development states that currently there are very few public rights of way or opportunities for public access across the application site but notes that the development would "*deliver significant improvements in this regard…via improved connectivity to existing pedestrian routes that exist around the site and connecting these with new routes within the development. This in turn will link and connect the new community within Otterpool with existing open space, recreational areas, landscape and the wider community".*

12.10.14 In turn, the proposed improvements in connectivity in the Northern Area of the Project in particular would complement this by providing an enhanced network. This would allow residents of Aldington to access wider routes and destinations brought forward by the Otterpool Park Development, and form part of the wider strategic network from Ashford via Mersham onwards to Otterpool.

Mitigation, Monitoring and Residual Effects

12.10.15 The residual effects will remain as stated above.

Decommissioning Phase

12.10.16 Given the lack of certainty regarding the interaction between the Project's decommissioning phase and the activity generated by the cumulative schemes, it is

not possible to identify the significance of effects over and above those assessed for the construction and operation of the Project alone.

Table 12.19: Summary of Residual Effects

Receptor	Description of Impact	Significance of Effect without additional mitigation	Additional Mitigation/ Enhancement measure	Residual effect after mitigation
Construction Phase				
Construction labour market of the Wider Study Area and Region.	Effects of construction employment	Negligible to Minor Beneficial (not significant)	N/A	Negligible to Minor Beneficial (not significant)
Local and regional economy	Construction workforce spending	Negligible to Minor Beneficial (not significant)	N/A	Negligible to Minor Beneficial (not significant)
Regional construction economy	Contribution to construction output	Negligible (not significant)	N/A	Negligible (not significant)
Regional construction economy	Construction supply chain effects	Negligible (not significant)	N/A	Negligible (not significant)
Regional and local agricultural economy	Effects on the agricultural economy and food security	Negligible (not significant)	N/A	Negligible (not significant)
PRoW and access within 500m of the Site Boundary	Effects on PRoW and access	Negligible to Minor Adverse (not significant)	N/A	Negligible to Minor Adverse (not significant)
Local and regional tourist economy	Tourist sector accommodation	Negligible (not significant)	N/A	Negligible (not significant)

Receptor	Description of Impact	Significance of Effect without additional mitigation	Additional Mitigation/ Enhancement measure	Residual effect after mitigation
Community, recreational and tourist facilities / receptors	Effects on community, recreational and tourist facilities / receptors	Negligible to Minor Adverse (not significant)	N/A	Negligible to Minor Adverse (not significant)
Local residential and community receptors	Effects on amenity and human health	Negligible to Minor Adverse (not significant)	N/A	Negligible to Minor Adverse (not significant)
Operational Phase				
National renewable energy economy	Contribution to renewable energy generation	Minor to Moderate Beneficial (significant)	N/A	Minor to Moderate Beneficial (significant)
Regional and local agricultural economy	Effects on the agricultural economy and food security	Negligible (not significant)	N/A	Negligible (not significant)
AE 454	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 475	Effects on PRoW and Access	Negligible (not significant)	N/A	Negligible (not significant)
AE 455	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 656, AE 657 and New 2 / FN-2, New 3 / FN-3, and New 8 / FN-8	Effects on PRoW and Access	Negligible to Minor Beneficial (not significant)	N/A	Minor Beneficial (not significant)

Receptor	Description of Impact	Significance of Effect without additional mitigation	Additional Mitigation/ Enhancement measure	Residual effect after mitigation
AE 370	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 377	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 385	Effects on PRoW and Access	Negligible to Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 447	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 378	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 428	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)
AE 448	Effects on PRoW and Access	Negligible (not significant)	N/A	Minor Adverse (not significant)
AE 431	Effects on PRoW and Access	Negligible (not significant)	N/A	Minor Adverse (not significant)
AE 436	Effects on PRoW and Access	Minor Adverse (not significant)	N/A	Minor Adverse (not significant)

Receptor	Description of Impact	Significance of Effect without additional mitigation	Additional Mitigation/ Enhancement measure	Residual effect after mitigation
Community, recreational and tourist facilities / receptors	Effects on community, recreational and tourist facilities / receptors	Negligible to Minor Adverse (not significant)	N/A	Negligible to Minor Adverse (not significant)
Local residential and community receptors	Effects on amenity and human health	Negligible (not significant)	N/A	Negligible (not significant)
Decommissioning Phase				
Construction industry labour market of the Wider Study Area and Region.	Effects of decommissioning employment	Negligible to Minor Beneficial (not significant)	N/A	Negligible to Minor Beneficial (not significant)
Local and regional economy	Workforce spending	Negligible to Minor Beneficial (not significant)	N/A	Negligible to Minor Beneficial (not significant)
Regional construction economy	Contribution to construction industry output	Negligible (not significant)	N/A	Negligible (not significant)
Regional construction economy	Decommissioning supply chain effects	Negligible (not significant)	N/A	Negligible (not significant)
Regional and local agricultural economy	Effects on the agricultural economy and food security	Negligible (not significant)	N/A	Negligible (not significant)

Receptor	Description of Impact	Significance of Effect without additional mitigation	Additional Mitigation/ Enhancement measure	Residual effect after mitigation
PRoW and access within the Order limits	Effects on PRoW and access	Negligible to Minor Adverse (not significant)	N/A	Negligible to Minor Adverse (not significant)
Local and regional tourist economy	Tourist sector accommodation	Negligible (not significant)	N/A	Negligible (not significant)
Community, recreational and tourist facilities / receptors	Effects on community, recreational and tourist facilities / receptors	Negligible to Minor Adverse (not significant)	N/A	Negligible to Minor Adverse (not significant)
Local residential and community receptors	Effects on amenity and human health	Negligible to Minor Adverse (not significant)	N/A	Negligible to Minor Adverse (not significant)

References

[1] HMSO (1981). Wildlife and Countryside Act 1981. Available at: https://www.legislation.gov.uk/ukpga/1981/69. Accessed January 2024.

[2] HMSO (2008). Climate Change Act 2008. Available at: https://www.legislation.gov.uk/ukpga/2008/27/contents. Accessed July 2024.

[3] HMSO (2008). Planning Act 2008. Available at: https://www.legislation.gov.uk/ukpga/2008/29. Accessed January 2024.

[4] Department of Energy & Climate Change, (2023). Overarching National Policy Statement for Energy (EN-1). Accessed January 2024: https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1

[5] Department of Energy Security and Net Zero, (2023). National Policy Statement for Renewable Energy Infrastructure (EN-3). Accessed January 2024: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147382/NPS_EN-3.pdf

[6] Department of Energy Security and Net Zero, (2023). National Policy Statement for Electricity Networks Infrastructure (EN-5). Accessed January 2024: https://www.gov.uk/government/publications/national-policy-statement-for-electricity-networks-infrastructure-en-5

[6] Department for Levelling Up, Housing and Communities (2023). National Planning Policy Framework. Accessed January 2024 https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

[8] HM Treasury, (2023). Build Back Better: our plan for growth – March 2021. Accessed January 2024.

[9] Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy, (2021). Net Zero Strategy: Build Back Greener. Accessed January 2024.

[10] Kent County Council, (2022). Framing Kent's Future: Our Council Strategy 2022 – 2026 – May 2022. Accessed January 2024.

[11] South East Local Enterprise Partnership, (2018). Smarter, Faster, Together: Towards a Local Industrial Strategy. Accessed January 2024.

[12] Kent County Council, (2018). Rights of Way Improvement Plan (2018 – 2028). Accessed January 2024.

[13] Kent Downs AONB Unit, (2021). The Kent Downs AONB Management Plan 2021-2026. Accessed January 2024.

[14] Kent County Council, (2017). Kent Environment Strategy. Accessed July 2024: https://www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-

policies/environment-and-waste-policies/environmental-policies/kent-environment-strategy

[15] Kent County Council, (2019). Climate Emergency Statement. Accessed July 2024: https://www.kent.gov.uk/environment-waste-and-planning/climate-change/climate-emergency-statement#:~:text=Our%20targets,to%20Net%20Zero%20by%202050.

[16] Kent County Council, (2021). Net Zero Action Plan. Accessed July 2024: https://www.kent.gov.uk/environment-waste-and-planning/climate-change/reducing-emissions/our-net-zero-action-plan

[17] Kent County Council, (unknown). Joint Health and Wellbeing Strategy. Accessed January 2024: https://www.kent.gov.uk/about-the-council/strategies-and-policies/service-specific-policies/health-policies/joint-health-and-wellbeing-strategy.

[18] ABC, (2019). Local Plan To 2030 – February 2019. Accessed January 2024.

[19] Ministry of Housing, Communities and Local Government, (Live Document). Planning Practice Guidance. Accessed January 2024: http://planningguidance.communities.gov.uk/

[20] DEFRA, (2009). Rights of Way Circular (1/09): Guidance for Local Authorities, version 2 – October 2009.

[21] Institute of Public Rights of Way and Access Management, (2020). Environmental Impact Assessment: Appraising Access.

[22] London Healthy Urban Development Unit (HUDU), (2019). Rapid Health Impact Assessment Tool, 4th Edition – October 2019.

[23] Institute of Environmental Management & Assessment, (2022). Determining Significance For Human Health In Environmental Impact Assessment – November 2023.

[24] HCA, (2014). Additionality Guide, 4th Edition

[25] Visa Europe, (2014). UK Working Day Spending Report.

[26] CITB, (2023). Workforce Mobility and Skills in the UK Construction Sector 2022 South East Report - May 2023.

[27] KCC Definitive Map (2024) [online] Accessed January 2024: https://www.kent.gov.uk/environment-waste-and-planning/public-rights-of-way/rights-of-way-map#tab-1,2

[28] Office for National Statistics, (2011). Census.

[29] Office for National Statistics, (2021). Census.

[30] Office for National Statistics, (2022). Annual Population Survey.

[31] Office for National Statistics, (2023). Job Seeker Allowance Survey – May 2023.

[32] Office for National Statistics, (2021). Business Register and Employment Survey.

[33] Office for National Statistics, (2020). Population Projections to 2027.

[34] Office for National Statistics, (2022). Business Count Survey.

[35] HCA, (2014). Additionality Guide, 4th Edition.

[36]HM Treasury, (2022). The Green Book [online] accessed January 2024: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938046/The_Green_Book_2020.pdf Accessed July 2023.

[37] CITB, (2023). Workforce Mobility and Skills in the UK Construction Sector 2022 South East Report - May 2023.

[38] CITB, (2023). Workforce Mobility and Skills in the UK Construction Sector 2022 South East Report - May 2023.

[39] CITB, (2023). Workforce Mobility and Skills in the UK Construction Sector 2022 South East Report - May 2023.

[40] Visa Europe, (2014). UK Working Day Spending Report.

[41] HM Treasury, (2022). The Green Book – November 2022. Accessed January 2024: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938046/The_Green_Book_2020.pdf

[42] DEFRA and ONS, (2022). Agriculture in the UK Evidence Pack. September 2022.

[43] DEFRA, (2023). United Kingdom Food Security Report 2021: Theme 2: UK Food Supply Sources.

[44] DEFRA, (2023). Agricultural facts: South East Region.

[45] London Healthy Urban Development Unit (HUDU), (2019). Rapid Health Impact Assessment Tool, 4th Edition – October 2019.

[46] Institute of Environmental Management & Assessment, (2022). Determining Significance For Human Health In Environmental Impact Assessment – November 2023.

[47] DESNZ (2022) Energy Trends – Renewable Electricity by Local Authority. Accessed March 2024: https://www.gov.uk/government/statistics/regional-renewable-statistics

[48] Office for National Statistics, (2021). Business Registration Survey.

[49] ONS, (2023). Regional gross value added (balanced) by industry: all International Territorial Level (ITL) regions in 2021. Accessed January 2024: https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalandrealregionalgrossvalueaddedbalancedbyindustry

[50] CITB, (2022). The skills construction needs. South East, Five Year Outlook 2023-2027. [redacted]

[51] ONS, (2023). United Kingdom Input-Output Analytical Tables, 2019: Input-Output Table (domestic use, basic prices, industry by industry). Accessed January 2024: https://www.ons.gov.uk/economy/nationalaccounts/supplyandusetables/datasets/ukinputoutputanalyticaltablesdetailed

[52] Business Register, (2022). Enterprises by Industry and Employment Size Band.

[53] DEFRA (2021) Farming and Environment Evidence Packs

[54] DEFRA and ONS, (2022). Agriculture in the UK Evidence Pack. September 2022.

[55] DEFRA (2023) Agricultural facts: South East (including London) region

[56] VisitBritain, (2016). Accommodation Stock Audit.

[57] VisitEngland, (2023). Accommodation Occupancy: Latest results.

[58] IRENA, (2017). Renewable Energy Benefits: Leveraging Local Capacity for Solar PV – June 2017.

[59] HM Treasury, (2022). The Green Book [online] accessed January 2024: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938046/The_Green_Book_2020.pdf Accessed July 2023.