

The Great Grid Upgrade

Sea Link

Preliminary Environmental Information Report

Volume: 1

Part 3 Kent Onshore Scheme

Chapter 11 Socio-economics, Recreation and
Tourism

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nationalgrid

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3.11 Socio-economics, Recreation and Tourism

3.11.1 Introduction

3.11.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents information about the preliminary environmental assessment of the likely significant socio-economics, recreation and tourism effects identified to date, that could result from Sea Link (hereafter referred to as the Proposed Project) (as described in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**).

3.11.1.2 This chapter describes the methodology used, the datasets that have informed the preliminary assessment, baseline conditions, mitigation measures and the preliminary socio-economics, recreation and tourism residual significant effects that could result from the Proposed Project.

3.11.1.3 The draft Order Limits, which illustrate the boundary of the Proposed Project, are illustrated on **Figure 1.1.1 Draft Order Limits** and the Kent Onshore Scheme Boundary is illustrated on **Figure 1.1.3 Kent Onshore Scheme Boundary**.

3.11.1.4 This chapter should be read in conjunction with:

- **Volume 1, Part 1, Chapter 4, Description of the Proposed Project;**
- **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology;**
- **Volume 1, Part 1, Chapter 6, Scoping Opinion and EIA Consultation;** and
- **Volume 1, Part 3, Chapter 1, Evolution of the Kent Onshore Scheme.**

3.11.1.5 This chapter is supported by the following figures:

- **Volume 3, Part 3, Figure 3.11.1, Kent 60 Minute Drive Time Catchment Area.**

3.11.1.6 This chapter is supported by the following appendices:

- **Volume 2, Part 1, Appendix 1.4.A, Outline Code of Construction Practice.**

3.11.2 Regulatory and Planning Context

3.11.2.1 This section sets out the legislation and planning policy that is relevant to the preliminary socio-economics, recreation and tourism assessment. A full review of compliance with relevant national and local planning policy will be provided within the Planning Statement that will be submitted as part of the application for Development Consent.

Legislation

3.11.2.2 There is no legislation of relevance to socio-economic, recreation and tourism effects.

National Policy

National Policy Statements

- 3.11.2.3 National Policy Statements (NPSs) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Proposed Project would be considered. A review of the NPS was announced in the 2020 Energy white paper Powering our net zero future. This review was to ensure the NPSs were brought up to date to reflect the policies set out in the white paper. The below information reflects these updates currently under consultation.
- 3.11.2.4 Table 3.11.1 below provides details of the elements of NPS for Energy (EN-1) (Ref. 3.11.1) that are relevant to this chapter, and how and where they are covered in the PEIR or will be covered within the Environmental Statement (ES).
- 3.11.2.5 NPS for Electricity Networks Infrastructure (EN-5) (Ref. 3.11.2) 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.

Table 3.11.1: NPS EN-1 requirements relevant to socio-economics, recreation and tourism

NPS EN-1 section	Where this is covered in the PEIR
<p><i>5.12.2 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></p>	<p>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 3.11.9 – Preliminary Assessment of Effects. Research by the Chartered Institute of Personnel and Development (CIPD) (Ref. 3.11.30) 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 Proposed Project boundary.</p>
<p><i>5.12.3 The applicant’s assessment should consider all relevant socio-economic impacts, which may include:</i></p> <ul style="list-style-type: none"> <i>• the creation of jobs and training opportunities....</i> 	<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</p>

NPS EN-1 section	Where this is covered in the PEIR
<ul style="list-style-type: none"> • <i>the provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities</i> • <i>any indirect beneficial impacts for the region hosting the infrastructure, in particular in relation to use of local support services and supply chains</i> • <i>effects on tourism [...]</i> • <i>the impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure[...]</i> • <i>cumulative effects.</i> 	<p>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 3.11.9 – Preliminary Assessment of Effects. The cumulative impacts associated with the Kent Onshore Scheme are considered in Volume 1, Part 3, Chapter 13, Intra-project Cumulative Effects and Volume 1, Part 3, Chapter 14, Inter-project Cumulative Effects.</p>
<p><i>5.12.4 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.</i></p>	<p>The existing socio-economic conditions are considered within Section 3.11.7 – Baseline Conditions, while local planning policy in relation to the Kent Onshore Scheme is reviewed in Section 3.11.2 - Regulatory and Planning Context.</p>
<p><i>5.12.5 Socio-economic impacts may be linked to other impacts, for example visual impacts considered in Section 5.9 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.</i></p>	<p>The impact of the Kent Onshore Scheme on tourism and local businesses have been assessed in Section 3.11.9 - Preliminary Assessment of Effects. This includes a preliminary 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>

3.11.2.6 The draft version of the Overarching National Policy Statement for Energy (EN-1), published in March 2023 (Ref. 3.11.3) also includes factors that should be considered when submitting an application and preparing a socio-economics assessment. However, these remain similar to the adopted version and refers to the Secretary of State as the decision maker, rather than the Infrastructure Planning Commission (IPC).

3.11.2.7 The draft document includes the following section which includes additional elements to the adopted version, which are provided in Table 3.11.2.

Table 3.11.2: Draft NPS EN-1 requirements relevant to socio-economics, recreation and tourism

Draft NPS EN-1 section	Where this is covered in the PEIR
<p><i>5.11.30 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></p>	<p>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 national trails. The preliminary assessment is detailed in Section 3.11.9 – Preliminary Assessment of Effects. Embedded mitigation measures to mitigate against adverse impacts to PRoW are outlined in Section 3.11.8 – Mitigation.</p>
<p><i>5.13.3 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></p>	<p>A thematic meeting for socio-economics recreation and tourism was conducted with Kent County Council in June 2023. Further details regarding consultation are detailed in Section 3.11.3 – Scoping Opinion and Consultation.</p>
<p><i>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.</i></p>	<p>The impact of the Kent Onshore Scheme on tourism and local accommodation facilities have been assessed in Section 3.11.9 – Preliminary Assessment of Effects. This includes a preliminary assessment of impacts on the integrity of tourist attractions and business premises, the impact on the changing influx of construction workers on the availability of local accommodation services. Mitigation measures are not identified as being required on account of the small number of construction workers expected</p>

Draft NPS EN-1 section	Where this is covered in the PEIR
<p><i>5.13.8 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></p>	<p>to work on the Kent Onshore Scheme.</p>
<p><i>5.13.9 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></p>	<p>Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 3.11.8 – Mitigation. This includes measures to mitigate adverse effects of temporary closures of PRoW.</p>
<p><i>5.13.10 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></p>	<p>The socio-economic impacts of the Kent Onshore Scheme have been assessed in Section 3.11.9 - Preliminary Assessment of Effects. This includes a preliminary 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.</p>
<p><i>5.13.11 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></p>	<p>The socio-economic impacts of the Kent Onshore Scheme have been assessed in Section 3.11.9 - Preliminary Assessment of Effects. This includes a preliminary 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.</p>
<p><i>5.13.11 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></p>	<p>Embedded mitigation measures to mitigate adverse socio-economics, recreation and tourism impacts are identified in Section 3.11.8 – Mitigation. This includes measures to mitigate adverse effects of temporary closures of PRoW. Additional mitigation measures and provisions made by the applicant will be defined further at the ES stage.</p>

Draft NPS EN-1 section	Where this is covered in the PEIR
<i>5.13.12 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 3.11.9 – Preliminary Assessment of Effects. Further provisions made by the applicant, including the promotion of skills development opportunities will be defined further at the ES stage.

National Planning Policy Framework

- 3.11.2.8 The National Planning Policy Framework (NPPF) (Ref. 3.11.17) has the potential to be considered important and relevant to the Secretary of State (SoS) consideration of the Proposed Project. Table 3.11.3 below provides details of the elements of the NPPF that are relevant to this chapter, and how and where they are covered in the PEIR or will be covered within the ES.

Table 3.11.3: NPPF requirements relevant to socio-economics, recreation and tourism

NPPF section	Where this is covered in the PEIR
<i>Paragraph 81: 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 impact of the Kent Onshore Scheme on employment is addressed in Section 3.11.9 – Preliminary Assessment of Effects.
<i>Paragraph 93: To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i>	The impact of the Kent Onshore Scheme on private and community assets including community facilities

NPPF section	Where this is covered in the PEIR
<ul style="list-style-type: none"> • <i>take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</i> • <i>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> 	<p>is assessed in Section 3.11.9 - Preliminary Assessment of Effects. The effects of the Proposed Project on health are considered in Volume 1, Part 3, Chapter 12, Health and Wellbeing.</p>
<p><i>Paragraph 100: 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></p>	<p>The impacts of the Kent Onshore Scheme on PRoW and community connectivity and severance are assessed in Section 3.11.9 – Preliminary Assessment of Effects. Measures in place to mitigate effects to PRoW are outlined in Section 3.11.8.</p>

National Planning Practice Guidance

- 3.11.2.9 The assessment has also considered the National Planning Practice Guidance ('PPG') (Ref. 3.11.4), 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 (the Act) and relevant NPSs, 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

- 3.11.2.10 The Kent Onshore Scheme lies within the jurisdiction of Kent County Council (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 Council Core Strategy 2010 (Ref. 3.11.5);
 - Draft Dover New District Local Plan 2022 (Regulation 18 Draft) (Ref. 3.11.6);
 - Dover District Economic Growth Strategy, 2021 (Ref. 3.11.7);
 - Thanet Local Plan, 2020 (Ref. 3.11.8);
 - South East Local Enterprise Partnership (SELEP) Economic Renewal Strategy, 2021 (Ref. 3.11.9);

- South East Local Enterprise Partnership (SELEP) Coast to Capital LEP, Enterprise M3 LEP, Local Energy Strategy (Ref. 3.11.10);
- KCC, Kent and Medway Growth and Infrastructure Framework (GIF), 2018 Update (Ref. 3.11.11);
- KCC Rights of Way Improvement Plan 2018-2028 (Ref. 3.11.12);
- Economic Growth Strategy for Thanet, 2016 (Ref. 3.11.13); and
- Ash Neighbourhood Development Plan 2021 (Ref. 3.11.14).

3.11.2.11 The Kent Onshore Scheme Boundary (refer to **Figure 1.1.3 Kent Onshore Scheme Boundary**) lies within the jurisdiction of Kent County Council.

3.11.2.12 The Kent Onshore Scheme Boundary lies within the boundary of Thanet Local Plan (Ref. 3.11.8) and Dover District Core Strategy (Ref. 3.11.5). Local Plan policies which are relevant to socio-economics, recreation and tourism matters and will inform the assessment in the ES are detailed in Table 3.11.4, Table 3.11.5 and Table 3.11.6.

Thanet Local Plan

Table 3.11.4: Local Planning Policies relevant to socio-economics, recreation and tourism – Thanet Local Plan

Thanet Local Plan, Adopted July 2020 – Policy	Where this is covered in the PEIR
SPO4: Economic Growth 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.	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 3.11.9 – Preliminary Assessment of Effects. There are no areas of allocated employment land located within the Kent Onshore Scheme Boundary.
SP13: Housing Provision 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.	The impacts of the Kent Onshore Scheme on residential properties, including land allocated for residential development, are assessed in Section 3.11.9 – Preliminary Assessment of Effects.
SP38: Healthy and Inclusive Communities 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	The impacts of the Kent Onshore Scheme on community facilities, open space and PRow are assessed in Section 3.11.9 – Preliminary Assessment of Effects.

Thanet Local Plan, Adopted July 2020 – Policy	Where this is covered in the PEIR
as the promotion of healthy transport options such as cycling and walking.	

Draft Dover New District Local Plan

Table 3.11.5: Local Planning Policies relevant to socio-economics, recreation and tourism – Draft Dover New District Local Plan

Draft Dover New District Local Plan – Policy	Where this is covered in the PEIR
Strategic Policy 2: Housing Growth outlines that provision for 11,920 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 3.11.9 – Preliminary Assessment of Effects. There are no areas of land allocated for housing located within the Kent Onshore Scheme Boundary.
Strategic Policy 8 – 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 3.11.9 – Preliminary Assessment of Effects.
Strategic Policy 9 – Employment Allocations identifies six allocated sites for future employment land development to support job growth in the district over the local plan period.	The impacts of the Kent Onshore Scheme on land allocated for business premises are assessed in Section 3.11.9 – Preliminary Assessment of Effects.
DM Policy 4: Sustainable Travel states that developments must give priority to the needs of pedestrians and cyclists.	The impacts of the Kent Onshore Scheme on users of PRoW, including pedestrians and cyclists, are assessed in Section 3.11.9 – Preliminary Assessment of Effects. Mitigation measures to ensure impacts to PRoW and sustainable travel routes are minimised will be defined further at the ES stage.
DM Policy 24: Tourism and Tourist/Visitor Accommodation outlines that the Council will seek	The impacts of the Kent Onshore Scheme on businesses premises,

Draft Dover New District Local Plan – Policy	Where this is covered in the PEIR
to retain and evolve a broad range of high quality serviced tourist accommodation.	including visitor accommodation, are assessed in Section 3.11.9 – Preliminary Assessment of Effects. The impact of changing influx of construction workers on the availability of local accommodation facilities has also been assessed in Section 3.11.9 – Preliminary Assessment of Effects.
DM Policy 33: Protection of Open 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 3.11.9 – Preliminary Assessment of Effects.
DM Policy 34: Community Facilities 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 3.11.9 – Preliminary Assessment of Effects.

Dover District Council Core Strategy 2010

Table 3.11.6: Local Planning Policies relevant to socio-economics, recreation and tourism – Dover District Council Core Strategy 2010

Dover District Council Core Strategy 2010– Policy	Where this is covered in the PEIR
Policy CP 2 – Provision for Jobs and Homes between 2006-2026 states that land will be allocated for job creating development and housing. The Strategy seeks to allocate land for up to 14,000 homes, as well as approximately 200,000 sqm of employment floorspace to support 6,500 new jobs by 2026.	The impacts of the Kent Onshore Scheme on land allocated for housing and business premises, as well as the impact on job generation are assessed in Section 3.11.9 – Preliminary Assessment of Effects. There are no areas of land allocated for employment or housing located within the Kent Onshore Scheme Boundary.

Dover District Council Core Strategy 2010– Policy	Where this is covered in the PEIR
Policy CP 7 – Green Infrastructure Network states that the existing network of green infrastructure will be protected and enhanced. Planning permission for development that would harm the network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects.	The impacts of the Kent Onshore Scheme on open space and the PRoW network are assessed in Section 3.11.9 – Preliminary Assessment of Effects.
Policy DM 25 – Open Space sets out that Proposals for development that would result in the loss of open space will not be permitted unless replacement open space is provided or where the development is ancillary to the enjoyment of the open space.	The impacts of the Kent Onshore Scheme on open space are assessed in Section 3.11.9 – Preliminary Assessment of Effects.

Dover District Economic Growth Strategy, 2021

- 3.11.2.13 The Dover District Economic Growth Strategy (Ref. 3.11.7) sets out Dover District Council’s (DDC) 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

- 3.11.2.14 The Economic Growth Strategy for Thanet (Ref. 3.11.13) 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

- 3.11.2.15 The SELEP Economic Renewal Strategy (Ref. 3.11.9) 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

- 3.11.2.16 The Local Energy Strategy (Ref. 3.11.10) 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 though the delivery of offshore wind infrastructure.

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

- 3.11.2.17 The GIF (Ref. 3.11.11) 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

- 3.11.2.18 The KCC Rights of Way Improvement Plan (Ref. 3.11.12) 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 2021

- 3.11.2.19 The Ash Neighbourhood Development Plan (Ref. 3.11.14) 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.

3.11.3 Scoping Opinion and Consultation

Scoping

- 3.11.3.1 A Scoping Report (Ref. 3.11.15) for the Proposed Project was issued to the Planning Inspectorate (PINS) on 24 October 2022 and a Scoping Opinion (Ref. 3.11.16) was received from the Secretary of State (SoS) on 1 December 2022. Table 3.11.7 sets out the comments raised in the Scoping Opinion and how these have been addressed in this PEIR or will be addressed within the ES. The Scoping Opinion takes account of responses from prescribed consultees as appropriate.

Table 3.11.7: Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
4.10.1	<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 is presented in Section – 3.11.9 Preliminary Assessment of Effects.</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 Preliminary Assessment of Effects as agreed at scoping stage. The Preliminary Assessment of Effects in Section 3.11.9 includes the GVA generated by the Kent Onshore Scheme during the construction phase.</p>
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>There is not currently sufficient information to assess the impacts on walkers, cyclists and horse-riders along routes connected via the road network at the PEIR stage. This will be assessed at the ES stage.</p>

3.11.3.2 Following receipt of the Scoping Opinion, the impact of the changing influx of the construction workforce on local accommodation facilities has been scoped into the assessment of effects. This was to ensure that the wider impact of the Proposed Project on local tourism were captured.

Consultation and Project Engagement

- 3.11.3.3 Two thematic socio-economic, recreation and tourism meetings were held on the 19th June 2023 and 10th August 2023 with attendance from National Grid Electricity Transmission plc (National Grid), AECOM, and Kent County Council (KCC). The purpose of the meetings was to provide an update on the Proposed Project since the Scoping Report was issued and non-statutory consultation closed, and also to clarify socio-economics, recreation and tourism related points. The agenda included the following points:
- Proposed Project update;
 - presentation of the socio-economics, recreation and tourism methodology; and
 - presentation of the socio-economics, recreation and tourism baseline.
- 3.11.3.4 KCC commented on a number of the receptors included within the baseline including a number of PRowS which have recently been renamed.

3.11.4 Approach and Methodology

- 3.11.4.1 **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology** sets out the overarching approach which has been used in developing the preliminary environmental information. 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 preliminary socio-economics, recreation and tourism assessment.
- 3.11.4.2 There is currently no statutory guidance on the methodology for undertaking assessments of socio-economic, recreation and tourism effects. The assessment follows professional judgement and best practice methodology from other assessments undertaken on comparable energy infrastructure schemes.
- 3.11.4.3 The Kent Onshore Scheme has the potential to have a range of temporary and permanent effects. For the purposes of this PEIR 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; and
 - GVA, including multiplier effects (i.e. indirect benefits for the region).
 - Impacts to PRowS resulting in changes in journey lengths and times, local travel patterns and severance to local facilities.
 - Private and community assets:
 - Severance of access to community facilities;

- the impact of construction workers on the availability of local tourist accommodation; 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 or amenity impacts.

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

3.11.4.4 The preliminary socio-economics, recreation and tourism assessment has been carried out in accordance with the following good practice guidance documents:

Design Manual for Roads and Bridges (DMRB)

3.11.4.5 Document LA 112: Population and human health (Ref. 3.11.18), Part 3 Land Use and Accessibility, including 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

3.11.4.6 Baseline data illustrating the existing conditions within and surrounding the Kent Onshore Scheme Boundary has been collected through a desk-based research exercise using publicly available sources, documents, and web-based applications. These sources include:

- Office of National Statistics (ONS), (2023) Census 2021 (Ref. 3.11.19);
- ONS, (2023), Claimant count by sex and age (Ref. 3.11.20);
- ONS, (2021), Annual Population Survey (January 2022 to December 2022) (Ref. 3.11.21);
- Ministry of Housing, Community and Local Government (MHCLG), (2020), English Indices of Deprivation 2019 (Ref. 3.11.22);
- KCC Definitive Map and Statement of PRoW (Ref. 3.11.23);
- Sustrans National Cycle Network route map (Ref. 3.11.24);
- Thanet Local Plan Policies Map (Ref. 3.11.25);
- Dover Local Plan Policies Map (Ref. 3.11.26);
- Thanet District Council planning applications portals, including information on planning applications for new housing or employment developments (Ref. 3.11.27); and
- Dover District Council planning applications portals (Ref. 3.11.28).

Assessment Criteria

- 3.11.4.7 The assessment of potential for socio-economics, recreation and tourism effects uses the effect significance terms and definitions described within **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**. Where possible, impacts have been appraised against relevant national standards, such as those issued by Department for Energy Security and Net-Zero (DESNZ) including Draft NPS EN-1 (Ref. 3.11.1), National England (now renamed National Highways) including DMRB LA 112 (Ref. 3.11.18) and Homes and Communities Agency (HCA) (now renamed Homes England), such as the HCA Additionality Guide (Ref. 3.11.29). 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.
- 3.11.4.8 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; and
 - no effect classifications of significance indicate that there are no effects on an area.
- 3.11.4.9 Construction phase effects are assessed against the present-day baseline, while the operational and decommissioning effects are assessed against the future baseline.
- 3.11.4.10 For socio-economics, recreation and tourism, 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 judgment 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; and
 - 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

- 3.11.4.11 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 by the CIPD (Ref. 3.11.30), this is considered a reasonable timeframe to use as a baseline within which construction workers would commute to the Kent Onshore Scheme.
- 3.11.4.12 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 HCA Additionality Guide (Ref. 3.11.29).
- 3.11.4.13 Table 3.11.8 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 Table 3.11.8.

Table 3.11.8: 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 judgment and 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 HCA Additionality Guide (Ref. 3.11.29). This displacement level is assessed as appropriate for a construction project, 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).	1.3	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 (Ref. 3.11.29) provides a 'ready reckoner' of composite multipliers. The Study Area is likely to have 'limited local supply' linkages and induced effects based on the scale of its economy. Therefore, a 'low' multiplier of 1.3 is determined from the HCA guidance to be the most appropriate measure.

¹ Additionality refers to the extent to which something happens as a result of an intervention that would not have occurred in the absence of the intervention (Ref. 3.11.29). It measures the net effect of an intervention. Taking account of deadweight, leakage, displacement and economic multiplier effects.

- 3.11.4.14 The following criteria have been set to assess effects relating to employment and GVA (grouped together as economic impacts) during the construction phase.
- 3.11.4.15 Table 3.11.9 identifies the sensitivity criteria that have been used to inform the assessment on socio-economic receptors relating to employment and GVA.

Table 3.11.9: 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.

- 3.11.4.16 Table 3.11.10 identifies the magnitude of impact criteria which have been used to assess the socio-economic receptors relating to employment and GVA.

Table 3.11.10: 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

- 3.11.4.17 The following criteria have been set to assess the effects of users on PRoW, focusing on the impact on existing routes and the resulting changes in journey lengths and times, local travel patterns and severance to local facilities.
- 3.11.4.18 Table 3.11.11 identifies the sensitivity criteria that have been used to inform the assessment on PRoW.

Table 3.11.11: Public Rights of Way impact sensitivity criteria

Sensitivity	Description
Very High	Public Right of Way (PRoW) is of high importance with limited potential to be substituted with other route options to access the wider network or community infrastructure.
High	Public Right of Way (PRoW) is of high importance with alternative routes available. Or PRoW is of medium importance with limited potential to be substituted with other route options to access the wider network or community infrastructure.
Medium	Public Right of Way (PRoW) is of medium importance with moderate potential to be substituted with other route options to access the wider network or community infrastructure. Or PRoW is of low importance with limited potential for substitution with other route options to access the wider network or community infrastructure.
Low	Public Right of Way (PRoW) is of low importance with alternative routes available. Or PRoW is of very low importance with moderate potential for substitution with other route options to access the wider network or community infrastructure.
Negligible	Public Right of Way (PRoW) is of very low importance with alternative routes available.

- 3.11.4.19 Table 3.11.12 identifies the magnitude of impact criteria which have been used to assess the impacts on PRoW.

Table 3.11.12: Public Rights of Way impact magnitude criteria

Magnitude of impact	Description
Large	Substantial increase/decrease in journey length and/or change in travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.

Magnitude of impact	Description
Medium	Noticeable increase/decrease in journey length and/or change in travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.
Small	Slight increase/decrease in journey length and/or travel patterns and increased/decreased opportunities for users to access the wider network and/or community infrastructure.
Negligible	No increase or decrease in journey length and/or travel patterns and no increase or decrease in opportunities for users to access the wider network and/or community infrastructure.

Private, community, recreation and tourism assets

3.11.4.20 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.

3.11.4.21 Table 3.11.13 identifies the sensitivity criteria for these receptors.

Table 3.11.13: 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.

3.11.4.22 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. Table 3.11.14 identifies the magnitude of impact criteria.

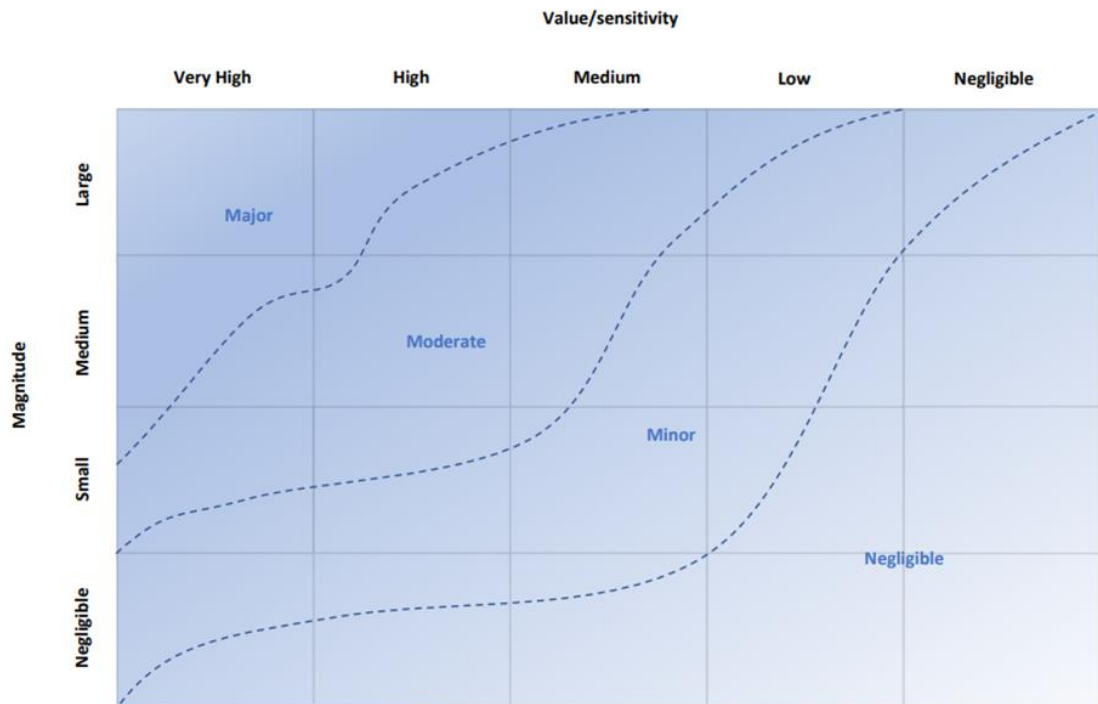
Table 3.11.14: Private and community assets magnitude criteria

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

- 3.11.4.23 As set out in **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology** the general approach taken to determining the significance of effect in this preliminary assessment is only to state whether effects are likely or unlikely to be significant, rather than assigning significance levels.
- 3.11.4.24 Socio-economics, recreation and tourism effects reflect the relationship between the sensitivity of the affected receptor and the magnitude of impact. shows how the assessment of the significance of effects is arrived upon.

Image 3.11.1 : Basis of assigning significance



3.11.4.25 In accordance with the methodology set out within **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**, the following criteria is applied:

- 'Major' or 'moderate' effects are classed as 'significant';
- 'minor' are classed as 'not significant', although they may be a matter of local concern; and
- 'negligible' effects are classed as 'not significant'.

Assumptions and Limitations

3.11.4.26 The assessment presented in this PEIR chapter is based on the currently available baseline and design information. Following statutory consultation, and further evolution of the design and development of baseline data, a full assessment will be undertaken as part of the EIA and will be reported in the ES that will be submitted with the application for development consent.

3.11.4.27 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 PEIR 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.

- 3.11.4.28 As noted in **Volume 1, Part 1, 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.
- 3.11.4.29 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 PRowS as well as a golf course (unique ID code: A_339). 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. This effect will be further defined at the ES stage when additional design information is available.

3.11.5 Basis of Assessment

- 3.11.5.1 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 preliminary assessment to changes in the construction commencement year.
- 3.11.5.2 Details of the available flexibility and assessment scenarios are presented in **Volume 1, Part 1, Chapter 4, Proposed Project Description** and **Volume 1, Part 1, Chapter 5 PEIR Approach and Methodology**.

Flexibility Assumptions

- 3.11.5.3 The main preliminary assessments have been undertaken based on the description of the Proposed Project provided in **Volume 1, Part 1, 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 preliminary 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 draft order Limits.
- 3.11.5.4 The assumptions made regarding the use of flexibility for the main assessment, and any alternatives assumptions are set out in Table 3.11.15 below.

Table 3.11.15: Flexibility assumptions

Element of flexibility	Proposed Project assumption for initial preliminary assessment	Flexibility assumption considered
Lateral LoD HVDC cables	HVDC cables laid anywhere within the lateral LoD.	The maximum flexibility has already been assessed under the preliminary assessment.
Lateral LoD Minster Converter Station and Minster Substation	Minster Converter Station and Minster Substation to be constructed within the lateral LoD footprint based on the indicative location of converter station and substation as shown in Figure 1.4.12 Minster 400kV Substation	Minster Converter Station and Minster Substation could be constructed anywhere within the lateral LoD.

Element of flexibility	Proposed Project assumption for initial preliminary assessment	Flexibility assumption considered
	and Minster Converter Station Indicative Location.	
Vertical LoD Minster Converter Station and Minster Substation	26 m maximum vertical LoD for Minster Converter Station and 18 m maximum vertical LoD for Minster Substation as explained in Volume 1, Part 1, Chapter 4, Description of the Proposed Project	The maximum flexibility has already been assessed under the preliminary assessment.
Lateral LoD overhead line	Overhead line options built within the lateral LoD as shown in Figure 1.4.1 Lateral Limits of Deviation.	The maximum flexibility has already been assessed under the preliminary assessment.
Vertical LoD overhead line	Overhead line options built within the vertical LoD as described in Volume 1, Part 1, Chapter 4, Description of the Proposed Project for the three HVAC options.	The vertical LoD of the overhead line is not relevant to the assessment of socio-economics, recreation and tourism effects.

Consideration of Scenarios and Options

3.11.5.5 Two alternative scenarios have been considered within each of the technical assessment chapters in Part 3. These are:

- The use of either low height or standard height pylons for the HVAC connection. Within this scenario there are three options as explained in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**; and
- permanent access to Minster converter station and substation is either taken off A256 (through bellmouth BM02) or off Jutes Lane through bellmouth BM03 but with bellmouth BM02 being retained for any abnormal indivisible load (AIL) movements during maintenance and operation as explained in **Volume 1, Part 1, Chapter 4, Description of the Proposed Project**.

3.11.5.6 Table 3.11.16 details where these scenarios are relevant to the preliminary socio-economics, recreation and tourism assessment and how they have been assessed and reported in Section 3.11.9 - Preliminary Assessment of Effects.

Table 3.11.16: Consideration of scenarios

Assessment scenario	How it has been considered within the preliminary assessment
Pylon types	All three pylon options have been considered in the preliminary assessment. Where the potential socio-economics, recreation and tourism effect associated with a specific pylon option is considered to result in a different magnitude of effect or significance for a specific receptor, this is identified in the assessment.

Assessment scenario	How it has been considered within the preliminary assessment
Permanent access to Minster Converter Station and Minster Substation	Both permanent access options have been considered in the preliminary assessment. Where the potential socio-economics, recreation and tourism effect associated with a specific access option is considered to result in a different magnitude of effect or significance for a specific receptor, this is identified in the assessment.

Sensitivity Test

- 3.11.5.7 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 preliminary 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 3.11.9, Preliminary Assessment of Effects.

3.11.6 Study Area

- 3.11.6.1 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 Homes and Communities Agency (HCA), now known as Homes England, guidance entitled 'Additionality Guide, A Standard Approach to Assessing the Additional Impact of Projects, 4th Edition' (Ref. 3.11.29).
- 3.11.6.2 Table 3.11.17 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.
- 3.11.6.3 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 3.11.1 Kent 60 Minute Drive Time Catchment Area**), as this represents the principal labour market catchment area for the Kent Onshore Scheme (travel to work area). The 60-minute drive time area will be referred to as the Economic Study Area.
- 3.11.6.4 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 Boundary or those likely to be impacted by the work within 500 m of the Kent Onshore Scheme draft Order Limits.
- 3.11.6.5 The Study Area for local communities that could be affected by community severance will consider those directly connected by recreational routes and PRoW and those within 1 km of the Kent Onshore Scheme draft Order Limits.
- 3.11.6.6 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 60-minute drive time and the Economic Study Area.

3.11.6.7 The Study Area for residential properties, local businesses, visitor attractions relevant for tourism, community facilities, open space and development land will consider receptors that could be impacted within 500 m of the Kent Onshore Scheme draft Order Limits.

Table 3.11.17: Socio-economic, recreation and tourism impacts by geographical scale

Impact	Geographical Area of Impact	Rational 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 Boundary 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' (Ref. 3.11.30).
GVA during the construction phase	60-minute travel area (though GVA per worker assumptions 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 Boundary.	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)	Within, and up to 500 m radius from the Kent Onshore Scheme Boundary.	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 Boundary.	Professional judgement and experience from other electricity network infrastructure schemes in England. 500m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent

Impact	Geographical Area of Impact	Rational for Impact Area
Accommodation services	60-minute travel area (drive time estimated using GIS data, based on the Kent Onshore Scheme Boundary and indicative site access points).	that they would change their habits, based on the Design Manuel for Roads and Bridges (DMRB) LA 112 (Ref. 3.11.38). Professional judgement and experience from other electricity network infrastructure schemes in England.

3.11.7 Baseline Conditions

Existing Baseline

3.11.7.1 This section describes the baseline environmental characteristics with specific reference to socio-economics, recreation and tourism.

3.11.7.2 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.

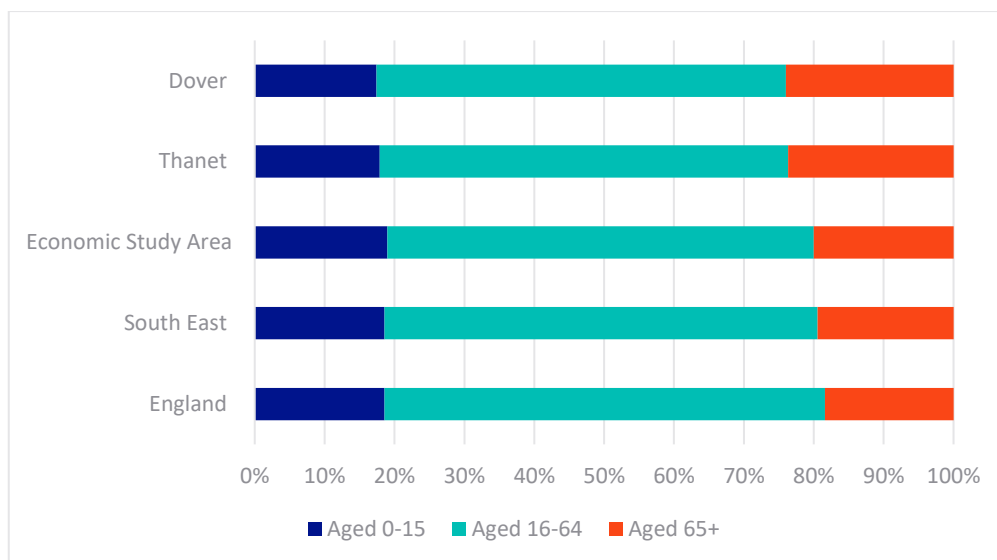
Population and deprivation

3.11.7.3 According to ONS Census data (Ref. 3.11.31; and Ref. 3.11.19), the residential population of Dover has increased from 111,674 in cont to 116,410 in 2021, representing a 4.2% increase over 10 years. The population of Thanet also increased over this period from 134,186 to 140,587 representing a 4.8% increase. The rates of growth in both Dover and Thanet are lower than those across the South East (7.5%) and England as a whole (6.6%) over the same period.

3.11.7.4 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 58.4% 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 Image 3.11.2 .

- 3.11.7.5 The residential population of the Economic Study Area (the 60-minute drive time radius) was 1,530,990 in 2021. Data from the 2011 Census is not available for a number of Lower Layer Super Output Areas (LSOAs²) which comprise the Economic Study Area. Therefore, no ready comparison can be made between the population in 2011 and 2021.
- 3.11.7.6 In 2021, there were 933,582 (61.0%) 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 Image 3.11.2.

Image 3.11.2 : Age profile by geography



- 3.11.7.7 In 2021, the Annual Population Survey (APS) (Ref. 3.11.21) 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%).
- 3.11.7.8 Based on the 2019 Indices of Multiple Deprivation (IMD) (Ref. 3.11.22), 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 Lower Super Output Areas (LSOAs)³ 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).

² A Lower Super Output Area (LSOA) is a geographic division used for the reporting of statistics in England and Wales.

3.11.7.9 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 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

3.11.7.10 According to Business Register and Employment Survey (BRES) data (Ref. 3.11.32), the number of working age employees in Dover and Thanet was approximately 35,600 and 43,375 respectively.

3.11.7.11 According to the APS (Ref. 3.11.21), in 2021 the economic activity rate (amongst 16- to 64-year-olds) was 74.0% in Dover which was lower than the rates across the South East (80.7%) and England (78.7%). The economic activity rate in Thanet of 82.8% was higher than both the South East and England.

3.11.7.12 The claimant count records those individuals who are unemployed and claiming job seekers allowance or other unemployment related benefits. The April 2023 claimant count for residents as a proportion of residents aged 16 to 64 was 4.7% in Dover. This is above the rate for the South East (3.5%) but broadly in line with England as a whole (4.8%) (Ref. 3.11.20). The claimant count in Thanet is 6.6% 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

3.11.7.13 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 2021 was £19,791 (Ref. 3.11.33). This is appreciably lower than the average for the South East (£32,443) and England as a whole (£31,138).

3.11.7.14 Table 3.11.18 presents a detailed breakdown of employment by broad industrial group across the Study Area and comparative geographies. Based on the most recently available data (2021) (Ref. 3.11.32), the highest levels of employment in Dover are recorded in the Transport & Storage and Health sectors (both 12.9%) as well as the Retail and Education sectors (both 10.0%). In Thanet, the highest levels of employment are recorded in the Health (20.9%), Retail (14.0%) and Education (11.6%) sectors.

3.11.7.15 The Construction broad industrial group comprises 7.1% of employment within Dover and 5.8% in Thanet. The proportion in Dover is higher than the proportion in the South East (5.6%) and England (4.8%), while the proportion in Thanet is broadly in line with the proportion across the South East region.

3.11.7.16 The Mining, Quarrying and Utilities broad industrial group (which includes employment in electricity networks infrastructure) comprises 2.3% of employment in Dover. This is higher compared to the proportion in the South East (1.5%) and England as a whole (1.2%). The Mining, Quarrying and Utilities sector accounts for 0.8% of employment in Thanet, slightly below the averages for the South East and England.

Table 3.11.18: Employment by broad industrial group

Industry	Dover (%)	Thanet (%)	South East (%)	England (%)
Agriculture, forestry & fishing	1.4	0.4	0.7	0.6
Mining, quarrying & utilities	2.3	0.8	1.5	1.2
Manufacturing	7.1	7.0	5.8	7.5
Construction	7.1	5.8	5.6	4.8
Motor trades	1.7	1.2	1.8	1.7
Wholesale	1.4	2.1	3.9	3.7
Retail	10.0	14.0	10.1	9.0
Transport & storage (inc postal)	12.9	4.1	5.1	5.2
Accommodation & food services	8.6	10.5	7.3	7.5
Information & communication	1.4	2.1	5.5	4.6
Financial & insurance	1.1	1.9	2.8	3.6
Property	0.9	1.2	1.7	1.8
Professional, scientific & technical	8.6	5.8	9.2	9.3
Business administration & support services	5.0	4.7	8.9	9.0
Public administration & defence	5.7	2.9	3.3	4.3
Education	10.0	11.6	9.6	8.7
Health	12.9	20.9	13.0	13.3
Arts, entertainment, recreation & other services	3.6	4.1	4.4	4.2

Ref. 3.11.32

The existing site and surroundings

Recreational routes and PRow

3.11.7.17 There are seven PRow and recreational routes which pass within the Kent Onshore Scheme draft Order Limits including:

- Restricted byway TE35 passes within the Kent Onshore Scheme draft Order Limits across the proposed access road at Marsh Farm Road and continues into the on to the west of the Kent Onshore Scheme.
- Footpath TE26 follows the northern bank of the River Stour and crosses the Kent Onshore Scheme draft Order Limits at multiple locations.
- The Saxon Shore Way recreational route runs along the southern bank of the River Stour and also crosses the Kent Onshore Scheme draft 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 draft Order Limits as it passes along Sandwich Road.
- Footpath TE39 passes through the northern portion of the Kent Onshore Scheme draft Order Limits and runs from Footpath TE37 in the north towards the A256 in the south of the Kent Onshore Scheme draft Order Limits.
- Footpath TE37 runs along the northern boundary of the Kent Onshore Scheme draft Order Limits from Cottingham road in the east to Minster in the west. It passes within the Kent Onshore Scheme draft Order Limits as it crosses Brook Lane.
- NCN Route 15 passes along Sandwich Road and crosses the Kent Onshore Scheme Boundary.

3.11.7.18 A further eight PRoW and recreational routes are located within 500 m of the Kent Onshore Scheme Boundary, including:

- Footpath TR11 located approximately 470 m to the north east of the Kent Onshore Scheme draft Order Limits in Cliffsend, and connects Cliffs End Road with Foads Lane.
- Footpath TR32 located within Cliffsend approximately 250 m to the east of the Kent Onshore Scheme draft Order Limits and connects Lavender Lane to the A299.
- Footpath TE40 which runs to the northern border of the Kent Onshore Scheme draft Order Limits and connects with TE37.
- Restricted Byway TE36 connects Restricted Byway TE35 with Footpath TE 26 and is within 25 m of the access route on Marsh Farm Road and the Kent Onshore Scheme draft Order Limits.
- The Contra Trail follows the circumference of Pegwell Bay Country Park and passes the border of the Kent Onshore Scheme draft Order Limits.
- The Viking Coastal Trail connects Minster to Cliffsend, passing the Kent Onshore Scheme draft Order Limits to the north.
- Restricted Byway EE43A, Footpath EE46 and Footpath EE47 all pass within 250 m of the south of the Kent Onshore Scheme draft Order Limits at Richborough.
- NCN Route 1 passes to the south of the Kent Onshore Scheme draft Order Limits at Richborough.

Residential properties

3.11.7.19 There are no residential properties within the Kent Onshore Scheme Boundary.

3.11.7.20 The nearest settlements to the Kent Onshore Scheme are Cliffsend, which borders the Kent Onshore Scheme draft Order Limits to the north along Sandwich Road, and Minster which is located approximately 500 m to the north west.

3.11.7.21 The settlement of Richborough also lies adjacent to the Kent Onshore Scheme draft Order Limits to the south of the Kent Onshore Scheme.

3.11.7.22 A number of isolated residential properties lie within 500 m of the Kent Onshore Scheme draft Order Limits. These include a cluster of properties approximately 80 m to the north of the Kent Onshore Scheme draft Order Limits on Ebbsfleet Lane North.

- 3.11.7.23 Residential property R_1895 lies approximately 10 m from the Kent Onshore Scheme draft Order Limits off Cottington Road.
- 3.11.7.24 Four residential properties (R_8335, R_11056, R_6709 and R_12489) lie approximately 30 m to the south the Kent Onshore Scheme draft Order Limits along Ebbsfleet Lane.
- 3.11.7.25 An individual flat is also located within 10 m of the Kent Onshore Scheme draft Order Limits at Jutes Lane to the south of the Kent Onshore Scheme.
- 3.11.7.26 There is one residential property (R_26628) located with 20m of the Kent Onshore Scheme draft Order Limits to the west of the Kent Onshore Scheme along Marsh Farm Road.

Local businesses

- 3.11.7.27 There are a number of business premises located within 500 m of the Kent Onshore Scheme draft Order Limits. Table 3.11.19 below provides a list of business premises within 500 m and their approximate distance from the Kent Onshore Scheme draft Order Limits.

Table 3.11.19: Business premises within 500 m of the Kent Onshore Scheme Boundary

Business premises	Location	Approximate distance from the Kent Onshore Scheme Boundary	Business Activity
C_521	Cliffsend	10 m	Petrol station
C_4583	Cliffsend	20 m	Golf club
C_3675	Sevenscore	220 m	Farm
C_926	Richborough	150 m	Holiday accommodation
C_2190	Ebbsfleet	10 m	Engineering
C_2318	Ebbsfleet	10 m	Restaurant
A_339	Ebbsfleet	10 m	Golf club
C_4582	Ebbsfleet	10 m	Sports shop
C_4463	Pegwell Bay	180 m	Cafe
C_1242	Ebbsfleet	70 m	Restaurant
C_1524	Ebbsfleet	110 m	Petrol station
CS_64	Ebbsfleet	50 m	Leisure centre
C_1542	Ebbsfleet	250 m	Motor services
C_4499	Ebbsfleet	250 m	Restaurant
C_3117	Ebbsfleet	200 m	Petrol Station

Visitor attractions

- 3.11.7.28 There are two visitor attractions within 500 m of the Kent Onshore Scheme draft 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 draft Order Limits. Richborough Roman Fort is located approximately 480 m to the east of the Whitehouse Drove access route section of the Kent Onshore Scheme draft Order Limits.

Community facilities

- 3.11.7.29 Table 3.11.20 lists the community facilities within 500 m of the Kent Onshore Scheme draft Order Limits. There are no police or fire stations within 500 m of the Kent Onshore Scheme draft Order Limits. The nearest stations are Ramsgate Fire Station and Ramsgate Police Station, approximately 3 km and 3.8 km respectively to the north east of the Kent Onshore Scheme Boundary in Ramsgate.

Table 3.11.20: Community facilities within 500 m of the Kent Onshore Scheme Boundary

Receptor	Location	Approximate distance from the Kent Onshore Scheme Boundary	Typology
Cliffsend Village Hall, C_4387	Cliffsend	430 m	Community hall
Cliffsend Post Office, O_1828	Cliffsend	420 m	Post office
Ebbsfleet House, H_48	Ebbsfleet	100 m	Care home
Great Oaks Small School, E_35	Ebbsfleet	30 m	School

Open space

- 3.11.7.30 There are three areas of open space within 500 m of the Kent Onshore Scheme draft Order Limits. Pegwell Bay Country Park borders the landfall section of the Kent Onshore Scheme draft Order Limits to the south. Cliffsend Recreation Ground and The Hugin Viking Ship green space lie approximately 450 m and 480 m respectively to the north east of the Kent Onshore Scheme draft Order Limits within the settlement of Cliffsend.

Development land

- 3.11.7.31 There is one planning application for the development of new residential properties within the Study Area which is currently awaiting decision. Application F/TH/23/0469 is for the erection of two 3 bed semi-detached homes at 5 Sevenscore Farm Cottages, Ebbsfleet Lane, and lies approximately 100 m to the north of the Kent Onshore Scheme Boundary (Ref. 3.11.27).

Accommodation facilities

- 3.11.7.32 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. When last estimated in 2021 there were 25,929 private rented properties in Dover and Thanet Districts (Ref. 3.11.19). Data recorded in the English Housing Survey 2022 (Ref. 3.11.36) indicates that 3.7% of properties in Dover and Thanet District are vacant. Applying this to the private rented stock in the local area, there were an estimated 948 private rented properties within Dover and Thanet in 2022 that could potentially be available to construction workers.
- 3.11.7.33 In addition to the private rented homes that are likely to be available to construction workers, there are approximately 9,858 inventory rooms in local hotel, bed and breakfast and inns accommodation within the Economic Study Area. This number has been adjusted in Table 3.11.21 below to reflect typical availability based on seasonal occupancy rates from 2022 (Ref. 3.11.37). At the peak of demand in the month of July, 24.3% of local accommodation rooms and private rented properties are available.

Table 3.11.21: Accommodation Capacity within a 60-minute drive time radius of the Kent Onshore Scheme

Month	Inventory rooms	Inventory rooms typically available after existing demand	Inventory rooms available after existing demand plus available private rented accommodation
Jan	9,858	5,225	6,173
Feb	9,858	3,450	4,398
Mar	9,858	2,957	3,905
Apr	9,858	2,662	3,610
May	9,858	2,366	3,314
Jun	9,858	1,972	2,920
Jul	9,858	1,676	2,624
Aug	9,858	2,169	3,117
Sep	9,858	1,972	2,920
Oct	9,858	1,972	2,920
Nov	9,858	2,169	3,117
Dec	9,858	2,859	3,807

Future Baseline

- 3.11.7.34 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 (Ref. 3.11.34). 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.
- 3.11.7.35 Table 3.11.22 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 proportions 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.

Table 3.11.22: 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%

Ref. 3.11.34

- 3.11.7.36 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.
- 3.11.7.37 If approved, 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.

3.11.8 Mitigation

3.11.8.1 As set out in **Volume 1, Part 1, Chapter 5, PEIR Approach and Methodology**, mitigation measures typically fall into one of the three categories: embedded measures; control and management measures; and mitigation measures.

Embedded Measures

3.11.8.2 Embedded measures have been integral in reducing the socio-economics, recreation and tourism effects of the Proposed Project. Measures that have been incorporated are:

- Sensitive routeing and siting of infrastructure and temporary works; and
- commitments made within **Volume 2, Part 1, Appendix 1.4.F, Outline Schedule of Environmental Commitment and Mitigation Measures**.

Control and Management Measures

3.11.8.3 The following measures have been included within **Volume 2, Part 1, Appendix 1.4.A, Outline Code of Construction Practice** relevant to the control and management of impacts that could affect socio-economics, recreation and tourism receptors:

- GG03: A Construction Environmental Management Plan (CEMP), a Landscape and Ecological Management Plan (LEMP) and a Construction Traffic Management Plan (CTMP) will be produced prior to construction.
- GG05: A suitably experienced Environmental Manager will be appointed for the duration of the construction phase. In addition, a qualified and experienced Environmental Clerk of Works will be available during the construction phase to advise, supervise and report on the delivery of the mitigation methods and controls outlined in the CEMP. The Environmental Clerk of Works will monitor that the works proceed in accordance with relevant environmental DCO requirements and adhere to the required good practice and mitigation measures. The Environmental Clerk of Works will be supported as necessary by appropriate specialists, including ecologists and arboriculturists.
- GG08: Land used temporarily will be reinstated where practicable to its pre-construction condition and use. Hedgerows, fences and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, with landowner agreement.
- GG26: Members of the community and local businesses will be kept informed regularly of the works through active community liaison. This will include notification of noisy activities, heavy traffic periods and start and end dates of key phasing. A contact number will be provided which members of the public can use to raise any concerns or complaints about the project. All construction-related complaints will be logged by the contractor(s) in a complaints register, together with a record of the responses given and actions taken.

- TT03: All designated PRoWs will be identified, and any potential temporary closures applied for/detailed in the DCO. All designated PRoWs crossing the working area will be managed with access only closed for short periods while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

Mitigation Measures

- 3.11.8.4 Mitigation measures are additional topic and site-specific measures that have been applied to mitigate or offset any likely significant effects. To date, no additional measures have been identified. If, following stakeholder consultation feedback, further design refinement and further assessment, it is identified that additional measures are required, these will be detailed as part of the ES.

3.11.9 Preliminary Assessment of Effects

- 3.11.9.1 The preliminary assessment of the effects of the Kent Onshore Scheme described in this section considers the embedded, control and management and mitigation measures described in Section 3.11.8.
- 3.11.9.2 The preliminary socio-economics, recreation and tourism assessment of the effects of the Kent Onshore Scheme is presented in the following tables.

Economic Impacts

Construction employment

- 3.11.9.3 The construction period is expected to take approximately four years. The number of full-time equivalent (FTE) jobs required by the Kent Onshore Scheme will vary over the four-year construction period. The Applicant estimates that a peak of 292 FTE jobs, and an average of 118 gross direct FTE jobs will be required on-site over the four-year construction period.
- 3.11.9.4 Table 3.11.23 presents the temporary annual employment generated by the Kent Onshore Scheme, accounting for leakage, displacement, and multiplier effects, as detailed in Section 3.11.4 – Approach and Methodology. The Kent Onshore Scheme will support, on average, 77 net additional jobs during the construction period. Of these, 23 jobs per annum will be expected to be taken-up by residents within the Economic Study Area, and 54 by residents outside this area.

Table 3.11.23: Average Net Additional Construction Employment

	60-minute Drive time Study Area	Outside of the Study Area	Total
Gross Direct Employment	35	83	118
Displacement	18	41	59
Net Direct Employment	18	41	59
Indirect and Induced Employment	5	12	18

	60-minute Drive time Study Area	Outside of the Study Area	Total
Average Net Additional Employment⁴	23	54	77

Source: AECOM Calculations 2023.

3.11.9.5 Table 3.11.24 summaries the preliminary assessment of construction employment.

Table 3.11.24: Preliminary assessment of construction employment

Preliminary assessment	
Receptor	Employment within the Economic Study Area (60-minute drive time)
Potential Impact	Generation of direct and indirect temporary employment opportunities.
Proposed Project phase	Construction
Duration	Short term
Mitigation	Not applicable
Preliminary sensitivity	Medium
	<p>Given the relatively high level of employment deprivation in Dover and Thanet districts as displayed by the IMD (Ref. 3.11.7), and the higher levels of unemployment as displayed by the higher Claimant Count within the districts compared to the South East average, 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.</p>
Preliminary magnitude	Small beneficial
	<p>As presented in Table 3.11.23, the Kent Onshore Scheme will support, on average, 77 net additional jobs per year during the construction period. Of these, 23 jobs per annum will be expected to be taken-up by residents within the Economic Study Area, and 54 by residents outside this area.</p> <p>The magnitude of impact of the direct, indirect, and induced employment, generated by the construction phase of Kent Onshore Scheme is assessed in the context of the labour pool of construction workers in the Economic Study Area (the 60-minute Study Area). The Economic Study Area currently has approximately 41,980 jobs in the construction sector (Ref. 3.11.32). Taking this into account, the impact of construction</p>

⁴ Sum of Net Direct Employment and Indirect and Induced Employment

Preliminary assessment	
	employment generation in the Economic Study Area has been assessed to be of small magnitude and temporary in nature.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	High

Gross Value Added (GVA)

3.11.9.6 Table 3.11.25 summarises the preliminary assessment of the preliminary assessment of impacts in the local economy from GVA generation associated with the Kent Onshore Scheme.

Table 3.11.25: Preliminary assessment of impacts in the local economy from GVA generation associated with the Kent Onshore Scheme

Preliminary assessment	
Receptor	Local economy
Potential Impact	The employment and wider economic activity created during the construction maintenance and decommissioning phases will generate GVA within the local economy.
Proposed Project phase	Construction
Duration	Short term
Mitigation	Not applicable
Preliminary sensitivity	High
	The sensitivity of the economy within the 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.
Preliminary magnitude	Small beneficial
	Applying the average gross direct value added per construction worker in the Study Area to the total number of construction workers generated from the Kent Onshore Scheme gives the total GVA arising from the construction period. This has been calculated based on the compound average GVA per worker in the construction sector in the South East region as the appropriate benchmark, as this is the smallest area at which GVA and construction workforce data are

Preliminary assessment	
	<p>currently available, rather than the more granular, LSOA-derived, Economic Study Area. Using the GVA per worker rate in the South East, output generated by activity in the construction sector is estimated to be £79,857 per worker. By applying this figure to the average net construction employment generated by the Kent Onshore Scheme, it is estimated that construction will contribute approximately £6.1 (£m) to the national economy, of which approximately £1.8 m would likely be within the Economic Study Area and £4.3 m would be outside of the Economic Study Area.</p> <p>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.</p>
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	High

Public Rights of Way

3.11.9.7 Table 3.11.26 provides the preliminary assessment of Footpath TE39.

Table 3.11.26: Preliminary assessment of Footpath TE39

Preliminary assessment	
Receptor	Footpath TE39
Potential Impact	Temporary closure resulting in changes in access to the wider PRoW network.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Preliminary sensitivity	Low
	Footpath TE39 connects to other footpaths in the PRoW network. It is assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity.
Preliminary magnitude	Small adverse

Preliminary assessment	
	Footpath TE39 lies within the HVDC cable construction area and the indicative permanent access route option from Jutes Lane will also run along the southern section of the footpath.
	During construction, the footpath would be subject to a temporary short-term closure, however a crossing point across the haul road will be installed along with a temporary diversion around the HVDC construction swathe. The provision of these measures will enable use of the route for through journeys to continue during the temporary closure.
	Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

3.11.9.8 Table 3.11.27 provides the preliminary assessment of the Saxon Shore Way and Footpath EE42.

Table 3.11.27: Preliminary assessment of the Saxon Shore Way

Preliminary assessment	
Receptor	Saxon Shore Way and Footpath EE42
Potential Impact	Temporary closure resulting in changes in access to the wider PRoW network and promoted walking routes for tourists.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Preliminary sensitivity	Medium

Preliminary assessment

The Saxon Shore Way is a long-distance promoted footpath running from Gravesend, Kent to Hastings, East Sussex. It is assessed to be used predominantly for recreational use and by tourists to the area and therefore has a medium sensitivity. Footpath TT03 connects to other footpaths in the PRow network. It is assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity.

Preliminary magnitude	Small adverse
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The Saxon Shore Way lies within the area of all three overhead line options, as well as the area for a temporary construction haul road alignment.

During construction, the footpath would be subject to a temporary short-term closure, however a crossing point will be installed across the construction haul route, along with management measures during the installation of the overhead cables under all three pylon options. Under Options 2 and 3, a permanent diversion will also be installed. The provision of these measures will enable use of the route for through journeys to continue during temporary closure under all three pylon options.

Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.

Preliminary likely significance of effect	Not significant
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Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
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Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.
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3.11.9.9 Table 3.11.28 provides the preliminary assessment of Footpath TE26.

Table 3.11.28: Preliminary assessment of Footpath TE26

Preliminary assessment	
Receptor	Footpath TE26
Potential Impact	Temporary closure resulting in changes in access to the wider PRow network.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Preliminary sensitivity	Low
Preliminary magnitude	<p>Small adverse</p> <p>Footpath TE26 connects a number of PRow within the wider PRow network. It is assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity.</p> <p>Footpath TE26 lies within the area of all three overhead line options, as well as the area for a temporary construction haul road alignment.</p> <p>During construction, the footpath would be subject to a temporary short-term closure, however a crossing point will be installed across the construction haul route, along with management measures during the installation of the overhead cables under all three pylon options. Under Options 1, a permanent diversion will also be installed. The provision of these measures will enable use of the route for through journeys to continue during temporary closure under all three pylon options.</p> <p>Overall, the magnitude of impact during construction is assessed to be small adverse given the footpath will be closed for a short period of time, with diversions and management measures put in place to ensure through use of the route for journeys is retained. Users would also be able to access reasonable alternatives. This impact will be confirmed at the ES stage when additional design information is available.</p>
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.

Preliminary assessment	
Confidence in prediction	Medium: the duration of the closure and information regarding mitigation, including diversion of the footpath, will be defined further during the ES stage.

3.11.9.10 Table 3.11.29 provides the preliminary assessment of Restricted Byway TE35.

Table 3.11.29: Preliminary assessment of Restricted Byway TE35

Preliminary assessment	
Receptor	Restricted Byway TE35
Potential Impact	Temporary closure resulting in changes in access to the wider PRoW network.
Proposed Project phase	Construction
Duration	Short term
Mitigation	GG03 and TT03
Preliminary sensitivity	Low
	Restricted Byway TE35 connects a number of PRoWs within the wider PRoW network. It is assessed to be used predominantly for recreational use, and alternative routes for recreation are available in the local vicinity.
Preliminary magnitude	No effect
	Restricted Byway TE35 is located within the LoD for all three overhead line options.
	Under the indicative designs, the restricted byway will remain open during the construction phase. Therefore, the magnitude of impact during construction is assessed to be no effect.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	Low: The restricted byway is located within LoD for the overhead cable options. At this stage, the indicative designs for each overhead cable option do not sever the restricted byway. The designs of overhead cable options will be further defined further at the ES stage. Furthermore, the duration of the closure and information regarding mitigation, including diversion of the restricted byway, will be defined further during the ES stage.

Impact of a changing influx of workers on local accommodation facilities

- 3.11.9.11 Analysis of the local hotel, bed & breakfast and inns and private rented accommodation sectors has been undertaken to assess the likely capacity against the demand from the potential construction workforce.
- 3.11.9.12 Table 3.11.30 presents the existing provision of hotel, bed and breakfast and inns accommodation within the Economic Study Area as well as private rented properties within Dover and Thanet. It also presents the impact that the 41 average net direct non-local workers from the construction phase of the Kent Onshore Scheme will have on existing provision, whilst accounting for existing seasonal demand and typical occupancy.

Table 3.11.30: Accommodation Capacity within a 60-minute drive time radius of the Kent Onshore Scheme

Month	Inventory rooms	Inventory rooms typically available after existing demand	Inventory rooms available after existing demand plus available private rented accommodation	Net direct workers from outside the Study Area	Rooms available after total net workers from outside the Study Area
Jan	9,858	5,225	6,173	41	6,131
Feb	9,858	3,450	4,398	41	4,357
Mar	9,858	2,957	3,905	41	3,864
Apr	9,858	2,662	3,610	41	3,568
May	9,858	2,366	3,314	41	3,273
Jun	9,858	1,972	2,920	41	2,878
Jul	9,858	1,676	2,624	41	2,582
Aug	9,858	2,169	3,117	41	3,075
Sep	9,858	1,972	2,920	41	2,878
Oct	9,858	1,972	2,920	41	2,878
Nov	9,858	2,169	3,117	41	3,075
Dec	9,858	2,859	3,807	41	3,765

- 3.11.9.13 Table 3.11.31 summarises the preliminary assessment of local accommodation facilities.

Table 3.11.31: Preliminary assessment of local accommodation facilities

Preliminary assessment	
Receptor	Local accommodation facilities
Potential Impact	Reduction in the availability of local accommodation facilities on account of construction workers occupying such facilities within the Economic Study Area.
Proposed Project phase	Construction
Duration	Short term
Mitigation	Not applicable
Preliminary sensitivity	Medium
	At peak demand, in the month of July, 24.3% of rental properties across Dover and Thanet and local hotel, bed and breakfast and inns within the Economic Study Area as well as private rented properties within Dover and Thanet are assessed to be available. Therefore, the sensitivity of local accommodation in the Economic Study Area is assessed to be medium.
Preliminary magnitude	Negligible
	Using 2022 occupancy levels, and assuming that all 41 non-local workers need accommodation, there would still be approximately 23.9% spare capacity during peak occupancy (July). Given this, there would likely be negligible effect on the local accommodation sector arising from the Kent Onshore Scheme. Occupancy arising from the Kent Onshore Scheme during quieter months could also provide a benefit to the hotels, bed & breakfast and inns sector.
Preliminary likely significance of effect	Not significant
Sensitivity Test	There would be no difference in the preliminary effects assessed if the construction were to commence in any year up to year five.
Confidence in prediction	High

Private, Community, Recreation and Tourism Assets

- 3.11.9.14 No effects to private or community assets including, residential properties, business premises, community facilities, development land, open space and tourism attractions have been identified.

3.11.10 Summary

3.11.10.1 Table 3.11.32 below presents a summary of the preliminary assessment of socio-economic, recreation and tourism effects of the Kent Onshore Scheme.

Table 3.11.32: Summary of the preliminary assessment of socio-economics, recreation and tourism effects of the Proposed Project

Receptor	Sensitivity	Magnitude	Significance of Effect
Construction employment	Medium	Small beneficial	Not significant
Local economy	High	Small beneficial	Not significant
Footpath TE39	Low	Small adverse	Not significant
Saxon Shore Way and Footpath EE42	Medium	Small adverse	Not significant
Footpath TE26	Low	Small adverse	Not significant
Restricted byway TE35	Low	Small adverse	Not significant
Impact of a changing influx of workers on local accommodation facilities	Medium	Negligible	Not significant

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