

The Great Grid Upgrade

Sea Link

Sea Link

Volume 6: Environmental Statement

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Part 3 Kent

Chapter 10

Socio-economics, Recreation and Tourism

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Version History

Date	Issue	Status	Description / Changes
March 2025	A	Final	For DCO submission
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10. Socio-economics, Recreation and Tourism

10.1 Introduction

- 10.1.1 This chapter of the Environmental Statement (ES) presents the assessment of the likely significant socio-economic, recreation and tourism effects that could result from the Proposed Project (as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**).
- 10.1.2 Socio-economic, recreation and tourism effects associated with the Kent Onshore Scheme relate to potentially significant beneficial and/or adverse effects on the following receptors:
- the local economic environment (including employment generation, Gross Value Added (GVA), and multiplier effects);
 - users of recreational routes and Public Rights of Way (PRoW); and
 - residential properties, local businesses, visitor attractions, community facilities, open space and development land.
- 10.1.3 The Order Limits, which illustrate the boundary of the Proposed Project, are illustrated on **Application Document 2.2.1 Overall Location Plan** and the Kent Onshore Scheme is illustrated on **Application Document 2.2.3 Kent Location Plan**.
- 10.1.4 This chapter should be read in conjunction with:
- **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**;
 - **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**; and
 - **Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and EIA Consultation**.
- 10.1.5 This chapter is supported by the following figures:
- **Application Document 6.4.3.10 Socio-economics, Recreation and Tourism**.
- 10.1.6 The chapter is supported by the following application documents:
- **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan (CEMP)**;
 - **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice (CoCP)**;
 - **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**; and
 - **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent**.

10.2 Regulatory and Planning Context

- 10.2.1 This section sets out the legislation and planning policy that is relevant to the socio-economic, recreation and tourism effects assessment. A full review of compliance with relevant national and local planning policy is provided within **Application Document 7.1 Planning Statement** submitted as part of the application for Development Consent.
- 10.2.2 Policy generally seeks to minimise socio-economic, recreation and tourism effects from development and to avoid significant adverse effects. This applies particularly to legislation and policy that could influence:
- the sensitivity of receptors (and therefore the significance of effects) and any requirements for mitigation; and
 - the methodology used within the assessment. For example, a policy may require the assessment of an impact or the use of a specific methodology.

Legislation

- 10.2.3 Regulation 5(2)(a) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (HM Government, 2017) requires that the EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the likely significant direct and indirect effects of the Proposed Project on population and human health.
- 10.2.4 The main legislation relevant to the socio economic and land use effects of the Proposed Project includes The Planning Act 2008 (HM Government, 2008) which is legislation intended to speed up the process for approving major new infrastructure projects such as airports, roads, harbours, energy facilities such as nuclear power and waste facilities Section 14 and sections 15 to 30A of the Act (HM Government, 2008) set out that projects meeting certain defined criteria are automatically classified as Nationally Significant Infrastructure Projects (NSIPs). The Act (HM Government, 2008) requires that developers wishing to construct, operate and maintain NSIPs or projects subject to a Section 35 direction from the Secretary of State (SoS) must obtain a DCO from the relevant SoS to authorise their project. The Proposed Project is not classified as an NSIP under the Planning Act 2008, however National Grid submitted a request for a direction pursuant to Section 35 of the Act and the SoS issued a Direction that confirmed that the project should be treated as a development for which a DCO (HM Government, 2008) is required.

National Policy

National Policy Statements

- 10.2.5 National Policy Statements (NPS) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Proposed Project would be considered. Table 10.1 below provides details of the elements of NPS for Energy (EN-1) (Department for Energy Security & Net Zero, 2023) that are relevant to this chapter.
- 10.2.6 NPS for Electricity Networks Infrastructure (EN-5) (Department for Energy Security & Net Zero, 2023) applies to electricity networks specifically but provides no further guidance on socio-economic considerations additional to NPS EN-1 and therefore has not been considered further within this chapter. EN-3 (Department for Energy Security & Net Zero, 2024) which applies to renewable energy infrastructure also provides no

further guidance in relation to socio-economic considerations for the Kent Onshore Scheme.

Table 10.1 NPS EN-1 requirements relevant to socio-economics, recreation and tourism

NPS EN-1 section	Where this is covered in the ES
5.11.30 <i>"Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way."</i>	The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Kent Onshore Scheme on Public Rights of Way (PRoW) and recreational routes. The assessment is detailed in Section 10.9, where appropriate route diversions, closures and management measures are proposed. Embedded mitigation measures to mitigate against adverse impacts to PRoW are outlined in Section 10.8. Assessment criteria for determining the sensitivity and magnitude of receptors is outlined in Section 10.4.
5.13.2 <i>"Where the project is likely to have socio-economic impacts at local or regional levels, the applicant should undertake and include in their application an assessment of these impacts as part of the ES."</i>	The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Kent Onshore Scheme and these are considered in Section 10.9. Research by the Chartered Institute of Personnel and Development (CIPD) (Chartered Institute of Personnel Development, 2017) found that 90% of national employees commuted for 60 minutes or less each way. Therefore, the economic impacts are assessed at the local level and within an Economic Study Area derived from the 60-minute drive time from the Kent Onshore Scheme boundary.
5.13.3 <i>"The applicant is strongly encouraged to engage with relevant local authorities during early stages of project development so that the applicant can gain a better understanding of local or regional issues and opportunities."</i>	The socio-economic, recreation and tourism technical discipline have engaged in a series of thematic meetings with Kent County Council (KCC), Dover District Council (DDC) and Thanet District Council (TDC). The thematic meetings provided an opportunity for the local planning authorities to raise questions and concerns as well as discussing important points of local context to inform the assessment. Further details regarding consultation are detailed in Section 10.3.

NPS EN-1 section	Where this is covered in the ES
<p>5.13.4 “The applicant’s assessment should consider all relevant socio-economic impacts, which may include:</p> <ul style="list-style-type: none"> • the creation of jobs and training opportunities [...]; • the contribution to the development of low carbon industries at the local and regional level as well as nationally; • the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities; • any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation to use of local support services and supply chains; • effects (positive and negative) on tourism and other users of the area impacted; • the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure [...] • cumulative effects [...].” 	<p>The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Kent Onshore Scheme, including the creation of construction jobs and jobs within the supply chain, impacts on local services and tourist attractions, as well as the impact of changing influx of workers on the availability of visitor accommodation. These impacts are considered in Section 10.9. The cumulative impacts associated with the Kent Onshore Scheme are considered in Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Scheme Intra-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects.</p>
<p>5.13.5 “Applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the development’s socio-economic impacts correlate with local planning policies.”</p>	<p>The existing socio-economic conditions are considered within Section 10.7, while local planning policy in relation to the Kent Onshore Scheme is reviewed in Section 10.2.</p>
<p>5.13.6 “Socio-economic impacts may be linked to other impacts, for example visual impacts considered in Section 5.10 but may also have an impact on tourism and local businesses. Applicants are encouraged, where possible, to demonstrate that local suppliers have been considered in any supply chain.”</p>	<p>The impact of the Kent Onshore Scheme on tourism and local businesses have been assessed in Section 10.9. This includes an assessment of impacts on the integrity of tourist attractions and business premises, the impact on jobs in the supply chain during the construction phase, and the impact of changing influx of construction workers on the availability of local accommodation facilities.</p>
<p>5.13.7 “Applicants should consider developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to provide temporary accommodation for construction workers if required.”</p>	<p>The impact of the Kent Onshore Scheme on tourism and local accommodation facilities have been assessed in Section 10.9. This includes an assessment of impacts on the integrity of tourist attractions and business premises, and the impact on the changing influx of construction workers on the availability of local accommodation services.</p>

NPS EN-1 section	Where this is covered in the ES
5.13.8 <i>“The Secretary of State should consider whether mitigation measures are necessary to mitigate any adverse socio-economic impacts of the development. For example, high quality design can improve the visual and environmental experience for visitors and the local community alike.”</i>	Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 10.8. This includes measures to mitigate adverse effects of temporary closures of public rights of way.
5.13.9 <i>“The Secretary of State should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the Secretary of State considers to be both relevant and important to its decision.”</i>	The socio-economic impacts of the Kent Onshore Scheme have been assessed in Section 10.9. This includes an assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on GVA within the local economy.
5.13.10 <i>“The Secretary of State may conclude that limited weight is to be given to assertions of socio-economic impacts that are not supported by evidence (particularly in view of the need for energy infrastructure as set out in this NPS).”</i>	The socio-economic impacts of the Kent Onshore Scheme have been assessed in Section 10.9. This includes an assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on gross value added within the local economy. This assessment is informed by the anticipated construction workforce profile for the Kent Onshore Scheme.
5.13.11 <i>“The Secretary of State should consider any relevant positive provisions the applicant has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts.”</i>	Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 10.8. This includes measures to mitigate adverse effects of temporary closures of PRoW.
5.13.12 <i>“The Secretary of State may wish to include a requirement that specifies the approval by the local authority of an employment and skills plan detailing arrangements to promote local employment and skills development opportunities, including apprenticeships, education, engagement with local schools and colleges and training programmes to be enacted.”</i>	The socio-economic, recreation and tourism assessment assesses the likely significant effects from the construction and operation of the Kent Onshore Scheme including the creation of construction jobs and jobs within the supply chain. These impacts are considered in Section 10.9. National Grid has not committed to preparing and implementing a specific Employment, Skills and Education Strategy at a project level, as this is not considered to be an efficient or effective approach bearing in mind the low number of construction workers anticipated and that National Grid has not identified any likely significant effects in relation to this matter.

National Planning Policy Framework

- 10.2.7
- The National Planning Policy Framework (NPPF) as revised in December 2024 (Ministry of Housing, Communities & Local Government, 2024) sets out national planning policies that reflect priorities of the Government for operation of the planning system and the economic, social, and environmental aspects of the development and use of land. The NPPF has a strong emphasis on sustainable development, with a presumption in favour of such development. The NPPF has the potential to be considered important and relevant to the SoS consideration of the Proposed Project.
- 10.2.8
- Table 10.2 below provides details of the elements of the NPPF that are relevant to this chapter, and how and where they are covered in the ES.

Table 10.2 NPPF requirements relevant to socio-economics, recreation and tourism

NPPF section	Where this is covered in the ES
<i>Paragraph 85: “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”</i>	The socio-economic impacts of the Kent Onshore Scheme have been assessed in Section 10.9. This includes an assessment of the impact on local employment and employment within the supply chain during construction, as well as the impact on GVA within the local economy.
<i>Paragraph 98: To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:[...] take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs.</i>	The impact of the Kent Onshore Scheme on private and community assets, recreation and tourism including community facilities is assessed in Section 10.9. The effects of the Proposed Project on health are considered in Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing .
<i>Paragraph 105: “Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.”</i>	The impacts of the Kent Onshore Scheme on PRoW and community connectivity and severance are assessed in Section 10.9.
<i>Paragraph 200: “Planning policies and decisions should ensure that new development can be</i>	The effect of the Kent Onshore Scheme on private and community assets

NPPF section	Where this is covered in the ES
<i>integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."</i>	including business premises, community facilities, and visitor attractions is considered within Section 10.9.

National Planning Practice Guidance

- 10.2.9 The assessment has also considered the National Planning Practice Guidance ('PPG') (Ministry of Housing, Communities & Local Government, 2019), which provides guidance on planning and the economy and considers the existing and potential future needs of the population in terms of economic development, jobs and employment opportunities. The PPG does not contain specific policies for Nationally Significant Infrastructure Projects (NSIPs), however it states that applications in relation to NSIPs are to be determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant NPSSs, as well as any other matters that are considered both important and relevant. The contents of the guidance are not materially relevant to the assessment of socio-economic, recreation and tourism effects as the content does not influence the assessment of effects relevant to the Kent Onshore Scheme.

Local Planning Policy

- 10.2.10 The Kent Onshore Scheme (as illustrated on **Application Document 2.2.3 Kent Location Plan**) lies within the jurisdiction of KCC. County and local planning guidance which is relevant to a study of socio-economics, recreation and tourism and has informed the assessment of preliminary effects in this chapter are as follows:
- Dover District Local Plan 2024 (Dover District Council, 2024);
 - Dover District Economic Growth Strategy, 2021 (Dover District Council, 2021);
 - Thanet Local Plan, 2020 (Thanet District Council, 2020);
 - South East Local Enterprise Partnership (SELEP) Economic Recovery and Renewal Strategy, 2021 (South East Local Enterprise Partnership, 2021);
 - South East Local Enterprise Partnership (SELEP) Coast to Capital LEP, Enterprise M3 LEP, Local Energy Strategy (South East Local Enterprise Partnership; Coast to Capital Local Enterprise Partnership; and Enterprise M3, 2019);
 - KCC, Kent and Medway Growth and Infrastructure Framework (GIF), 2018 Update (Kent County Council, 2018);
 - KCC Rights of Way Improvement Plan 2018-2028 (Kent County Council, 2018)

- Economic Growth Strategy for Thanet, 2016 (Thanet District Council, 2016); and
- Ash Neighbourhood Development Plan 2018-2037 (Ash Parish Council, 2021).

Local Plans

10.2.11 The majority of the Kent Onshore Scheme lies within the jurisdiction of TDC. Local planning policy for TDC consists of the Thanet Local Plan (adopted July 2020) (Thanet District Council, 2020). Thanet Local Plan policies which are relevant to socio-economics, recreation and tourism assessment matters and have informed the socio-economics, recreation and tourism assessment are detailed in Table 10.3.

Table 10.3 Local planning policies relevant to socio-economic, recreation and tourism- Thanet Local Plan

Thanet Local Plan - Policy	Where this is covered in the ES
<p>SPO4: Economic Growth</p> <p>States that a minimum of 5,000 additional jobs are planned within the district up to 2031 through attracting investment in new businesses and job creating development. Land and premises considered suitable for continued and future employment use will be identified and protected for such purpose. Development is supported that enhances the rural economy subject to protecting the character, quality and function of Thanet's rural settlements and natural environments.</p>	<p>The impacts of the Kent Onshore Scheme on land allocated for business premises, as well as the impact on job generation are assessed in Section 10.9. There are no areas of allocated employment land located within the Kent Onshore Scheme.</p>
<p>SP13: Housing Provision</p> <p>Sets a target for at least 17,140 additional homes to be built in the District in the period to 2031. The policy also sets out land allocations to accommodate the delivery of these properties.</p>	<p>The impacts of the Kent Onshore Scheme on residential properties, including land allocated for residential development, are assessed in Section 10.9.</p>
<p>SP38: Healthy and Inclusive Communities</p> <p>States that the Council will work with relevant organisations, communities and developers to protect and improve the health of Thanet's residents. This includes the safeguarding of existing community services and facilities, as well as the promotion of healthy transport options such as cycling and walking.</p>	<p>The impacts of the Kent Onshore Scheme on community facilities, open space and PRoW are assessed in Section 10.9.</p>

10.2.12 Parts of the Kent Onshore Scheme lie within the jurisdiction of DDC. The Dover District Local Plan was adopted in October 2024 and policies which are relevant to socio-economics, recreation and tourism are identified in Table 10.4.

Table 10.4 Local Planning Policies relevant to socio-economics, recreation and tourism - Dover District Local Plan

Dover District Local Plan - Policy	Where this is covered in the ES
Strategic Policy 3: Housing Growth Outlines that provision for 10,998 net additional homes has been made across the district up to 2040. The Council notes that any net loss in the district's stock of dwellings, or areas and sites that are key to the delivery of the housing growth strategy, will be resisted.	The impacts of the Kent Onshore Scheme on residential properties and land allocated for residential development are assessed in Section 10.9. There are no areas of land allocated for housing located within the Kent Onshore Scheme.
Strategic Policy 6: Economic Growth States that the Council will support proposals which deliver economic prosperity, jobs growth, tourism and inward investment and contribute to the delivery of economic growth in the District.	The impacts of the Kent Onshore Scheme on job generation are assessed in Section 10.9.
Policy TI1: Sustainable Transport and Travel States that developments must safeguard the local PRoW network, and existing walking and cycling routes, from development which would compromise their use.	The impacts of the Kent Onshore Scheme on users of PRoW, including pedestrians and cyclists, are assessed in Section 10.9.
Policy E4: Tourist Accommodation and Attractions Outlines that the Council will seek to retain and evolve a broad range of high quality serviced tourist accommodation.	The impacts of the Kent Onshore Scheme on business premises, including visitor accommodation, are assessed in Section 10.9. The impact of changing influx of construction workers on the availability of local accommodation facilities has also been assessed in Section 10.9.
Policy PM5: Protection of Open Space, Sports Facilities and Local Green Space States that proposals that involve the whole or partial loss of open space within settlements, outdoor recreation facilities, playing fields, allotments or indoor sports facilities, will not be supported unless replacements or enhancement of the facilities are provided.	The impacts of the Kent Onshore Scheme on open spaces and community facilities such as allotments and sports facilities are assessed in Section 10.9.
Policy PM6: Community Facilities and Services Sets out that proposals will be supported which seek to retain, enhance and maintain community facilities which make a positive contribution to the social or cultural life of a community.	The impacts of the Kent Onshore Scheme on community facilities are assessed in Section 10.9.

Dover District Economic Growth Strategy, 2021

10.2.13 The Dover District Economic Growth Strategy (Dover District Council, 2021) sets out DDC's vision and long-term plan to grow the local economy. It aims to harness the

strategic strengths of the local economy through attracting investment, promoting infrastructure growth, harnessing the visitor economy and supporting regeneration in town centres.

Economic Growth Strategy for Thanet, 2016

- 10.2.14 The Economic Growth Strategy for Thanet (Thanet District Council, 2016) sets out priorities and initiatives to help spur local growth within the district. It emphasises the importance of improving skills within the labour force, implementing measures to support new and small businesses and ensure that the visitor economy continues to evolve to patterns of demand.

South East Local Enterprise Partnership (SELEP) Economic Renewal Strategy, 2021

- 10.2.15 The SELEP Economic Renewal Strategy (South East Local Enterprise Partnership, 2021) provides medium to long term priorities which focuses on economic growth and maximising opportunities within the South East region. This includes priorities on business resilience and growth through supporting start-ups and research and development, attracting inward investment through enhancing connectivity of local ports, as well as improving the economy of coastal communities through the promotion of tourism.

South East Local Enterprise Partnership (SELEP), Coast to Capital LEP, Enterprise M3 LEP, Local Energy Strategy, 2019

- 10.2.16 The Local Energy Strategy (South East Local Enterprise Partnership; Coast to Capital Local Enterprise Partnership; and Enterprise M3, 2019) was developed by three local enterprise partnerships (LEPs), Coast to Capital, Enterprise M3 and SELEP, and covers a geographic area from Essex to Hampshire in the South East of England. The strategy aims to provide a strategy to support clean-growth in the tri-LEP area and contribute to the UK's decarbonisation objectives. The strategy includes a priority to support renewable energy generation, including through the delivery of offshore wind infrastructure.

Kent County Council (KCC), Kent and Medway Growth and Infrastructure Framework (GIF), 2018 Update

- 10.2.17 The GIF (Kent County Council, 2018) provides a strategic framework for identifying and prioritising investment across a range of infrastructure across the county up to 2031. The GIF also provides evidence to attract investment and engagement, and aims to ensure that Kent residents enjoy a good quality of life through well-planned, sustainable development that is supported by the right infrastructure and services.

Kent County Council (KCC) Rights of Way Improvement Plan 2018-2028

- 10.2.18 The KCC Rights of Way Improvement Plan (Kent County Council, 2018) sets out objectives to protect and improve Kent's network of PRoW over the ten year period from 2018 to 2028. It aims to create a network that not only provides a safe, sustainable means of travel but also delivers the benefits that access to the network, countryside, coast and green spaces can make to improve the quality of life for Kent's residents and visitors.

Ash Neighbourhood Development Plan 2018-2037

- 10.2.19 The Ash Neighbourhood Development Plan (Ash Parish Council, 2021) covers the period from 2018-2037 and sits alongside DDC and national policies when determining planning applications in the Parish of Ash. It contains a vision for the future of Ash and sets out clear objectives and planning policies to realise and deliver this vision. It also sets out an objective to enhance the local economy through encouraging local business to expand and through fostering the creation of new local businesses.

10.3 Scoping Opinion and Consultation

Scoping

- 10.3.1 A Scoping Report for the Proposed Project was issued to the Planning Inspectorate (PINS) on 24 October 2022 (National Grid, 2022) and a Scoping Opinion (**Application Document 6.15 Scoping Opinion 2022**) was received from the SoS on 1 December 2022 (**Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and EIA Consultation**). Table 10.5 sets out the comments raised in the Scoping Opinion and how these have been addressed in this ES. The Scoping Opinion takes account of responses from prescribed consultees as appropriate. **Application Document 6.3.1.6.A ES Appendix 1.6.A Response to Scoping Opinion** provides responses to the comments made by the prescribed consultees at scoping stage and how each comment has been considered.

Table 10.5 Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
	<p><i>[Creation of permanent operational phase employment, training and apprenticeship opportunities, both directly at work sites and indirectly]</i></p> <p>The matter is to be scoped out on the basis that the scale of operational employment generated is likely to be very limited. The Inspectorate agrees that this matter can be scoped out of the assessment for the operational stage on this basis. The ES description of development should, however, explain the level of employment generation in operation.</p>	<p>The employment generated by the Kent Onshore Scheme during construction is presented in Section 10.9. The level of employment generation in operation is explained in Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project, Section 4.8.</p>
4.10.2	<p><i>[Gross Value Added (GVA) during the operational phase]</i></p> <p>This matter is to be scoped out on the basis that the scale of operational employment generated is likely to be very limited and therefore any effect on GVA will be small. The Inspectorate is content for this matter to be scoped out on this basis.</p>	<p>Operational GVA has not been included within the Assessment of Effects as agreed at scoping stage. Section 10.9 includes the GVA generated by the Kent Onshore Scheme during the construction phase.</p>

ID	Inspectorate's comments	Response
4.10.3	<p><i>[Study area]</i></p> <p>The study area for local communities identified as being impacted only accounts for those connected by recreational routes and PRoW; however, the Inspectorate considers this should also include routes connected via the road network and the study area for landscape and visual impacts and traffic and transport. The study area identified in the ES should include the extent of potential impacts on receptors from changes in the road network from the Proposed Development. Effort should be made to agree the study area with relevant consultation bodies.</p>	<p>As part of thematic meetings, the assessment approach to PRoWs has been discussed with stakeholders. Section 10.4 presents the methodology and data sources used to gather the baseline data. These include KCC Definitive Map and Statement of Public Rights of Way and Sustrans National Cycle Network Route Map. Recreational routes and PRoW which pass within the Kent Onshore Scheme Order Limits are identified in Section 10.7. These comprise PRoW footpaths, bridleways, restricted byways and bypasses open to all traffic. Where appropriate, routes connected via the road network and receptors of relevance beyond the 500 m study area have been included within Section 10.7 and assessed in Section 10.9 to assess the extent of impacts of the Kent Onshore Scheme.</p>

Statutory Consultation

- 10.3.2 Statutory Consultation for the Proposed Project took place between 24 October and 18 December 2023. A further Targeted Consultation exercise on the main changes to the Proposed Project introduced after the 2023 statutory consultation, was undertaken between 8 July and 11 August 2023. In addition, a project update and a local engagement exercise took place between 22 November 2024 and 12 January 2025, focusing on design amendments made following Targeted Consultation. A summary of relevant feedback received during consultation relating to socio-economics, recreation and tourism is provided below. Further details on how consultation responses have informed the assessment can be found in **Application Document 5.1 Consultation Report** and **Application Document 5.1.6 Appendix E Statutory Consultation**.
- 10.3.3 Feedback from the prescribed consultees included the following key issues:
- *PRoW and recreational routes* - Feedback has been noted considering the local importance of PRoW Kent, calling for greater consideration of this network, and determining clear mitigation measures. Concern has also been raised surrounding consideration for amenity effects arising from noise and visual impacts. Section 10.4 sets out the methodology for assessing PRoW. Details of PRoW closures and diversions are included within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent**. Amenity effects on PRoW arising from traffic and transport, landscape and visual, noise and vibration, and air quality are

set out in **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**.

- **Study Area** – Feedback requested that the PRoW study area of 500 m be extended. Additionally the Planning Inspectorate’s comment that the study area for local communities identified as being impacted by PRoW *‘should also include routes connected via the road network and the study area for landscape and visual impacts and traffic and transport’* was emphasised. Recreational routes and PRoW which pass within the Kent Onshore Scheme Order Limits are identified in Section 10.7. These comprise PRoW footpaths, bridleways, restricted byways and bypasses open to all traffic. A number of further PRoW and recreational routes have been located within 500 m of the Kent Onshore Scheme Order Limits. Where appropriate, routes connected via the road network and beyond the 500 m study area have been included within Section 10.7 and assessed in Section 10.9 to assess the extent of impacts of the Kent Onshore Scheme.

Further Engagement

- 10.3.4 Three socio-economic, recreation and tourism thematic meetings have been held with KCC, TDC and DDC since the production of the Preliminary Environmental Information Report (PEIR) that was submitted with the Statutory Consultation. The thematic meetings have primarily focused on discussing points raised by the local planning authorities in the Statutory Consultation and provided the opportunity to discuss key aspects of local context to help inform the socio-economic, recreation and tourism assessment included within the ES. Additionally, as part of the thematic meetings, the assessment approach to PRoW and recreational routes has been discussed with stakeholders.

Summary of Scope of Assessment

- 10.3.5 This section details what aspects have been scoped in and scoped out of the assessment through the scoping process and consultation with stakeholders.

Aspects scoped into the assessment

- 10.3.6 The Kent Onshore Scheme has the potential to have a range of temporary and permanent effects. For the purposes of this ES chapter, based on professional judgement and experience, as well as national planning policy, due consideration is given to the Kent Onshore Scheme in terms of effects on the following:
- Economic impacts;
 - Employment generation during the construction phase, including multiplier effects (i.e. indirect benefits for the local area and the region resulting from supply chain activity including contribution of the Kent Onshore Scheme to low carbon industries as well as induced employment created through increased spending across the Study Area), potential training benefits and apprenticeship opportunities;
 - Impact of a changing influx of workers on local accommodation facilities; and
 - GVA including multiplier effects during the construction phase (i.e. indirect benefits for the region).

- Impacts to PRoW resulting in changes in quality of the route, user experience, journey lengths and times, local travel patterns and severance to local facilities;
- Private and community assets, recreation and tourism;
 - Severance of access to recreational routes and PRoW, residential properties, local businesses, visitor attractions community facilities and open space; and
 - Other private and community assets (including residential properties, business premises, community facilities, visitor attractions, development land and open space), in terms of any temporary or permanent land take impacts.

Aspects scoped out of the assessment

- 10.3.7 The scale of operational employment generated is likely to be very limited, and as a result any effect on GVA will be small. The assessment of economic impacts (employment levels within Dover and Thanet and the local economy in Dover and Thanet) during the operational phase have therefore been scoped out of the assessment.

10.4 Approach and Methodology

- 10.4.1 **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology** sets out the overarching approach which has been used in developing the ES. This section describes the technical methods used to determine the baseline conditions, sensitivity of the receptors and magnitude of effects and sets out the significance criteria that have been used for the socio-economics, recreation and tourism assessment.

Guidance Specific to the Socio-economics, Recreation and Tourism Assessment

- 10.4.2 The socio-economics, recreation and tourism assessment has been carried out in accordance with the Design Manual for Roads and Bridges (DMRB) LA 112: Population and human health (National Highways, 2020). LA 112: Population and human health, Part 3 Land Use and Accessibility, includes details regarding the assessment of effects on land use and walkers, cyclists and horse riders. Whilst this guidance is not specific to electricity network infrastructure, this guidance provides some useful context for assessing land use and community impacts of linear infrastructure.

Baseline Data Gathering and Forecasting Methods

- 10.4.3 Baseline data illustrating the existing conditions within and surrounding the Kent Onshore Scheme has been collected through a desk-based research exercise using publicly available sources, documents, and web-based applications. These sources include:
- Office for National Statistics (ONS), (2022), Census 2021 (Office for National Statistics, 2022);
 - ONS, (2012), Census 2011 (Office for National Statistics, 2012);
 - ONS, (2024), Claimant count by sex and age (Office for National Statistics, 2024);

- ONS, (2024), Annual Population Survey (April 2023 to March 2024) (Office for National Statistics, 2024);
- ONS, (2022), Annual Population Survey (January 2021 to December 2021) (Office for National Statistics, 2022);
- Ministry of Housing, Community and Local Government (MHCLG), (2020), English Indices of Deprivation 2019 (Ministry of Housing, Community and Local Government, 2020);
- ONS, (2023), Business Register and Employment Survey 2022 (Office for National Statistics, 2023);
- KCC Definitive Map and Statement of public rights of way (Kent County Council, 2022);
- Sustrans National Cycle Network route map (Sustrans, live document);
- Thanet Local Plan Policies Map (Thanet District Council, 2020);
- Dover Local Plan Policies Map (Dover District Council, 2015);
- Thanet District Council planning applications portals, including information on planning applications for new housing or employment developments (Thanet District Council, live document); and
- DDC planning applications portals (Dover District Council, live document).

Assessment Criteria

- 10.4.4 The assessment of potential for socio-economic, recreation and tourism effects uses the effect significance terms and definitions described within **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**. Where possible, impacts have been appraised against relevant national standards, such as those issued by Department for Business, Energy & Industrial Strategy (BEIS) including NPS EN-1 (Department for Energy Security & Net Zero, 2023), National Highways including DMRB LA 112 (National Highways, 2020), the Department for Levelling Up, Housing and Communities (DLUHC) (now renamed Ministry for Housing, Communities and Local Government) such as the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023) and Homes and Communities Agency (HCA) (now renamed Homes England), such as the HCA Additionality Guide (Homes and Communities Agency, 2014). Where relevant standards do not exist, professional experience and expert judgement have been used to assess the scale and nature of the effects of the Kent Onshore Scheme against baseline conditions.
- 10.4.5 The assessment aims to be objective and quantifies effects as far as possible. However, some effects can only be evaluated on a qualitative basis. Effects are defined as follows:
- Beneficial classifications of significance indicate an advantageous effect on an area, which may be negligible, minor, moderate or major.
 - Adverse classifications of significance indicate a disadvantageous effect on an area, which may be negligible, minor, moderate or major.
 - No effect classifications of significance indicate that there are no effects on an area.

- 10.4.6 For socio-economics recreation and tourism effects, there is no accepted definition of what constitutes a significant (or not significant) effect. It is however recognised that ‘significance’ reflects the relationship between the scale of effect (magnitude) and the sensitivity (or value) of the affected resource or receptor. As such the significance criteria of effects has been assessed based on expert judgement and professional experience of the author, and relies on the following considerations:
- Sensitivity and value of the receptor: this entails consideration of the value of each receptor and, in particular, their ability to respond to change based on recent rates of change and turnover (if appropriate).
 - Magnitude of impact: this entails consideration of the size of the effect on people or business in the context of the area in which effects will be experienced.
 - Scope for adjustment: the assessment is concerned in part with economies. These adjust themselves continually to changes in supply and demand, and the scope for the changes brought about by the Kent Onshore Scheme to be accommodated by market adjustment will therefore be a criterion in assessing significance.

Economic impacts

Additionality¹

- 10.4.7 The economic impact of the Kent Onshore Scheme is considered relative to a 60-minute travel time (car or road-based public transport) to or from the Kent Onshore Scheme in any direction. In accordance with research, this is considered a reasonable timeframe to use as a baseline within which construction workers would commute to the Kent Onshore Scheme.
- 10.4.8 Additionality has been calculated by considering the overall job gains to the area, then factoring in the level of leakage, number of displaced jobs and multiplier effects, such as supply chains and construction worker spending related jobs. These assumptions have been informed by the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023).
- 10.4.9 Table 10.6 outlines the values that have been allocated within the construction additionality formula, enabling the tailored calculation of the net additional employment and economic impacts. Justifications for the values have been considered and are summarised in the right-hand column of the table.

Table 10.6 Construction phase economic additionality assumptions

Additionality Factor	Value	Justification
Leakage (% of jobs that benefit those residents outside of the Study Area area).	70%	This is the proportion of jobs taken by people who live outside of the Study Area, defined as a 60-minute travel area. Based on professional judgement and

¹ Additionality refers to ‘the real increase in social value that would not have occurred in the absence of the intervention being appraised’ (Ministry for Housing, Communities and Local Government, 2023). It measures the net effect of an intervention. Taking account of deadweight, leakage, displacement, and economic multiplier effects.

Additionality Factor	Value	Justification
		other similar schemes, given the specialised nature of the construction roles, this has been estimated to be 70%.
Displacement (% of jobs that account for a reduction in related jobs in the Study Area).	50%	For the purpose of this assessment, a medium level of displacement (50%) has been assumed, in line with the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023). This displacement level is assessed as appropriate for the construction phase, as used in other comparable electricity network infrastructure schemes.
Multiplier ratio (further economic activity associated with the additional local income, supplier purchase and longer-term development effects).	1.5	The multiplier is a composite figure which takes into account both the indirect jobs created across the Study Area based on supply chain activity but also the induced employment created through increased spending across the Study Area. The HCA Additionality Guide (Homes and Communities Agency, 2014) provides a 'ready reckoner' of composite multipliers. A 'medium' multiplier of 1.5 is determined to be the most appropriate measure in line with guidance set out in the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023).

Sensitivity of socio-economics, recreation and tourism receptors

Economic impacts

- 10.4.10 The following criteria have been set to assess effects relating to employment and GVA (grouped together as economic impacts) during the construction phase.
- 10.4.11 Table 10.7 identifies the sensitivity criteria that have been used to inform the assessment on socio-economic receptors relating to employment and GVA.

Table 10.7 Economic impact sensitivity criteria

Sensitivity	Description
Very High	Businesses, workers or residents who have little or no capacity to experience the impact without incurring an economic loss or have capacity to experience a large economic gain.
High	Businesses, workers or residents who have below average capacity to experience the impact without incurring an economic loss or have capacity to experience an economic gain.
Medium	Businesses, workers or residents that have an average capacity to experience the impact without incurring a change on their economic well-being.
Low	Businesses, workers or residents that generally have adequate capacity to experience impacts without incurring a change on their economic well-being.
Negligible	Businesses, workers or residents that are unlikely to experience impacts on their economic well-being.

	Direct and severance effects
	Public Rights of Way
10.4.12	The criteria for PRoW sensitivity is presented for both access use and recreation use. “Access” sensitivity criteria considers extent of usage, type of user, purpose of usage (e.g. commuting) and potential for substitution. “Recreation” sensitivity criteria considers the quality of user experience, quality of the route, purpose of usage (e.g. recreational) and potential for substitution.
10.4.13	Table 10.8 identifies the sensitivity criteria that have been used to inform the assessment of PRoW.

Table 10.8 Public Rights of Way impact sensitivity criteria

Sensitivity	Description
	<u>Access</u>
	<ul style="list-style-type: none">PRoW is of very high importance such as routes used for commuting (daily), connecting communities and services with a direct and convenient route.PRoW is regularly used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs.PRoW with very limited potential to be substituted with other route options to access the wider network and/or community infrastructure.
Very High	<u>Recreation</u>

Sensitivity	Description
High	<ul style="list-style-type: none"> • PRow is of very high importance, such as national trails and routes used for recreation. • PRow is highly and regularly used and valued for its character and / or quality. • PRow with no comparable and accessible alternatives that exist within the study area and limited ability to absorb change.
	<p><u>Access</u></p> <ul style="list-style-type: none"> • PRow is of high importance, connecting communities and services, but used regularly but to a lesser extent for commuting. • PRow is used by vulnerable travellers such as the elderly, school children and people with disabilities, who could be disproportionately affected by small changes in the baseline due to potentially different needs. • PRow with limited potential to be substituted with other route options to access the wider network or community infrastructure.
	<p><u>Recreation</u></p> <ul style="list-style-type: none"> • PRow is of high importance, such as regional trails and routes used for recreation. • PRow is regularly used and valued for its character and / or quality. • PRow with limited comparable and accessible alternatives that exist within the local area and limited ability to absorb change.
Medium	<p><u>Access</u></p> <ul style="list-style-type: none"> • PRow is of medium importance, such as PRow close to communities. • PRow with some potential to be substituted with other route options to access the wider network or community infrastructure • PRow is predominantly used by travellers who are not deemed vulnerable. Vulnerable travellers such as the elderly, school children and people with disabilities may use the PRow but not regularly.
	<p><u>Recreation</u></p> <ul style="list-style-type: none"> • PRow is of medium importance, including promoted routes, PRow used for recreation e.g. dog walking, and routes linking to a wider network of routes to provide options for longer recreational journeys. • PRow moderately or semi-regularly used and valued for its character and / or quality. • PRow with potential comparable and accessible alternatives within the local area and potential ability to absorb the change.

Sensitivity	Description
Low	<u>Access</u>
	<ul style="list-style-type: none"> PRoW is of low importance, such as routes disused through past severance or routes that do not offer meaningful access to utilities, with alternative routes available. PRoW with strong potential for substitution with other route options to access the wider network or community infrastructure.
	<u>Recreation</u>
Negligible	<ul style="list-style-type: none"> PRoW is of low importance, such as PRoW that are poorly maintained and do not offer a meaningful route for recreational purposes. PRoW is sparingly or infrequently used and valued as it does not currently offer a meaningful route for recreational purposes. PRoW with comparable / like-for-like and accessible alternatives exist within the local area.
	<u>Access & Recreation</u>
	<ul style="list-style-type: none"> PRoW is of very low importance with alternative routes available.

Private, community, recreation and tourism assets

10.4.14 The following criteria has been set to assess the effects on other private, community, recreation and tourism assets which comprise residential properties, business premises, community facilities, visitor attractions, local accommodation services, open space and development land. Development land is defined as, local plan development allocations, consented planning applications, or applications for development consent which have received consent or which are under consideration.

10.4.15 Table 10.9 identifies the sensitivity criteria for these receptors.

Table 10.9 Private, community, recreation and tourism assets sensitivity criteria

Sensitivity	Description
Very High	Asset or land use is of high importance and rarity with limited potential for substitution or access to alternatives.
High	Asset or land use is of high or medium importance and rarity with moderate potential for substitution or access to alternatives.
Medium	Asset or land use is of high or medium importance and rarity with alternatives available.
Low	Asset or land use is of low importance and rarity with alternatives available.
Negligible	Asset or land use is of very low importance and rarity with alternatives available.

Magnitude of socio-economic, recreation and tourism effects

Economic impacts

- 10.4.16 As above, the following criteria have been set to assess effects relating to employment and GVA (grouped together as economic impacts) during the construction phase.
- 10.4.17 Table 10.10 identifies the magnitude of impact criteria which have been used to assess the socio-economic receptors relating to employment and GVA.

Table 10.10 Economic impact magnitude criteria

Magnitude of impact	Description
Large	An impact that is expected to have considerable adverse or beneficial socio-economic effects. Such impacts will typically affect large numbers of businesses, workers or residents.
Medium	An impact that will typically have a noticeable effect on a moderate number of businesses, workers or residents, and will lead to a small change to the Study Area's baseline socio-economic conditions.
Small	An impact that is expected to affect a small number of businesses, workers or residents or an impact that may affect a larger number of receptors but does not materially alter the Study Area's baseline socio-economic conditions.
Negligible	An impact which has very little change from baseline conditions where the change is barely distinguishable, approximating to a "no change" situation.

Direct and severance effects

Public Rights of Way

- 10.4.18 Magnitude criteria considers temporary and/or permanent impacts on PRoW in accordance with a change in routes' accessibility, ability to serve its purpose, and journey length. The application of this criteria will vary according to whether the PRoW is used for recreational or access purposes or both.
- 10.4.19 Table 10.11 identifies the magnitude of impact criteria which have been used to assess the impacts on PRoW.

Table 10.11 Public Rights of Way magnitude of impact criteria

Magnitude of impact	Description
Large	<ul style="list-style-type: none">Long term (>1 year – permanent) route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation.

Magnitude of impact	Description
	<ul style="list-style-type: none"> Route compromised and unusable for its intended purpose(s) in the long term (>1 year – permanent), such as increased/decreased opportunities for users to access the wider network and community infrastructure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. Substantial (>500 m) increase (adverse) / decrease (beneficial) in journey length.
Medium	<ul style="list-style-type: none"> Temporary (6 months to 12 months) partial route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. Route compromised and unusable for a proportion of its intended purpose temporarily (6 months to 12 months). Extent of impact will depend on the nature of diversion proposed through embedded mitigation. >250 m – 500 m increase (adverse) or decrease (beneficial) in journey length.
Small	<ul style="list-style-type: none"> Temporary (one month to six months) and reversible route closure. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. Route compromised and its functionality is partly impaired or compromised. Extent of impact will depend on the nature of diversion proposed through embedded mitigation. >50 m – 250 m increase (adverse) or decrease (beneficial) in journey length.
Negligible	<ul style="list-style-type: none"> Temporary (<one month) and fully reversible minor route diversion. Route is not closed and can continue to be used for its intended purpose without any significant inconvenience or detriment to the users. <50 m increase (adverse) or decrease (beneficial) in journey length.

Private, community, recreation and tourism assets

10.4.20 The magnitude of change to private assets, recreation and tourism receptors, including residential properties, business premises, community facilities, visitor attractions, accommodation services, open space and development land, is assessed by appraising the level of impact on the receptor and the permanency of change arising from the Kent Onshore Scheme.

10.4.21 Table 10.12 identifies the magnitude of impact criteria.

Table 10.12 Private, community, recreation and tourism assets magnitude of impact criteria

Magnitude of impact	Description
Large	An impact that permanently affects the integrity and value of an asset; or an impact that considerably enhances the value and quality of an asset or land use.
Medium	An impact that negatively affects the value of an asset, but a recovery is possible with no permanent impacts; or an impact that improves key characteristics and features of the asset or land use.
Small	An impact that negatively affects the value of an asset, but is temporary in nature and a recovery is expected in the short-term with no change to its integrity; or an impact that has some beneficial impact on the attributes of the asset or land use.
Negligible	An impact which is a very minor loss or benefit from baseline conditions where the change is barely distinguishable, approximating to a “no change” situation.

Significance of effects

10.4.22 The sensitivity of receptor and magnitude of impact are combined to give an overall significance of effect using the matrix set out in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

Assumptions and Limitations

10.4.23 There is currently no statutory guidance on the methodology for undertaking assessments of socio-economic, recreation and tourism effects. The assessment follows professional judgements and best practice methodology from other assessments undertaken on comparable energy infrastructure schemes.

10.4.24 The assessment of the significance of effects has been carried out against a benchmark of current socio-economic baseline conditions prevailing around the Kent Onshore Scheme, as far as is possible within the limitations of such a dataset. The most recently available data sources have been used in this chapter, although it should be noted that baseline data can be subject to a time lag between collection and publication. As with any dataset, these conditions may be subject to change over time which may influence the findings of the assessment.

10.4.25 As noted in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**, the construction period is expected to begin in 2026 and finish in 2031. This is expected to be a realistic worst-case assumption for the consideration of accessibility effects within this socio-economic recreation and tourism assessment, as it represents the expected minimum build time and therefore the most intense activity onsite.

10.4.26 A number of permanent field access routes are provided within the designs of the Kent Onshore Scheme which may be used by vehicles to conduct maintenance of the underground cables during the construction and operation phases. These routes cross the path of a number of PRow's and St Augustine's golf course. The routes will be used

on an infrequent basis and primarily if maintenance is required, therefore it is assessed that they will not materially impact on the use of PRoWs and the golf course.

10.5 Basis of Assessment

- 10.5.1 This section sets out the assumptions that have been made in respect of design flexibility maintained within the Proposed Project and the consideration that has been given to alternative scenarios and the sensitivity of the assessment to changes in the construction commencement year.
- 10.5.2 Details of the available flexibility and assessment scenarios are presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

Flexibility Assumptions

- 10.5.3 The environmental assessments have been undertaken based on the description of the Proposed Project provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. To take account of the flexibility allowed in the Proposed Project, consideration has been given to the potential for effects to be of greater or different significance should any of the permanent or temporary infrastructure elements be moved within the Limits of Deviation (LoD) or Order Limits.
- 10.5.4 The assumptions made regarding the use of flexibility for the main assessment, and any alternatives assumptions are set out in Table 10.13.

Table 10.13 Flexibility assumptions

Element of flexibility	How it has been considered within the assessment
Lateral LoD HVDC/HVAC cables	The assumption that HVDC cables have the potential to be laid anywhere within the lateral LoD has been considered for the assessment. In order to assess the reasonable worst-case scenario on land take required during the operation phase, the maximum design parameters have been selected to inform the assessment.
Lateral LoD Minster Converter Station and Minster Substation	The assumption considered within this assessment is that Minster Converter Station and Minster Substation are to be constructed within the lateral LoD footprint based on the indicative location of converter station and substation as shown in Application Document 2.5.2 Work Plans - Kent . Minster Converter Station and Minster Substation could be constructed anywhere within the

Element of flexibility	How it has been considered within the assessment
	lateral LoD. In order to assess the reasonable worst-case scenario on land take required during the construction and operation phase, the maximum design parameters have been selected to inform the assessment.
Vertical LoD Minster Converter Station and Minster Substation	The assumption considered within the assessment is that there is a 28 m maximum vertical LoD for Minster Converter Station and 18 m maximum vertical LoD for Minster Substation as explained in Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project . In order to assess the reasonable worst-case scenario on users of PRow, the maximum design parameters have been selected to inform the assessment.
Lateral LoD overhead line	The assumption considered within this assessment is that overhead line options are to be built within the lateral LoD as shown in Application Document 2.5.2 Work Plans - Kent . In order to assess the reasonable worst-case scenario on land take required during the operation phase, the maximum design parameters have been selected to inform the assessment.
Vertical LoD overhead line	The assumption considered within this assessment is that the overhead line options are to be built within the vertical LoD as described in Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project . The vertical LoD overhead line is not relevant to the assessment of impacts as the height of the overhead line and towers are not anticipated to impact the sensitivity or magnitude of effects on socio-economic, recreation and tourism receptors.
Order Limits – temporary construction works	The assumption considered within the assessment is that construction works could take place anywhere within the Order Limits, therefore the maximum design parameters have been considered to inform the assessment. Should any additional (or alternative) temporary PRow closures and diversions be required as a result of temporary

Element of flexibility	How it has been considered within the assessment
	construction works, then these would be subject to the same management and mitigation as set out within Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent to ensure that safe access is retained throughout these works.

Sensitivity Test

- 10.5.5 It is likely that under the terms of the draft DCO, construction could commence in any year up to five years from the granting of the DCO which is assumed to be 2026. Consideration has been given to whether the effects reported would be any different if the works were to commence in any year up to year five. Where there is a difference, this is reported in Section 10.12.

10.6 Study Area

- 10.6.1 The impacts of the Kent Onshore Scheme with respect to socio-economics, recreation and tourism are considered at varying spatial levels according to the likely spatial extent of the effect under consideration. This approach is consistent with the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023).
- 10.6.2 Relevant receptors that lie outside of the study area have been identified and assessed.
- 10.6.3 Table 10.14 presents the different components of the socio-economics, recreation and tourism effects assessment within this chapter, the geographical scale at which each component is assessed, and the rationale behind these geographical scales.
- 10.6.4 The potential economic impacts arising from the Kent Onshore Scheme are considered relative to a 60-minute drive time from the Kent Onshore Scheme construction compounds (as can be seen in **Figure 6.4.3.10.1 Kent 60 Minute Drive Time Catchment Area** within **Application Document 6.4.3.10 Socio-economic, Recreation and Tourism**), as this represents the principal labour market catchment area for the Kent Onshore Scheme (travel to work area). The 60-minute drive time area is referred to hereafter as the Economic Study Area.
- 10.6.5 The assessment of effects on PRoW users considers resources which could be affected by the closure and diversions of routes. Therefore, the Study Area comprises all PRoW located within the Kent Onshore Scheme or those likely to be impacted by the work within 500 m of the Kent Onshore Scheme Order Limits. Where appropriate, routes connected via the road network or of relevance beyond the 500 m study area have been considered to assess the extent of impacts of the Kent Onshore Scheme.
- 10.6.6 The Study Area for local communities that could be affected by community severance considers those directly connected by recreational routes and PRoW and those within 1 km of the Kent Onshore Scheme Order Limits.

- 10.6.7 The potential impacts on local hotel, bed and breakfast and inns accommodation sector as a result of the Kent Onshore Scheme are considered relative to the Economic Study Area.
- 10.6.8 The Study Area for residential properties, local businesses, visitor attractions relevant for tourism, community facilities, open space and development land considers receptors that could be impacted within 500 m of the Kent Onshore Scheme Order Limits.
- 10.6.9 Relevant receptors that lie outside of the study area have been identified and assessed.

Table 10.14 Socio-economic, recreation and tourism impacts by geographical scale

Impact	Geographical Area of Impact	Rationale for Impact Area
Employment generation during the construction phase, (direct, indirect and induced impacts)	60-minute travel area (drive time estimate using GIS data, based on the Kent Onshore Scheme and indicative site access points).	Research by the Chartered Institute of Personnel and Development (CIPD) found that 90% of national employees commuted for 60 minutes or less each way. This was reported by CIPD in the 2017 Employee outlook 'Employee views on working life' (Chartered Institute of Personnel Development, 2017).
GVA during the construction phase	60-minute travel area (though GVA per worker assumption is based on the South East Region).	GVA generation relates directly to employment generation.
Local communities that could be affected by severance	1 km radius from the Kent Onshore Scheme Order Limits.	Professional judgement and experience from other energy schemes in England. A 1 km radius has been considered for this receptor in order to fully account for the effect of severance on access to community facilities.
Public Rights of Way (PRoW) and recreational routes	Within, and up to 500 m radius from the Kent Onshore Scheme Order Limits. Where appropriate, routes connected via the road network or of relevance beyond the 500 m study area have been considered.	Professional judgement and experience from other electricity network infrastructure schemes in England.
Residential properties, business premises, visitor attractions, community facilities, open space and development land.	Within, and up to 500 m radius from the Kent Onshore Scheme Order Limits.	Professional judgement and experience from other electricity network infrastructure schemes in England.

Impact	Geographical Area of Impact	Rationale for Impact Area
		500 m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits, based on the Design Manual for Roads and Bridges (DMRB) LA 112 (National Highways, 2020).
Accommodation services	60-minute travel area (drive time estimated using GIS data, based on the Kent Onshore Scheme and indicative site access points).	Professional judgement and experience from other electricity network infrastructure schemes in England.

10.7 Baseline Conditions

Existing Baseline

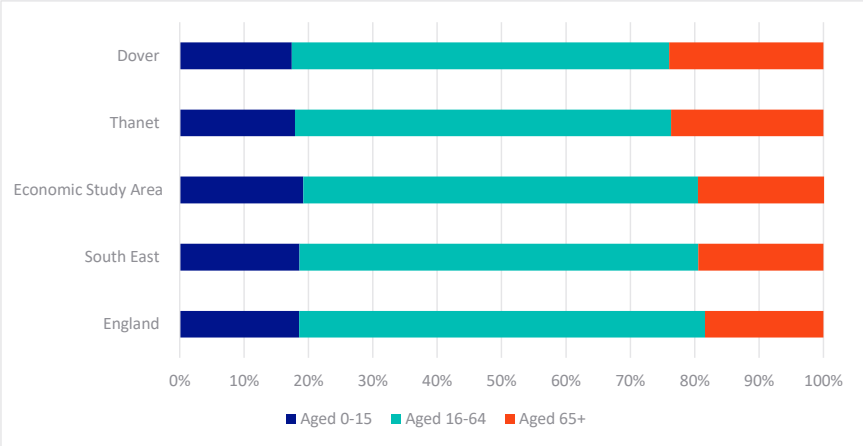
- 10.7.1 This section describes the baseline environmental characteristics with specific reference to socio-economics, recreation and tourism.
- 10.7.2 The potential impacts arising from the Kent Onshore Scheme are assessed relative to the baseline conditions and benchmarked against regional and national standards where appropriate. These include:
- population and deprivation;
 - employment;
 - the local economy and labour market; and
 - the existing site and surroundings.

Population and deprivation

- 10.7.3 According to ONS Population estimates (Office for National Statistics, 2023), in 2023 the population of Dover was 118,600 and 140,400 in Thanet. The residential population of Dover increased from 112,000 in 2013 to 118,600 in 2023, representing a 5.9% increase over 10 years. The population of Thanet also increased over this period from 136,900 to 140,400 representing a 2.6% increase. The rates of growth in both Dover and Thanet are lower than those across the South East (7.6%) and England as a whole (7.0%) over the same period.
- 10.7.4 According to ONS Census 2021 (Office for National Statistics, 2022), in 2021 68,233 (58.6%) of residents in Dover were of working age (defined by ONS as people aged 16 to 64). This is broadly in line with the proportion in Thanet where 58.5% of people were of working age (82,160 people). Both the proportions in Dover and Thanet are below those displayed in the South East and England as a whole where 62.0% and 63.0% of

the population were of working age respectively. A full age profile for Dover and Thanet and comparative geographies is shown in Plate 10.1.

10.7.5 In 2021, residential population in the Economic Study Area was 1,696,817². There were 1,039,875 (61.3%) residents of working age within the Economic Study Area. This is higher than in Dover and Thanet (58.1% and 58.4% respectively) but below the proportions for the South East (62.0 %) and England as a whole (63.0%) as shown in Plate 10.1.



Source: (Office for National Statistics, 2022)

Plate 10.1 Age profile by geography

10.7.6 In 2021, the Annual Population Survey (APS) (Office for National Statistics, 2022) showed that 34.6% of working age residents in Dover have a degree level qualification or higher (National Vocational Qualification (NVQ) Level 4+) compared to 35.6% in Thanet. The proportions in both districts, which are the smallest statistical area that the APS records data for, are appreciably below the averages for the South East (45.2%) and England as a whole (43.2%). The proportion of residents in Dover with no qualifications is 7.7% compared to 9.8% in Thanet. These proportions are both higher than those recorded in the South East (5.0%) and England (6.4%).

10.7.7 Based on the 2019 Indices of Multiple Deprivation (IMD) (Ministry of Housing, Community and Local Government, 2020), Dover is ranked as the 107th most deprived local authority of 317 districts in England (where 1 is the most deprived). Within Dover, 5 of the LSOAs are within the top 10% most deprived LSOAs in England (7.5% of LSOAs in Dover). When comparing performance in the seven different domains of deprivation, Dover performs worst for employment deprivation (for which it is the 66th most deprived local authority) and best for living environment deprivation (for which it is the 199th most deprived).

10.7.8 The 2019 IMD ranks Thanet as being comparatively more deprived than Dover. Thanet is ranked as the 34th most deprived local authority of 317 districts in England (where 1

² ONS Census Data 2021 is used to present the population of the Economic Study Areas as ONS Population estimates 2023 do not present LSOA level data.

is the most deprived). Within Thanet, 18 of the LSOAs are within the top 10% most deprived LSOAs in England (21.4% of LSOAs in Thanet). When comparing performance in the seven different domains of deprivation, Thanet performs worst for employment deprivation (for which it is the 13th most deprived local authority) and best for living environment deprivation (for which it is the 156th most deprived).

Employment

- 10.7.9 According to Business Register and Employment Survey (BRES) data (Office for National Statistics, 2023), in 2022 the number of working age employees in Dover and Thanet was approximately 36,200 and 43,300 respectively. The working population in Economic Study Area totalled approximately 674,835 employees.
- 10.7.10 According to the APS (Office for National Statistics, 2023), from April 2023 to March 2024 the economic activity rate (amongst 16- to 64-year-olds) was 68.4% in Dover which was lower than the rates across the South East (82.3%) and England (78.8%). The economic activity rate in Thanet of 77.4% was slightly lower than both the South East and England.
- 10.7.11 The unemployment rate for working-age residents was 5.0% in Thanet, considerably higher than the average rates across the South East (2.7%) and England (3.1%). Unemployment data is not available for Dover in the APS April 2023 to March 2024 since the group sample size was zero or disclosive. According to the APS July 2022 to June 2023, the most recently available unemployment data for Dover, the unemployment rate in the district was 3.3%, which at the time was higher than the average across the South East (2.8%) and England as a whole (3.1%).
- 10.7.12 The claimant count records those individuals who are unemployed and claiming job seekers allowance or other unemployment related benefits. The June 2024 claimant count for residents as a proportion of residents aged 16 to 64 was 5.2% in Dover. This is above the rate for the South East (3.6%) but broadly in line with England as a whole (5.0%) (Office for National Statistics, 2024). The claimant count in Thanet is 6.5% which is above both the rates for the South East and for England. Data is not published at the LSOA level and therefore data is not available across the Economic Study Area.

Local economy and labour market

- 10.7.13 The average GVA per head in East Kent (which includes both Dover and Thanet and is the smallest area at which data is available) in 2022 was £22,514 (Office for National Statistics, 2024). This is appreciably lower than the average for the South East (£35,845) and England as a whole (£33,976).
- 10.7.14 Table 10.15 presents a detailed breakdown of employment by broad industrial group across the Study Area and comparative geographies. Based on the most recently available data (2022) (Office for National Statistics, 2023), the highest levels of employment in Dover are recorded in the Health sector (12.5%), the Transport and Storage sector (11.1%) and Education sector (9.7%). In Thanet, the highest levels of employment are recorded in the Health (18.6%), Retail (14.0%) and Education (11.6%) sectors.
- 10.7.15 The Construction broad industrial group comprises 7.2% of employment in the Economic Study Area. The proportion in the Economic Study Area is higher than the proportion in Dover (6.2%), Thanet (5.8%), the South East (5.0%) and England as a whole (4.8%).

10.7.16 The Mining, Quarrying and Utilities broad industrial group (which includes employment in electricity networks infrastructure) comprises 1.4% of employment in the Economic Study Area. This is higher compared to the proportion in Thanet (1.0%) the South East (1.3%) and England as a whole (1.1%), but lower than the average in Dover (1.9%).

Table 10.15 Employment by broad industrial group

Industry	Dover (%)	Thanet (%)	Economic Study Area (%)	South East (%)	England (%)
Agriculture, forestry and fishing	1.7	0.5	0.1	0.8	0.6
Mining, quarrying and utilities	1.9	1.0	1.4	1.3	1.1
Manufacturing	8.3	5.8	6.5	5.8	7.5
Construction	6.2	5.8	7.2	5.0	4.8
Motor trades	1.9	1.6	2.2	2.1	1.7
Wholesale	1.7	2.3	4.2	4.2	3.9
Retail	8.3	14.0	9.8	8.6	8.5
Transport and storage (including postal)	11.1	4.1	6.9	4.8	5.1
Accommodation	8.3	10.5	8.5	7.4	7.9
Information and communication	1.9	2.3	2.2	6.1	4.8
Financial and insurance	0.8	1.4	1.8	2.5	3.3
Property	1.0	1.4	1.5	1.7	1.9
Professional, scientific and technical	8.3	5.2	5.2	9.6	9.4
Business administration and support services	4.9	5.8	8.8	9.1	9.2

Industry	Dover (%)	Thanet (%)	Economic Study Area (%)	South East (%)	England (%)
Public administration and defence	6.9	4.1	4.6	3.5	4.3
Education	9.7	11.6	9.6	9.8	8.5
Health	12.5	18.6	14.9	12.6	13.2
Arts, entertainment, recreation and other services	4.9	4.7	4.5	5.0	4.3

Source: (Office for National Statistics, 2023)

The existing site and surroundings

Recreational routes and PRoW

- 10.7.17 The following PRoW and recreational routes pass within the Kent Onshore Scheme Order Limits including:
- Restricted byway TE35 passes the Kent Onshore Scheme Order Limits at Marsh Farm Road, to the west of Boxlees Hill Sewage Works. The restricted byway is used for recreation and crosses the proposed access route before continuing south into the Order Limits crossing the Kent Overhead Line LoD.
 - Restricted byway TE36 passes within the Kent Onshore Scheme Order Limits at Marsh Farm Road, bordering the proposed access route to the east Boxlees Hill Sewage Works. The footpath is used for recreational purposes.
 - Footpath TE26 follows the northern bank of the River Stour and crosses the Kent Onshore Scheme Order Limits at multiple locations. The footpath is used for recreational purposes.
 - The Saxon Shore Way recreational route runs along the southern bank of the River Stour and also crosses the Kent Onshore Scheme Order Limits at multiple locations. The Saxon Shore Way also runs along the same path of Footpath EE42 as it passes through the Study Area.
 - The King Charles III Coastal Path crosses the Kent Onshore Scheme Order Limits as it passes along Sandwich Road. The route is used for recreational purposes.
 - Footpath TE39 passes through the northern portion of the Kent Onshore Scheme Order Limits and runs from Footpath TE37 in the north towards the A256 in the south of the Kent Onshore Scheme Order Limits. The footpath is used for recreational purposes.
 - Footpath TE37 runs along the northern boundary of the Kent Onshore Scheme Order Limits from Cottington Road in the east to Minster in the west. It passes within the Kent Onshore Scheme Order Limits as it crosses Brook Lane. The footpath is used for recreational purposes.

- Footpath TR33 and Footpath TR15 cross the Kent Onshore Scheme Order Limits and proposed permanent monitoring access route off Sandwich Road. TR33 is used for accessibility between the Viking Ship Hugin and local community in Cliffsend. TR15 is used for recreational purposes.
- NCN Route 15, the Viking Coastal Trail, passes along Sandwich Road and crosses the Kent Onshore Scheme. The route is used for recreational purposes.
- The Cantii Way circular cycling route passes through the Kent Onshore Scheme from the south along Sandwich Road, before heading north along Foads Lane and west along Cottingham Road and Grinsell Hill towards Minster. The route is used for recreational purposes.
- The Contra Trail National Trail from Ramsgate to Pegwell Bay passes along Sandwich Road before following Footpath TR15, crossing the Kent Onshore Scheme. The route is used for recreational purposes.
- A cycle lane connecting Jutes Lane and Ebbsfleet Lane North crosses the Kent Onshore Scheme Order Limits and proposed permanent access road. This cycle lane is used for both access and recreational purposes.

10.7.18 A further 13 PRoW and recreational routes are located within 500 m of the Kent Onshore Scheme, including:

- Footpath TR11 located approximately 500 m to the northwest of the Kent Onshore Scheme Order Limits in Cliffsend, and connects Cliffs End Road with Foads Lane. The footpath is used for access and recreational purposes within Cliffsend.
- Bridleway TR12 located 150 m east of the Kent Onshore Scheme Order Limits in Cliffsend, and connects Chalk Hill with Canterbury Road East. The bridleway is used for recreational purposes.
- Footpath TR32 located within Cliffsend approximately 200 m to the east of the Kent Onshore Scheme Order Limits and connects Lavender Lane to the A299. The footpath is used for access and recreational purposes within Cliffsend.
- Footpath TE40 which runs to the northern border of the Kent Onshore Scheme Order Limits and connects with TE37. The footpath is used for recreational purposes.
- Footpath TE458, Footpath TE461 and Footpath TE468 are all located within 425 m of the Marsh Farm Road proposed access route of the Kent Onshore Scheme Order Limits. The footpaths are used for accessibility purposes within Minster.
- Restricted Byway EE43A, Footpath EE43A, Footpath EE44, Footpath EE46 and Footpath EE48B all pass within 500 m of the south of the Kent Onshore Scheme Order Limits at Richborough. The footpaths are used for recreational purposes.
- NCN Route 1 passes to the south of the Kent Onshore Scheme Order Limits along Richborough Road. This route is used for recreational purposes.

10.7.19 Stour Valley Walk does not pass within 500 m of the Kent Onshore Scheme, however is a sensitive recreational receptor located approximately 1 km south east of the Order Limits at Sandwich Road. This route is used for recreational purposes.

Residential properties

10.7.20 There are no residential properties within the Kent Onshore Scheme.

- 10.7.21 The nearest settlements to the Kent Onshore Scheme are Cliffsend, which borders the Kent Onshore Scheme Order Limits along Sandwich Road, and Minster which is located approximately 300 m to the north of the Marsh Farm Road proposed access route.
- 10.7.22 The settlement of Richborough also lies adjacent to the Kent Onshore Scheme Order Limits to the south of the Kent Onshore Scheme.
- 10.7.23 A number of isolated residential properties lie within 500 m of the Kent Onshore Scheme Order Limits. These include a cluster of properties approximately 75m to the north of the Kent Onshore Scheme Order Limits on Ebbsfleet Lane North.

Local businesses

- 10.7.24 There are a number of business premises located within 500 m of the Kent Onshore Scheme Order Limits. Table 10.16 below provides a list of business premises within 500 m and their approximate distance from the Kent Onshore Scheme Order Limits.

Table 10.16 Business premises within 500 m of the Kent Onshore Scheme Order Limits

Business premises	Location	Approximate distance from the Kent Onshore Scheme Order Limits	Business Activity
Little Cliffsend Farm	Cliffsend	250 m	Farm
The Viking Ship Cafe		80 m	Café
APC East Kent		280 m	Courier Service
Kent Garden Furniture		400 m	Furniture Shop
St Augustine's Golf Club		Within the Order Limits	Golf club
Njord Café Bar		150 m	Café
Dog Walkers Rest and Cycle Café		180 m	Café
Chai Stop	Ebbsfleet	50 m	Hot food takeaway
Kent Waterjet Cutting		0 m	Manufacturer
Stonelees Golf Centre		Within the Order Limits	Golf Club
American Golf Stonelees		0 m	Sports shop
Esso		370 m	Petrol Station
Subway Sandwich		230 m	Hot food takeaway

Business premises	Location	Approximate distance from the Kent Onshore Scheme Order Limits	Business Activity
KFC Sandwich	Richborough	420 m	Hot food takeaway
The Boiler House, Richborough Farm		190 m	Holiday let
The Tractor Shed, Richborough Farm		150 m	Holiday let
Discovery Park		400 m	Business Park
Travelodge		210 m	Hotel
McDonalds		100 m	Hot food takeaway
Greggs	Minster	150 m	Hot food takeaway
Copart Sandwich		260 m	Vehicle dealership
The Bell Inn		200 m	Pub
The Minster Tandoori		240 m	Hot food takeaway
Parkminster Tea Rooms		400 m	Café
Attwells Premier Newsagent		440 m	Newsagent
WS Cole & Son Limited		350 m	Funeral director

Visitor attractions

10.7.25 There are four visitor attractions within 500 m of the Kent Onshore Scheme Order Limits. St Augustine's Cross is located approximately 120 m to the east of the Cottingham Road access route section of the Kent Onshore Scheme Order Limits. Richborough Roman Fort and Amphitheatre and World War Two Military Prison are located approximately 150 m from the Kent Onshore Scheme Order Limits by Richborough. Viking Ship Hugin is located approximately 50 m to the north of the proposed permanent monitoring access route of the Kent Onshore Scheme Order Limits.

Community facilities

10.7.26 Table 10.17 lists the community facilities within 500 m of the Kent Onshore Scheme Order Limits. There are no police or fire stations within 500 m of the Kent Onshore Scheme Order Limits. The nearest stations are Ramsgate Fire Station and Ramsgate Police Station, approximately 1.8 km and 2.8 km respectively to the east of the Kent Onshore Scheme in Ramsgate.

Table 10.17 Community facilities within 500 m of the Kent Onshore Scheme Order Limits

Receptor	Location	Approximate distance from the Kent Onshore Scheme Order Limits	Typology
Cliffsend Village Hall	Cliffsend	430 m	Community hall
Cliffsend Post Office	Cliffsend	420 m	Post office
St Mary's Church	Cliffsend	500 m	Religious facility
Redeemer Church Thanet	Cliffsend	475 m	Religious facility
Thanet Parkway	Cliffsend	475 m	Train station
Ebbsfleet House	Ebbsfleet	100 m	Care home
	Ebbsfleet	300 m	
Great Oaks Small School			School
Pegwell Bay Nursery	Ebbsfleet	250 m	Nursery
Life Skills Manor for Autism	Ebbsfleet	260 m	School
Minster Station	Minster	150 m	Train station
Minster Abbey	Minster	300 m	Religious facility
St Mary the Virgin Church	Minster	125 m	Religious facilities
Minster Village Hall	Minster	225 m	Community hall

Open space

- 10.7.27 There are five areas of open space within 500 m of the Kent Onshore Scheme Order Limits:
- The River Stour falls within the Kent Onshore Scheme Order Limits;
 - Pegwell Bay Country Park borders the landfall section of the Kent Onshore Scheme Order Limits to the south;
 - Cliffsend Recreation Ground lies approximately 350 m to the north of the Kent Onshore Scheme Order Limits within the settlement of Cliffsend;
 - Minster Recreation Ground is located approximately 250 m north of the Kent Onshore Scheme Order Limits in the settlement of Minster; and
 - Monks Wall Nature Reserve is located approximately 150 m to the south of the Kent Onshore Scheme.

Development land

- 10.7.28 Thanet Local Plan 2020 has three housing allocations which fall within 500 m of the Kent Onshore Scheme. These are as follows:

- Policy HO14 - Land north of Cottington Road, Cliffsend. Land is allocated for up to 40 dwellings approximately 200 m to the east of the Kent Onshore Scheme; and
- Policy HO15 - Land south side of Cottington Road, Cliffsend. Land is allocated for up to 23 dwellings, approximately 300 m to the east of the Kent Onshore Scheme (Thanet District Council, 2020).

10.7.29 There is one planning application for the development of new residential properties within the Study Area in Thanet District which is currently awaiting decision. Planning application F/TH/23/1298 for the erection of one four bed, two storey detached dwelling at The Vicarage St Mildred's Road in Minster is awaiting planning consent. The development would lie approximately 225 m north of the Kent Onshore Scheme (Thanet District Council, live document).

10.7.30 Since submission of the PEIR as part of statutory consultation, planning application F/TH/23/0469 for the erection of two three bed semi-detached homes at 5 Sevenscore Farm Cottages, Ebbsfleet Lane has been granted permission. The development borders the north of the Kent Onshore Scheme (Thanet District Council, live document).

10.7.31 Dover Local Plan 2015 has no housing allocations which fall within the Study Area. There are no planning applications for the development of new residential properties within the Study Area in Dover District which have been granted permission or are currently awaiting decision (Dover District Council, live document).

Accommodation facilities

10.7.32 The private rented homes sector is considered to be the principal sector for accommodating demand for housing from non-local (i.e. from outside of the Economic Study Area) construction workers. According to the Census 2021, there were 25,929 private rented properties in Dover and Thanet Districts (Office for National Statistics, 2022). Data recorded in the English Housing Survey 2022 to 2023 (Ministry of Housing, Communities and Local Government, 2024) indicates that 3.8% of properties in Dover and Thanet District are vacant. Applying this to the private rented stock in the local area, there were an estimated [983985](#) private rented properties within Dover and Thanet in 2022/2023 that could potentially be available to construction workers.

10.7.33 In addition to the private rented homes that are likely to be available to construction workers, there are approximately 10,650 rooms in local hotels, bed and breakfast and inns accommodation within the Economic Study Area-, [bringing the total inventory stock to approximately 11,635](#). This number has been adjusted in Table 10.18 below to reflect typical availability based on seasonal occupancy rates from 2023 (Visit England, 2023). At the peak of demand in the month of July, in 2023, 16% of [local visitor and tourism](#) accommodation rooms ~~and private rented properties~~ were available in England.

Table 10.18 ~~Hospitality accommodation~~Accommodation capacity within a 60-minute drive time radius of the Kent Onshore Scheme

Month	Inventory rooms ³	Inventory rooms typically available after existing demand	Inventory rooms available after existing demand plus available private-rented accommodation in Dover and Thanet
Jan	40,65011,635	3,834	4,817819
Feb	40,65011,635	2,876	3,859861
Mar	40,65011,635	2,663	3,646648
Apr	40,65011,635	2,450	3,433435
May	40,65011,635	2,343	3,326328
Jun	40,65011,635	1,811	2,794796
Jul	40,65011,635	1,704	2,687689
Aug	40,65011,635	2,130	3,143115
Sep	40,65011,635	1,811	2,794796
Oct	40,65011,635	2,130	3,143115
Nov	40,65011,635	2,343	3,326328
Dec	40,65011,635	2,876	3,859861

Deleted Cells

Future Baseline

Population and demographics

10.7.34 The populations of Dover and Thanet are expected to increase from 116,410 and 140,587 respectively at the time of the last Census in 2021 to 131,714 (Dover) and 150,814 (Thanet) when the Kent Onshore Scheme is complete and operational in 2031. This represents an increase of 13.1% in Dover and 7.3% in Thanet (Office for National Statistics, 2018). In the South East region and England as a whole, there are expected to be population increases of 3.7% and 5.1% respectively over the same time period.

10.7.35 ~~Table 10.19~~ Table 10.19 sets out population projection data broken down by age group. It shows that by 2031, both the 0 to 15 year-old and the 16 to 64 year-old population will make up a lower proportion of the total population across all study area geographies than they did in 2021. There is projected to be an increase in the proportion of residents aged 65 and over across all study area geographies over the time period.

³ Total inventory rooms include hotels, bed & breakfasts and inns within a 60-minute drive time and private rental accommodation within Dover and Thanet.

Table 10.19 Population projections by age breakdown

Area	Age	2021	2031
Dover	Aged 0 to 15 (%)	17.4%	15.8%
	Aged 16 to 64 (%)	58.6%	56.8%
	Aged 65+ (%)	24.0%	27.4%
Thanet	Aged 0 to 15 (%)	17.9%	16.6%
	Aged 16 to 64 (%)	58.4%	56.0%
	Aged 65+ (%)	23.7%	27.4%
South East	Aged 0 to 15 (%)	18.6%	17.3%
	Aged 16 to 64 (%)	62.0%	59.4%
	Aged 65+ (%)	19.4%	23.3%
England	Aged 0 to 15 (%)	18.6%	17.5%
	Aged 16 to 64 (%)	63.0%	60.7%
	Aged 65+ (%)	18.4%	21.8%

Source: (Office for National Statistics, 2018)

- 10.7.36 In terms of the local economy, it would be reasonable to expect that employment and GVA would increase, associated with the expected increase in population. It is expected that PRoWs will continue to be used. Businesses and community facilities may open and close, however it is not expected that there will be any perceptible changes to the local economic baseline assessment and the Kent Onshore Scheme should be assessed against current baseline conditions and policies.

Development land

- 10.7.37 Application F/TH/23/0469 for three semi-detached homes and application F/TH/20/0648 for 20 holiday homes are anticipated to have been built and occupied by the time the Kent Onshore Scheme is complete and operational.
- 10.7.38 If approved, planning application F/TH/23/1298 for one four bed house is also anticipated to be constructed and occupied by the time the Kent Onshore Scheme is complete and operational.

10.8 Proposed Project Design and Embedded Mitigation

- 10.8.1 The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce socio-economic, recreation and tourism impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project.
- 10.8.2 As set out in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**, mitigation measures typically fall into one of three categories: embedded measures; control and management measures; and additional mitigation measures. Embedded, and control and management measures are set out below. Additional mitigation measures are discussed in Section 10.10.

Embedded Measures

- 10.8.3 Embedded measures have been integral in reducing, and where possible avoiding, the socio-economics, recreation and tourism effects of the Proposed Project. Measures that have been incorporated are:
- Sensitive routing and siting of infrastructure and temporary works to avoid or reduce impacts on socio-economics, recreation and tourism receptors; and
 - Commitments made within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**; and
 - Utility trenching works to be programmed to occur in school holidays or as agreed with Great Oaks Small School to avoid impacts on users of the community facility receptor.

Control and Management Measures

- 10.8.4 Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. The following measures have been taken into account in assessing the socio-economic effects of the Proposed Project: GG03, GG05, GG08, GG26, GG27, TT02 and TT03.
- 10.8.5 GG02 and GG04 ensure that a final Construction Environmental Management Plan (CEMP), Landscape and Ecological Management Plan (LEMP) and Construction Traffic Management and Travel Plan (CTMTP) will be in place prior to construction and that a suitably experienced Environmental Manager and Environmental Clerk of Works (ECOW) will ensure adherence with these controls.
- 10.8.6 GG07 commits to land being used temporarily to be reinstated where practicable to its pre-construction condition. GG25 ensures that controls are in place to reduce disturbance to the ground in areas where heavy construction equipment is to be used.
- 10.8.7 GG27 commits to keeping members of the community and local businesses informed regularly of works through active community liaison.
- 10.8.8 TT02 commits the contractor(s) to monitor the number of construction vehicles between the site and the strategic road network. Where deviations from the authorised routes or changes to traffic levels that are higher than the CTMTP, discussions with the relevant highways authorities will be required to determine whether additional mitigation measures are needed.
- 10.8.9 TT03 commits to the management of all PRoWs crossing the working area during construction, with all required diversions clearly marked at both ends.
- 10.8.10 **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** identifies the mitigation measures which will be required to maintain the operation of impacted PRoW. It also details how these mitigation measures will be managed, including who will be responsible for their management.

10.9 Assessment of Impacts and Likely Significant Effects

- 10.9.1 The Kent Onshore Scheme has the potential to affect socio-economics, recreation and tourism (positively or negatively), during construction, operation and maintenance and decommissioning in the following ways:

- employment generation, including multiplier effects (i.e., indirect benefits for the local area and the region resulting from supply chain activity as well as induced employment created through increased spending across the Study Area);
- impacts on local services and facilities, comprising local accommodation facilities (the Kent Onshore Scheme will not provide educational or visitor facilities, though potential impacts on existing education and visitor facilities are covered under the last bullet listed below);
- GVA, including multiplier effects (i.e. indirect benefits for the region);
- PRoW; and
- other private and community assets (including residential properties, business premises, community facilities, visitor attractions and development land), in terms of any change of land use within the Order Limits and any changes to accessibility for receptors beyond the Order Limits.

10.9.2 The assessment of the effects of the Kent Onshore Scheme on socio-economics, recreation and tourism receptors described in this section considers the embedded and control and management measures described in Section 10.8.

Construction Phase

Economic Impacts

Construction employment

- 10.9.3 Subject to gaining development consent, construction works would be expected to start in 2026 and be functionally completed by the end of 2031 with reinstatement potentially continuing into 2032. It is noted that for the Kent Onshore Scheme certain aspects of the construction related effects will last longer than others with some effects likely to be relatively short in duration with respect to the whole construction period. The construction period is expected to be a maximum of 72 months and operation could commence as early as 2030.
- 10.9.4 In line with the Proposed Project timeframe, the likely effects of construction will be of a medium-term temporary nature. Although these jobs are temporary, they represent a positive economic effect for a substantial period that can be estimated as the function of the scale and type of activities required to construct the Kent Onshore Scheme.
- 10.9.5 National Grid estimates that the Kent Onshore Scheme will require a peak workforce of 241 full-time equivalent (FTE) staff per day. The peak construction workforce will occur for a duration of two days in 2030. An average of 67 gross direct FTE jobs is estimated to be required onsite per annum over the construction period. The size of the workforce is based on activities required and will fluctuate during the period, therefore, being both higher and lower than average at times.

Leakage

- 10.9.6 Leakage effects are the benefits to those outside the Study Area, defined as a 60-minute travel area in any direction from the Order limits as shown in **Figure 6.4.3.10.1 Kent 60 Minute Drive Time Catchment Area** within **Application Document 6.4.3.10 Socio-economics, Recreation and Tourism**. It is estimated that 30% of construction

staff could be sourced from the Study Area. This will be subject to labour availability and take-up at the time of construction, however, it is considered to be a reasonable assumption on which to base this assessment, based on professional experience and benchmarking against other comparable projects. As such, 70% of staff would be likely to reside outside of the Study Area. This indicates a noticeable number of jobs will be taken up by people living outside of the Study Area. Whilst it is not a specific consideration of the assessment, it is noted that a larger proportion of the jobs taken up by people living outside the area will likely be specialised professions owing to the scarcity of such resources within localised areas compared with less skilled professions.

- 10.9.7 An adjustment of 70% has therefore been applied to the estimated average 67 gross direct construction jobs on-site during the construction period to estimate the jobs created within the Study Area. On this basis, it is estimated that the Kent Onshore Scheme will create 20 FTE jobs per annum for residents within the Study Area during the construction period.

Displacement

- 10.9.8 Displacement measures the extent to which the benefits of a development are offset by reductions in output or employment elsewhere. Any additional demand for labour cannot simply be treated as a net benefit since it has the potential to displace workers from other positions and the net benefit is reduced to the extent that this occurs.
- 10.9.9 Construction workers typically move between construction projects when delays occur or to help the workforce meet construction deadlines. Due to the flexibility of the labour market, construction labour force displacement has been assumed to be low.
- 10.9.10 HCA Additionality Guide (Homes and Communities Agency, 2014) provides standards (or 'ready reckoners') for displacement. Within the context of a construction project in the Study Area, a medium displacement factor of 50% is considered appropriate according to the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023). This level of displacement reflects that there are expected to be some displacement effects, however Dover and Thanet Districts have lower economic activity rates than the South East and England, suggesting levels of displacement would be smaller relative to the regional and national equivalents. This displacement level is assessed as appropriate for a construction project and has been applied in socio-economic assessments for other comparable electricity network infrastructure schemes. This factor is a best practice approach in the absence of specific local information which may suggest a different level of displacement being used. Applying this level of displacement to the total gross direct average employment figure results in a total net direct employment figure of 34 FTE jobs per annum during the construction period.

Multiplier effect

- 10.9.11 In addition to the direct employment generated by the construction of the Kent Onshore Scheme, there will be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, it is assumed that part of the income of the construction workers and suppliers will be spent in the Study Area, generating further employment (in terms of induced or income multipliers).
- 10.9.12 The effect of the multiplier depends on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. The HCA

Additionality Guide provides 'ready reckoner' composite multipliers (the combined effect of indirect and induced multipliers) to account for this. This is a best practice approach in the absence of specific information that might justify another multiplier effect factor being used, appropriate to the sectors concerned. Therefore, a medium multiplier effect of 1.5 has been considered appropriate in line with the DLUHC Appraisal Guide (Ministry for Housing, Communities and Local Government, 2023). Applying the 1.5 multiplier to the total net direct employment figure of 34 workers results in net indirect and induced employment of 17 jobs per annum during the construction period.

Net construction employment

10.9.13 Table 10.20 presents the temporary annual employment generated by the Kent Onshore Scheme account for leakage, displacement and multiplier effects. The Kent Onshore Scheme will support, on average, 50 total net jobs per annum during the construction period. Of these, 15 jobs per annum will be expected to be taken up by residents in the study area.

Table 10.20 Net additional construction employment per annum from the Kent Onshore Scheme

	60-minute Drive time Study Area	Outside of the Study Area	Total
Gross Direct Employment	20	47	67
Displacement	10	24	34
Net Direct Employment	10	24	34
Indirect & Induced Employment	5	12	17
Average Net Additional Employment⁴	15	35	50

Source: AECOM Calculations (2024). Please note that figures have be rounded to the nearest whole number

10.9.14 The sensitivity of the local workforce to employment changes has been assessed as medium given the relatively high levels of unemployment in Dover and Thanet as displayed by the higher claimant count in the area compared with the South East. Therefore, the local labour force in Dover and Thanet is assessed to be of medium sensitivity due to its capacity to benefit from additional employment opportunities.

10.9.15 The direct, indirect and induced employment generated from the construction of the Kent Onshore Scheme must be considered in the context of the labour pool of construction workers in the Economic Study Area (the 60-minute travel area), which currently has approximately 48,460 jobs in the construction sector (Office for National Statistics, 2023). Taking this into account, the impact of construction employment generation in the Economic Study Area has been assessed to be of small magnitude and temporary in nature which results in a short-term temporary **minor beneficial effect**. This is not considered significant.

⁴ Sum of Net Direct Employment and Indirect and Induced Employment

Local accommodation facilities

- 10.9.16 Analysis of the [hotel, bed visitor](#) and [breakfast and inn tourism](#) accommodation sector has been undertaken to assess the likely capacity against the demand from the potential peak construction workforce. This assessment considers the potential for adverse impacts due to demand for accommodation exceeding supply during the construction phase.
- 10.9.17 The sensitivity of local accommodation in the Economic Study Area is assessed to be medium as a worst-case scenario. This is because at peak demand in July, 16% of [rental properties across Dover and Thanet and](#) local hotel, bed and breakfast and inns within the Economic Study Area are assessed to be available.
- 10.9.18 This analysis indicates that, considering existing seasonal demand and typical occupancy (2023 levels), the peak workforce (241 workers) could be accommodated within existing provision within a 60-minute drive time radius of the Site. This is shown in Table 10.21. This is very much a worst-case scenario, given the peak workforce will only be for two days and an average of only 67 gross direct FTE jobs are estimated to be required onsite per day over the construction period. Additionally, 30% of the workforce would likely already be living within a 60-minute drive time of the Site and therefore be home-based (i.e. would live sufficiently close-by to return home in the evenings rather than needing overnight accommodation).
- 10.9.19 If the average FTE workforce (67 workers) required accommodation, there will likely be [2,620,622](#) rooms available ([24.622.5](#)% spare capacity) within a 60-minute drive time radius from Kent Onshore Scheme Order Limits during peak demand in July. If all 169 peak workers from outside the Study Area are required to stay in accommodation at peak occupancy (July), there would be [2,548,520](#) remaining rooms ([23.621.7](#)% spare capacity) within the 60-minute drive time radius.
- 10.9.20 In a worst-case scenario where all of the 241 peak workers needed accommodation, there is still approximately [2321.0](#)% spare capacity within a 60-minute drive from Site at peak occupancy (July). There would still be [2,446,448](#) remaining rooms within a 60-minute drive time radius from the Kent Onshore Scheme.
- 10.9.21 In summary, this analysis demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of Kent Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits.
- 10.9.22 Given this, there would be a negligible magnitude of impact on the [hotel, bed visitor](#) and [breakfast, and inn tourism](#) accommodation sector arising from the Kent Onshore Scheme. It is anticipated that accommodation providers would be able to accommodate employees working at the Kent Onshore Scheme without any adverse effects on the sector. This would lead to a **negligible effect**, which is temporary in nature and not considered significant.
- 10.9.23 It can also be noted that this analysis only takes into consideration the hotel, bed and breakfast ~~and~~ inns [and private rental](#) accommodation sector⁵. There ~~are~~ also [alternative accommodations \(such as Airbnb, serviced apartments etc.\) private rental accommodation located beyond Dover and Thanet and within the 60 minute drive time](#) that could also cater for a portion of any demand generated and therefore mitigate further any impact on accommodation provision.

⁵ [Total inventory rooms include hotels, bed & breakfasts and inns within 60-minute drive time and private rental accommodation within Dover and Thanet.](#)

Table 10.21 Accommodation capacity within a 60-minute drive time radius of the Kent Onshore Scheme

Month	Inventory rooms	Inventory rooms typically available after existing demand plus private rented accommodation	All Construction Workers – Peak and (Workers from Outside Study Area only – Peak)	Remaining rooms available	Remaining rooms available (% total inventory rooms)
Jan	40,650 11,635	4,817819	241 (169)	4,576578 (4,648650)	4339.3 (40.0) (43.6)
Feb	40,650 11,635	3,859861	241 (169)	3,618620 (3,690692)	34.0 (34.6)31.1 (31.7)
Mar	40,650 11,635	3,646648	241 (169)	3,405407 (3,477479)	32.0 (32.6)29.3 (29.9)
Apr	40,650 11,635	3,433435	241 (169)	3,192194 (3,264266)	30.0 (30.6)27.4 (28.1)
May	40,650 11,635	3,326328	241 (169)	3,085087 (3,157159)	29.0 (29.6)26.5 (27.2)
Jun	40,650 11,635	2,794796	241 (169)	2,553555 (2,625627)	2422.0 (2422.6)
Jul	40,650 11,635	2,687689	241 (169)	2,446448 (2,518520)	2321.0 (23.6)21.7)
Aug	40,650 11,635	3,113115	241 (169)	2,872874 (2,944946)	27.0 (27.6)24.7 (25.3)
Sep	40,650 11,635	2,794796	241 (169)	2,553555 (2,625627)	2422.0 (2422.6)
Oct	40,650 11,635	3,113115	241 (169)	2,872874 (2,944946)	27.0 (27.6)24.7 (25.3)
Nov	40,650 11,635	3,326328	241 (169)	3,085087 (3,157159)	29.0 (29.6)26.5 (27.2)
Dec	40,650 11,635	3,859861	241 (169)	3,618620 (3,690692)	34.0 (34.6)31.1 (31.7)

Gross Value Added (GVA)

10.9.24 Applying the average gross direct value added per construction worker in the South East of England to the total number of construction workers generated from the Kent Onshore Scheme gives the total GVA arising from the construction period. This is shown in Table 10.22. This has been calculated based on the compound average GVA per worker in the construction sector in the South East as data is not published at the more granular LSOA-derived, Economic Study Area level. In the South East, GVA per worker in the construction sector is estimated to be £72,671 per head. By applying this

figure to the average net employment generated by the Kent Onshore Scheme, it is estimated that construction will contribute approximately £3.5 million to the national economy, of which £1.1 million would likely be within the Economic Study Area.

Table 10.22 Gross Direct Value added per annum from the Kent Onshore Scheme during the Construction phase

	60-minute Drive time Study Area	Outside of the Study Area	Total
GVA (£m)	1.1	2.5	3.6

Source: ONS, (2024); Regional gross value added (balanced) by industry: all ITL regions (Office for National Statistics, 2024); ONS, (2024); JOBS05: Workforce jobs by region and industry (Office for National Statistics, 2024).

- 10.9.25
- The sensitivity of the economy within the Economic Study Area has been assessed as high, due to GVA per head being appreciably lower in the East Kent area compared to the regional, and national averages.
- 10.9.26
- Due to the size of GVA generation associated with the Kent Onshore Scheme relative to the Study Area GVA, this impact has been assessed as being of small beneficial magnitude. This results in a temporary **minor beneficial** effect which is not considered significant.

Recreational routes and Public Rights of Way

- 10.9.27
- Effects during construction on relevant routes are set out in the following paragraphs. There are 10 recreational routes and PRoW located within the Kent Onshore Scheme Order Limits with the potential to be impacted during the construction phase.
- 10.9.28
- Where a PRoW crosses a temporary construction access track, it would be disproportionately disruptive to close the PRoW for the duration of its use, particularly when the risk to the public is likely to be lower than crossing a public road due to the low (managed) speed of construction vehicles.
- 10.9.29
- Instead, a system of signs would be provided informing PRoW users of the construction activity, together with signs warning construction vehicle drivers of the likely presence of PRoW users crossing the temporary access track ahead.
- 10.9.30
- Based on peak construction traffic levels, there are expected to be the following in order of intensity (starting with the busiest access):
 - up to 26 HGV movements per hour (13 arrivals and 13 departures) that could interact with Footpath TE39 at the haul road crossing point (associated with access K-BM02);
 - up to eight HGV movements per hour (four arrivals and four departures) that could interact with Footpaths TR15 and TR33 at the Pegwell Road crossing points (associated with access K-BM07); and
 - up to ten HGV movements per day (five arrivals and five departures) that could interact with Footpath TE37, and Restricted Byways TE35 and TE36 (associated with access K-BM06), although this is only expected for TE35 (shared access route of Restricted Byway), as TE37 will be temporarily diverted to avoid any interactions

with construction vehicles, and TE36 (Restricted Byway) is not expected to be utilised by construction vehicles.

- 10.9.31 At certain locations e.g. at the busiest crossing point of Footpath TE39, the contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is used by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the contractor. Alternatively, where crossing patrols are not required, construction vehicle drivers will be required to operate the gates themselves in order to continue along the haul road by temporarily closing the PRoW, driving through and then re-opening the PRoW, to ensure that the public remain segregated from construction vehicles.

Restricted byway TE35

- 10.9.32 Restricted Byway TE35 will be crossed during the construction phase, which will require a short term closure, safety measures and provisions to be put in place as part of the Kent Onshore Scheme to maintain access and allow the PRoW to remain open during the construction period.
- 10.9.33 Marsh Farm Road and the Restricted Byway TE35 will be managed as a shared access route. There will be up to 10 HGV movements per day along the route for approximately six months of the construction programme. HGV movements will be guided by banksman to prevent any interactions with PRoW users. Although construction traffic is only anticipated for six months of the construction programme, this provision will remain in place for the full construction phase of the project.
- 10.9.34 HVAC Overhead line (OHL) restringing will interact with TE35. Temporary OHL structures will be introduced during construction to facilitate the works. Safety scaffolding and netting will be installed around the HVAC OHL to allow the restricted byway to remain open. This provision is to remain in place for the full construction phase of the Proposed Project. There will be a short-term closure of TE35 for one to five days, to install netting to ensure user safety, which can be undertaken with stop/go boards and staff on site managing the public.
- 10.9.35 TE35 is assessed to have a high sensitivity as a restricted byway that connects a number of routes within the wider PRoW network. As a route used for recreation, it has limited comparable alternative routes available in the local vicinity. The short-term closure of TE35 for one to five days will have a small magnitude of impact in the context of the construction period. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

Restricted byway TE36

- 10.9.36 Restricted byway TE36 runs along a short section of Marsh Farm Road and then south towards the River Stour where it joins PRoW TE26. TE36 has the potential to be impacted by the Kent Onshore Scheme as a result of the proposed haul road along Marsh Farm Road which is to remain in place for the full construction phase of the Proposed Project. There are not anticipated to be interactions on TE36 with the Proposed Project, although should any management be required then this would be carried out as part of the above for PRoW TE35.
- 10.9.37 TE36 is assessed to have a high sensitivity as a restricted byway that connects a number of routes within the wider PRoW network. As a route used for recreation, it has

limited comparable alternative routes available in the local vicinity. The impact of the Kent Onshore Scheme on TE36 is assessed to be negligible as no crossing points or diversions of the route are expected and the restricted byway will have management provisions in place for the full duration of the construction period. This results in a temporary **negligible** effect which is not considered significant.

Footpath TE26

- 10.9.38 Footpath TE26 will be crossed during the construction phase, which will require safety measures and provisions, and either two short term closures or one short term closure and a local diversion to be put in place to maintain access as part of the Kent Onshore Scheme and allow the PRoW to remain open during the construction period.
- 10.9.39 HVAC OHL alignment and restringing interacts with TE26 at multiple points on the northern bank of the River Stour. Temporary OHL structures will be introduced during construction to facilitate the works. Safety scaffolding and netting will be installed around the OHL conductors to allow the footpath to remain open. This provision is to remain in place for the full construction phase of the Proposed Project. There will be a short-term closure of TE26 of one to five days to install netting to ensure user safety, which will be undertaken with stop/go boards and staff on site managing the public.
- 10.9.40 In order to access the majority of the proposed HVAC OHL towers, a temporary bridge structure would be required to cross the River Stour and would interact with TE26. Sufficient clearance will be provided between the bridge soffit and the footpath, with safety scaffolding and netting to be installed for the duration of the construction period to provide access for EA river maintenance. There will be a short-term closure (one to five days) or local diversion (up to four weeks) required for installation of safety measures. If a local diversion is required, it would be implemented within the Order Limits locally to TE26 and around the proposed works.
- 10.9.41 TE26 is assessed to have a high sensitivity as a restricted byway that connects a number of routes within the wider PRoW network. As a route used for recreation, it has limited comparable alternative routes available in the local vicinity. The magnitude of impact is assessed to be small in both mitigation scenarios to install the temporary bridge across the River Stour, whether a short-term closure or local diversion is implemented, in the context of the construction period. Similarly, the short-term closure required to install netting will have a small magnitude of impact when considering the duration of the total construction period. Overall, this results in a temporary **minor adverse** effect which is not considered significant.

The Saxon Shore Way and EE42

- 10.9.42 The Saxon Shore Way recreational route runs along the southern bank of the River Stour and Footpath EE42. The Saxon Shore Way and EE42 will require safety measures and provisions and either two short-term closures or one short-term closure and a local diversion to be put in place as part of the Kent Onshore Scheme to maintain access and allow the PRoW to remain open during the construction period.
- 10.9.43 HVAC OHL alignment and restringing interacts with EE42 and therefore the Saxon Shore Way at multiple points on the southern bank of the River Stour. Temporary OHL structures will be introduced during construction to facilitate the works. Safety scaffolding and netting will be installed around the OHL conductors to allow the footpath to remain open. This provision is to remain in place for the full construction phase of the Proposed Project. There will be a short-term closure of EE42 of one to five days to

install netting to ensure user safety, which will be undertaken with stop/go boards and staff on site managing the public.

- 10.9.44 In order to access the majority of the proposed HVAC OHL towers, a temporary bridge structure would be required to cross the River Stour and would interact with EE42 and as a result the Saxon Shore Way. Sufficient clearance will be provided between the bridge soffit and the footpath, with safety scaffolding and netting to be installed for the duration of the construction phase to provide access for EA river maintenance. There will be a short-term closure (one to five days) or local diversion (up to four weeks) required for installation of safety measures. If a local diversion is required, it would be implemented within the Order Limits locally to EE42 and around the proposed works.
- 10.9.45 The Saxon Shore Way and EE42 are assessed to have a high sensitivity as a regularly used regional trail and footpath that connects a number of routes within the wider PRoW network. The routes are used predominantly for recreation and have limited comparable alternative routes available in the local vicinity. The magnitude of impact is assessed to be small in both mitigation scenarios to install the temporary bridge across the River Stour, whether a short-term closure or local diversion is implemented, in the context of the construction period. Similarly, the short-term closure required to install netting will have a small magnitude of impact when considering the duration of the total construction period. This results in a temporary **minor adverse** effect which is not considered significant.

The King Charles III Coastal Path, NCN 15 (The Viking Trail) and The Cantii Way

- 10.9.46 The King Charles III Coastal Path, NCN 15 and The Cantii Way cycle route will be crossed during the construction and operation of the Kent Onshore Scheme by the Trenchless HVDC Cable alignment. This crossing will be underground at depth and will not require land take or access to the routes. As a result there are no anticipated provisions, diversions or closures.
- 10.9.47 The King Charles III Coastal Path and The Cantii Way are assessed to a very high sensitivity as regularly used and valued national trails. Additionally, the routes are used predominantly for recreation and have limited comparable alternatives available in the local vicinity. The impact of the Kent Onshore Scheme is assessed to be negligible as the routes will not be closed and can continue to be used for their intended purpose without impacting the value of the route or quality of user experience. This results in a permanent **negligible** effect which is not considered significant.

Footpath TE39

- 10.9.48 Footpath TE39 will interact with the proposed haul road, HVDC cable, and permanent access route during construction, which will require safety measures and provisions to be put in place as part of the Kent Onshore Scheme as well as a permanent diversion to the PRoW.
- 10.9.49 It is proposed that a small section of TE39, approximately 150 m, will be temporarily diverted in the adjacent field during construction. The proposed diversion would be of an equivalent nature, length and connectivity to the existing section of the route to be closed. Site fencing, gates and full-time monitoring will be established at the haul road crossing point during construction. This diversion is to be in place for the full construction phase of the project and the existing route will be reinstated after construction (although the route will be locally realigned at the permanent access route).

- 10.9.50 Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 200 HGV movements a day, up to 26 HGV movements per hour, that could interact with users of PRow TE39 at the haul road crossing point. This reduces to an average of 72 HGV movements per day, equivalent to up to ten HGV movements per hour based on the average day across the programme when this access is in use. When used during construction, site fencing will be installed along the diverted route with gates each side of the haul road, where priority is given to the PRow and its users. PRow users are anticipated to have uninterrupted use of the footpath, with the only exception being when a pedestrian reaches the gates and an HGV is already on the haul road crossing point. In this scenario, the PRow will be closed briefly and the user of the PRow would be required to wait until the HGV crossing is complete and then the gates will reopen.
- 10.9.51 TE39 is assessed to have a high sensitivity as a footpath that connects the local PRow network. As a route predominantly used for recreation, it has limited comparable alternative routes available in the local vicinity. The proposed diversion for TE39 will maintain connectivity to TE37 and the wider network, and will provide a comparable route in length and nature within the same field. As such the diversion will not alter user experience and the value of this portion of the route. Frequent HGV movements on the haul road have the potential to interact with the PRow and compromise user experience on the footpath. Given users of the PRow are anticipated to have an uninterrupted journey on the footpath and will have given priority at the access road crossing point, the route is unlikely to experience a material change in the level of usage compared to the baseline because of the requirement to close off and reopen the PRow. Therefore, the impact of the Kent Onshore Scheme on TE39 during construction is assessed to be small adverse. This results in a temporary **minor adverse** effect which is not considered significant.

Footpath TE37

- 10.9.52 TE37 will be crossed during the construction phase, which will require safety measures and provisions and a long-term temporary diversion to be put in place as part of the Kent Onshore Scheme to maintain access and allow the PRow to remain open.
- 10.9.53 Cottington Lane is to be used during construction for mobilisation and staff movements, where up to 10 HGV movements per day are expected. It is proposed that approximately 60 m of Footpath TE37 will be temporarily diverted along the northern grass verge of Cottington Lane to minimise any PRow user interactions with construction vehicles. Appropriate site fencing will be installed along the diverted route that sits parallel to Cottington Lane and connects back into the existing route to the west. This is a long-term temporary diversion that will be in place for the full construction phase to avoid any interactions between PRow users and construction vehicles. The existing route will be reinstated after construction.
- 10.9.54 TE37 is assessed to have a medium sensitivity as a footpath that connects to the local PRow network. As a route used for recreation, it has potential comparable alternative routes available in the local vicinity. The impact of the Kent Onshore Scheme on TE37 is assessed to be negligible as the long-term temporary diversion would be of an equivalent nature, length and connectivity to the existing section of the route to be closed. The proposed mitigation measures will minimise and avoid interactions between users of the PRow and construction vehicles. This results in a temporary **negligible** effect which is not considered significant.

Footpaths TR15 and TR33

- 10.9.55 Footpaths TR15 and TR33 will be crossed by construction vehicle movements along the existing Pegwell Road foreshore access track for compound, duct and cable installation. Based on peak construction traffic levels, there are expected to be up to eight HGV movements an hour that will interact with routes. The movements would interact with Footpaths TR15 and TR33 for six months of the construction programme, however impacts will be mitigated with the installation of site fencing and crossing gates to separate construction vehicles and PRow users for the full duration of the construction works at this part of the Site.
- 10.9.56 Footpaths TR15 and TR33 are both assessed to have a medium sensitivity. TR15 is a recreational footpath and has limited comparable alternative routes but does not connect to a number of routes in the local PRow network. TR33 is a footpath used primarily for accessibility between the Old Hoverport, Viking Ship Hugin tourist attraction and settlement of Cliffsend, and has limited potential to be substituted with other route options to access this community infrastructure. This route is potentially used by families to access the tourist attraction.
- 10.9.57 The existing Pegwell Road foreshore access track required across TR15 and TR33 during construction will have a small magnitude of impact. Frequent HGV movements on the access track will interact with the two PRow and have the potential to compromise user experience on the footpaths. However, movements are only expected for 6 months of the construction phase and the mitigation measures proposed are appropriate and allow the routes to remain open and usable for the duration of the construction period. This results in a temporary **minor adverse** effect which is not considered significant.

The Contra Trail

- 10.9.58 The Contra Trail National Trail from Ramsgate to Pegwell Bay passes along Sandwich Road before joining Footpath TR15. As a result, any impact induced on TR15 will also be experienced on the Contra Trail. The Contra Trail is assessed to have a very high sensitivity as a regularly used and valued national trail that connects routes within the wider PRow network. As set out above, the existing Pegwell Road foreshore access track will cross TR15 and therefore the Contra Trail. Access would be required for 6 months of the construction period and site fencing and crossing gates will be installed to mitigate interactions between national trail users and vehicles. The impact of the Kent Onshore Scheme on the Contra Trail is assessed to be small in line with the magnitude of impact on TR15. This results in a temporary **minor adverse** effect which is not considered significant.

Cycle Lane connecting Jutes Lane to Ebbsfleet Lane North

- 10.9.59 The Kent Onshore Scheme crosses a cycle lane located to the west of the A256, connecting Jutes Lane and Ebbsfleet Lane North. The cycle lane will require two diversions. There will be a temporary diversion required during the cable and trenching works only and the permanent diversion as the cycle lane will be crossed by a permanent access road. Based on peak construction traffic levels on the busiest day of the programme, there are expected to be up to 200 HGV movements a day, up to 26 HGV movements per hour, that could interact with users of cycle lane at the permanent access road. This reduces to an average of 72 HGV movements per day, equivalent to up to ten HGV movements per hour based on the average day across the programme

when this access is in use. However, as set out in **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**, the cycle route will be maintained and remain unobstructed at all times when in use.

- 10.9.60 The cycle lane is assessed to have a high sensitivity as a route that may be used by families and children with special needs to access Great Oaks Small School and has limited potential to be substituted with alternatives in the area. The proposed temporary diversion for the cycle lane will provide a comparable route in length, connectivity and nature. The permanent diversion will also be a comparable alternative, allowing the cycle lane to be open and usable for the duration of the construction and operation phases of the Proposed Project. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** details that the cycle route will be maintained, managed as appropriate, and remain unobstructed at all times when in use, to ensure the continued safe passage of the public including when using the PRoW through the Site. Therefore, the impact of the Kent Onshore Scheme on the cycle lane is assessed to be small. This results in a permanent **minor adverse** effect which is not considered significant.

Other PRoW and recreational routes within 500 m of the Kent Onshore Scheme

- 10.9.61 There will be no impact on the other PRoW and recreational routes within 500 m of the Order Limits as a result of the Kent Onshore Scheme.

Private, Community, Recreation and Tourism Assets

Community Facilities

- 10.9.62 Great Oaks Small School, located at the end of Jutes Lane, has the potential to be impacted by induced severance resulting from diverting the existing UKPN OHL. The works will involve the removal of the existing OHL from the woodland to the north of the school and burying of the cables along Jutes Lane. Access to Great Oaks Small School would be agreed and enabled through the trenching works which are expected to take approximately one week to complete. These works would be programmed to occur within the school holidays or as agreed with the school.
- 10.9.63 The sensitivity of Great Oaks Small School is assessed to be very high, due to its high level of local importance, the absence of alternatives available in the local area and daily usage by families and children with special needs. The proposed works would be undertaken during the school holidays and/or at a time agreed with the school, avoiding any effects on vulnerable users. As a result, no likely significant effect is anticipated.

Local Businesses

- 10.9.64 There are two local businesses which fall within the Kent Onshore Scheme Order Limits, namely St Augustine's and Stonelees Golf Clubs, both of which could experience land use impacts. Two permanent access routes will be required for the monitoring throughout the drilling process and maintaining the HVDC cable alignment across St Augustine's Golf Course and Stonelees Golf Course during construction and operation. These access routes will not be used by large vehicles, but quad bike with a trailer or by foot. Once operational, the cable routes will be monitored on a monthly basis to ensure that the ground conditions are not changing.

- 10.9.65 The sensitivity of the two golf courses is assessed to be medium, due to their local importance but alternatives are available in the local area. Overall, the magnitude of impact is assessed to be small, given the Proposed Project requires permanent access across the two golf courses, however this is anticipated on an infrequent monthly basis. This results in a permanent **minor adverse** effect, which is not considered to be significant.
- 10.9.66 There are no further local businesses located within the Kent Onshore Scheme Order Limits and therefore no additional land use impacts on local businesses are expected.
- 10.9.67 Chai Stop Takeaway and Kent Waterjet Cutting do not fall within the Kent Onshore Scheme Order Limits, however will experience induced severance effects from the trenching of the existing UKPN OHL along Jutes Lane. Access to the two businesses would be agreed and enabled through the trenching works which are expected to take approximately one week to complete. If there are constraints over phasing of the works to suit accesses then this could take longer.
- 10.9.68 The sensitivity of Chai Stop Takeaway is assessed to be low due to its low importance and alternatives available in the local area. The Proposed Project will temporarily sever accessibility to the business with cable trenching works on Jutes Lane, however the work is unlikely to take longer than one week and alternate access arrangements will be agreed. As a result, the magnitude of impact is assessed to be negligible. This results in a temporary **negligible** effect, which is not considered to be significant.
- 10.9.69 Kent Waterjet Cutting is assessed to have a high importance this is due its rarity in the local area and moderate potential for substitution. As both Chai Stop and Kent Waterjet Cutting will be affected in the same way, the magnitude of impact on is assessed to be negligible. This also results in a temporary **negligible** effect, which is not considered to be significant.

Open Space

- 10.9.70 A temporary bridge structure will span across the River Stour for the duration of the construction period. The public right of navigation along the River Stour will be temporarily stopped-up/closed for one to five days whilst the bridge is lifted into place and secured. The bridge will be designed so that once in place the river remains navigable.
- 10.9.71 There are no further open spaces located within the Kent Onshore Scheme Order Limits and therefore no additional land use impacts on open spaces are expected.
- 10.9.72 Sensitivity of open space receptors is assessed to be high, due to their local importance and limited alternatives available for substitution in the local area. The Proposed Project will adversely impact the River Stour, requiring a short term stop-up/closure of river navigation. However, when considering the stop up/closure in the context of the duration of the construction period, the magnitude of impact will be negligible. Overall, this results in a temporary negligible effect, which is not considered to be significant.

Residential Properties, Visitor Attractions and Development Land

- 10.9.73 There are no residential properties, development land, visitor attractions within the Study Area which would be affected by the Kent Onshore Scheme or to which access would be required. Additionally, **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** concludes there are no roads assessed that would experience

significant severance effects during construction. Therefore there are no significant severance effects identified between residents and local assets.

- 10.9.74 There is potential for noise, air quality, visual and traffic effects arising from construction of the Kent Onshore Scheme to impact on the amenity of residents, businesses, development sites, and users of open spaces and community facilities within 500 m of the Order Limits. Amenity impacts on these receptors are assessed in **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**.

Operation and Maintenance Phase

Recreational Routes and Public Rights of Way

Footpath TR15 and TR33

- 10.9.75 Footpaths TR15 and TR33 will be crossed by the proposed permanent monitoring access route during the operation and maintenance phase which will require safety measures and provisions to be put in place as part of the Kent Onshore Scheme to maintain access and allow the PRow to remain open.
- 10.9.76 Infrequent movements along the existing foreshore access track on Pegwell Road (via the hoverport) may be required to undertake maintenance works within the intertidal zone, however there will not be a permanent presence. Maintenance works are anticipated on an annual basis with a maximum of two work vehicles and a trailed quad bike per visit. Cable and protection repairs are anticipated on an emergency call-out basis and in a worst-case scenario will require excavators, quad bikes and trailers, as well as potentially transport of specialist equipment. Movements along the access route will interact with PRow TR15 and TR33. Site fencing and crossing gates will be installed to separate construction vehicles and PRow users and will remain in place for the full duration of any maintenance works.
- 10.9.77 Footpaths TR15 and TR33 are both assessed to have a medium sensitivity. The permanent monitoring access route required across TR15 and TR33 will have a negligible magnitude of impact when considering the infrequency of expected movements and the duration of the operation and maintenance phase. The proposed site fencing and gate provisions help manage PRow users' interactions with construction movements along the access road. This results in a permanent **negligible** effect which is not considered significant.

The Contra Trail

- 10.9.78 As set out in paragraph 10.9.58, the Contra Trail National Trail passes along Footpath TR15 and therefore any impact induced on TR15 will also be experienced on the National Trail. The Contra Trail is assessed to have a very high sensitivity as a regularly used and valued national trail that connects routes within the wider PRow network. The Contra Trail will be crossed by the proposed permanent monitoring access route on Pegwell Road, where maintenance works are anticipated on an annual basis with a maximum of two work vehicles and a trailed quad bike per visit. Site fencing and crossing gates will be installed to separate construction vehicles and PRow users and will remain in place for the full duration of any maintenance works. The impact of the Kent Onshore Scheme on the Contra Trail is assessed to be negligible in line with the

magnitude of impact on TR15. This results in a permanent **minor adverse** effect which is not considered significant.

Footpath TE39

- 10.9.79 During operation, Footpath TE39 would cross the proposed permanent access route. A permanent crossing point with dropped kerbs will be provided at the interface between the footpath and access route. Once operational, based on the assumption that one delivery would be required a day, there are expected to be two HGV movements on the permanent access road per day. As set out in the construction phase assessment, Footpath TE39 is assessed to have a high sensitivity as a footpath that connects to the local PRow network, is used for recreation and has few comparable alternatives. The magnitude of impact of the Kent Onshore Scheme on the footpath is assessed to be negligible during operation as a result of minimal vehicle movements expected at the crossing point, which are unlikely to create disruption for users of the PRow. Overall, this results in a permanent **negligible** effect which is not considered significant.

Cycle Lane connecting Jutes Lane to Ebbsfleet Lane North

- 10.9.80 The cycle lane connecting Jutes Lane to Ebbsfleet Lane North would cross the proposed permanent access route during operation where a bellmouth crossing will be provided at the interface between the cycle lane and access route. Based on the assumption that one delivery would be required a day, there are expected to be two HGV movements on the permanent access road per day. As set out in the construction phase assessment, the cycle lane is assessed to have a high sensitivity as a route that may be used to access Great Oaks Small School and has limited potential to be substituted. The magnitude of impact of the Kent Onshore Scheme on the footpath is assessed to be negligible during operation as a result of minimal vehicle movements expected at the bellmouth crossing point, which are unlikely to create disruption for users of the PRow. Overall, this results in a permanent **negligible** effect which is not considered significant.

Additional impacts

- 10.9.81 There are no further impacts identified for the operational and maintenance phase of the Kent Onshore Scheme beyond those identified as permanent in the construction phase assessment above.

Decommissioning Phase

- 10.9.82 In the event that the Kent Onshore Scheme is decommissioned, the workforce required for decommissioning of the assets would be lower than the number required during construction with an estimated peak of approximately 150 people required for Kent Onshore Scheme. There will be similar methods, equipment, construction compounds and working hours to that used during construction for decommissioning. In addition, the total estimated duration of decommissioning is two years compared to five years for construction.
- 10.9.83 It is therefore considered reasonable to assume that the impacts of the decommissioning phase will be the same as, or not greater than, the construction phase. Therefore, and given that the exact timing of this scenario is unknown, the

assessment of the construction phase has been adopted to determine the anticipated impact of the Kent Onshore Scheme during its decommissioning phase.

- 10.9.84 Assessment of effect on net employment, local accommodation facilities and GVA during construction is presented from paragraph 10.9.3 to paragraph 10.9.26. These residual effects and conclusions are applicable for the decommissioning phase.
- 10.9.85 There is no further differentiation between the construction and decommissioning phase that will lead to additional impacts on socio-economics, recreation and tourism. Assessment of effect on PRow and private, community, recreation and tourism assets during construction is presented from paragraph 10.9.32 to paragraph 10.9.74. These residual effects and conclusions are applicable for the decommissioning phase.
- 10.9.86 The decommissioning phase assessment of impacts and likely significant effects would be reviewed at the time of decommissioning.

10.10 Additional Mitigation

- 10.10.1 There are no additional mitigation measures that are relevant to socio-economic, recreation and tourism receptors.

10.11 Residual Effects and Conclusions

- 10.11.1 As described above, no additional mitigation measures are required to avoid or reduce likely significant effects on socio-economic, recreation and tourism receptors. Therefore, residual effects are as discussed in Section 10.9.
- 10.11.2 The assessment has concluded that there are no likely significant residual effects in relation to the Kent Onshore Scheme on socioeconomics, recreation and tourism receptors during construction, operation and maintenance and decommissioning with the proposed mitigation in place.

10.12 Sensitivity Testing

- 10.12.1 Under the terms of the DCO, construction could commence in any year up to five years from the granting of the DCO, which is assumed to be 2026. It is considered that the effects reported in Section 10.9 would not differ should the works commence in any year up to year five. This is because the baseline is not expected to alter materially in that period based on current information and there would be no change in the impact magnitudes that have been assessed.

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