

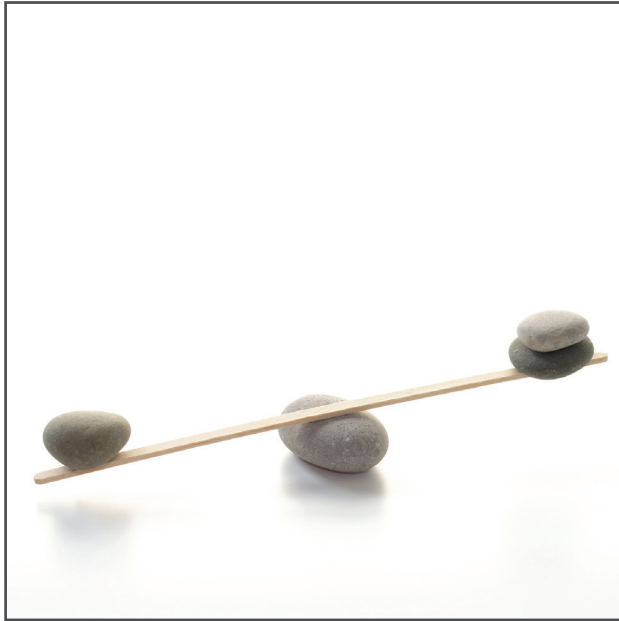
CHAPTER 16 - RESIDUAL IMPACTS

Residual Impacts

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RESIDUAL IMPACTS

- 16.1 The following table (**Table 16.1 on page 402**) provides a summary of the residual impacts of the proposed East Stour Solar farm, for each environmental assessment undertaken within the EIA.

Table 16.1 - *Residual Impacts*

Chapter	Para.	Residual Impact
Chapter 6 - Development Proposal	6.41	The proposed operational period for the East Stour Solar Farm is 40 years.
Chapter 7 - Construction, Operation and Decommissioning	7.29	During normal operations, personnel will visit the site approximately once a month, in a light van or four-wheel drive vehicle.
	7.31	As stated at Chapter 1 - Introduction it is predicted that the solar farm at this site would have a potential annual yield of approximately 69 800MWh.
	7.32	In terms of household electricity usage this would be sufficient to offset the equivalent annual energy needs of 17 000 (to 3 S.F) average Ashford Borough homes (as noted in Chapter 1).
	7.34	The generation of this electricity will offset electricity generated from other sources. The project is connected in to the National Grid substation and all electricity generated by the site will be transferred to the electricity network. This means that whilst the solar array is generating electricity, it in turn reduces demand on the large fossil fuel power stations.
	7.44	On this basis the electricity produced by the East Stour Solar Farm will offset approximately 14 800 000kgCO₂/annum or 14 800 tonnes CO₂ per annum (to 3 S.F.). This can be considered a conservative estimate of the carbon offset by the East Stour Solar Farm.
	7.47 7.55	At the end of the operating life of the solar farm, the panels and associated infrastructure will be fully decommissioned unless a new application for a replacement solar energy development is made to, and granted by, the Local Planning Authority. A Waste Management Plan will be agreed with Ashford Borough Council and will include measures for the treatment of waste arising during the decommissioning phase. This plan will maximise re-use and recycling in accordance with the waste management hierarchy.

Chapter	Para.	Residual Impact
Chapter 8 - Traffic and Access	8.130	The predicted peak HGV movements are less than 10% of daily movements on the M20 and A20 and as such, no significant impacts are predicted on the wider highway network. Movements along Church Lane to the site entrances, and at the highway crossing point are more than 30% of the average daily HGV total vehicular movements at these locations, and so assessed as potentially significant. However, given the sequential nature of construction across the site over time, not all stretches of Church Lane will be affected for the full nine-months of construction.
	8.131	Residual construction impacts are likely to remain significant, although limited to Church Lane.
	8.132	Minimal non-significant impacts are predicted for users of Public Rights of Way surrounding the proposed development with temporary delays as vehicles cross the rights of way under the control of banksmen.
Chapter 9 - Hydrology and Hydrogeology	9.80	Residual effects have been assessed by reviewing the proposed mitigation measures against the potential effects outlined above. It is considered that all of the potential impacts can be managed appropriately through mitigation measures, good practice construction methods and sustainable design. Table 9.5 and Table 9.6 outline how the proposed mitigation results in no significant effects for each of the potential impacts from construction, decommissioning and operation of the site respectively. It can be concluded from this that there will be no significant effects on the drainage, flood risk, geology, soils, water quality and hydrogeology receptors associated with the site when all mitigation is employed.

Chapter	Para.	Residual Impact
Chapter 10 - Ecology	Table 10.5	Arable / Improved Grassland - Long-term, permanent major positive increase in grassland / wildflower habitat across the application site. Hedgerows / Woodland - Long-term, permanent, major positive impact to hedgerow network and habitat connectivity. Waterbodies (East Stour, brook and off-site ponds / fishing lakes) - Neutral to minor positive. Reduction in fertilisers and pesticides on the arable land likely to have a minor positive impact on the brook and East Stour River.
	Table 10.6	Dormouse - Negligible to minor positive. Bats - Negligible to minor positive. Otters and Water Vole - No impact / neutral. Reduction in fertilisers and pesticides on the arable land likely to have a minor positive impact on the brook and East Stour River and species it supports. Breeding birds - Minor positive. Reptiles - Negligible to minor positive
Chapter 11 - LVIA	11.148	Through careful site design the significant effects of this proposal would be limited to: • The character of the landscape of the site and surrounding area up to approximately 0.3 – 0.4km from the site. This is contained to parts of the Evegate Mixed Farmland LCA and the East Stour Valley LCA. Over time mitigation measures associated with the application would limit these significant effects even further. • The visual amenity of some residents within a few individual residential properties local to the proposal. Mitigation planting measures have been proposed, where feasible, to further screen the proposal and once established these measures would begin to add further filtering and screening of views of the solar panels from these properties. • The visual amenity of users of a few sections of public rights of way local to the site (mainly the footpaths through and adjacent to the site itself). Some mitigation planting measures have been proposed to further screen the proposal and once established these measures would begin to add further filtering and screening of views of the solar panels. • The visual amenity of users of a limited section of Church Lane immediately adjacent to the site. Over time mitigation measures associated with the application would reduce these significant effects further.

CHAPTER 16 - RESIDUAL IMPACTS

Chapter	Para.	Residual Impact
Chapter 11 - LVIA (continued)	11.149	There would not be any significant adverse effects on landscape fabric, landscape designations or any of the other LCAs located within the 5.0km radius study area. There would be no significant effects on the visual amenity of the vast majority of residential receptors within the study area, or on the visual amenity of visitors to any of the visitor attractions, long distance footpath users or rail passengers within the study area.
	11.150	Furthermore, over time the proposed mitigation measures within the site would establish and begin to provide increased filtering and screening of views of the proposal within the area local to the site, strengthening the local landscape fabric in the locality.
	11.151	Therefore, it is considered that the significant effects on landscape and visual amenity as a result of the proposal would be very limited in this location.
Chapter 12 - Archaeology & Cultural Heritage	12.140	The implementation of the programme of archaeological work at the application site will result in the preservation by record of archaeological deposits impacted by the proposed development. The resulting research will contribute to the increased knowledge and understanding of the landscape and settlement evolution of the wider area. This is considered to slightly reduce the overall effects on archaeology to Negligible - Minor Adverse, not significant in EIA terms.
Chapter 13 - Noise	13.93	The short-term effects of the construction phase would be controlled through the CEMP and may include some of the mitigation measures suggested within this chapter. This will ensure the noise impacts during the construction phase are suitably controlled and there are no residual effects due to the short-term nature of the construction phase.
	13.94	Noise during the operational phase is likely to be negligible, even on a conservative assessment basis, and there are no residual noise effects.
Chapter 14 - Glint & Glare	14.189	The effects of glint and glare and their impact on local receptors has been analysed in detail and the impact on all receptors is predicted to be Low impacts upon aviation, residential and rail receptors. Impacts upon road receptors are None once mitigation has been considered. Residual effects on road receptors is None, whilst residual effects are Minor for aviation, residential and rail receptors. Therefore, the effects are not significant.

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