

PHASE TWO CONSULTATION

**South Brooks**  
Solar Farm

# Updated plans and proposals

28 MAY – 9 JULY 2026



# Contents

Foreword	2
The planning process	5
South Brooks Solar Farm	9
Construction and decommissioning	29
Share your views	36



Location of the proposed solar farm (orange pin) and point of connection (orange dot) in relation to administrative boundaries of Kent and East Sussex.



## Foreword

Last September, we shared early plans for South Brooks Solar Farm, a proposed new solar farm with battery storage connecting into the National Grid at Dungeness Substation. We are grateful to everyone who took the time to engage with us and provide feedback.

If consented, South Brooks would make an important contribution to the UK's future energy supply, as older, more carbon intensive ways of generating electricity come to the end of their life. Replacing these with home-grown sources of energy is a vital part of ensuring that UK homes and businesses continue to have access to reliable power, as we reduce reliance on imported fuels.

At EDF power solutions, we are committed to building an electric Britain with clean, home-grown, affordable energy. We are one of the UK's leading renewable energy

companies, developing, building, operating and maintaining wind, solar and battery storage projects across the country. We are also part of the wider EDF group, which has a longstanding presence in the region through Dungeness B power station. Together with PS Renewables, an established UK based renewable energy development and construction company, we are pleased to present our updated proposals for South Brooks Solar Farm.

Since the initial consultation last year, we have carefully considered the feedback we received, alongside ongoing technical work and environmental assessments. This work has informed the updated proposals we are now publishing for your further feedback. Changes include a 20% reduction in the areas proposed for above-ground development compared to the plans shown at the first phase of consultation, the proposed allocation of 26% of the Site for biodiversity and new permissive paths for people to enjoy.

The views of the local community remain vital to the ongoing development of the plans. The feedback we receive will help us make further refinements before we finalise our Development Consent Order (DCO) application, which we expect to submit in early 2027.

I would encourage you to review the information we have published, meet with the South Brooks team at the consultation events, come along to a technical webinar, and share your views with us. We look forward to reading your feedback.

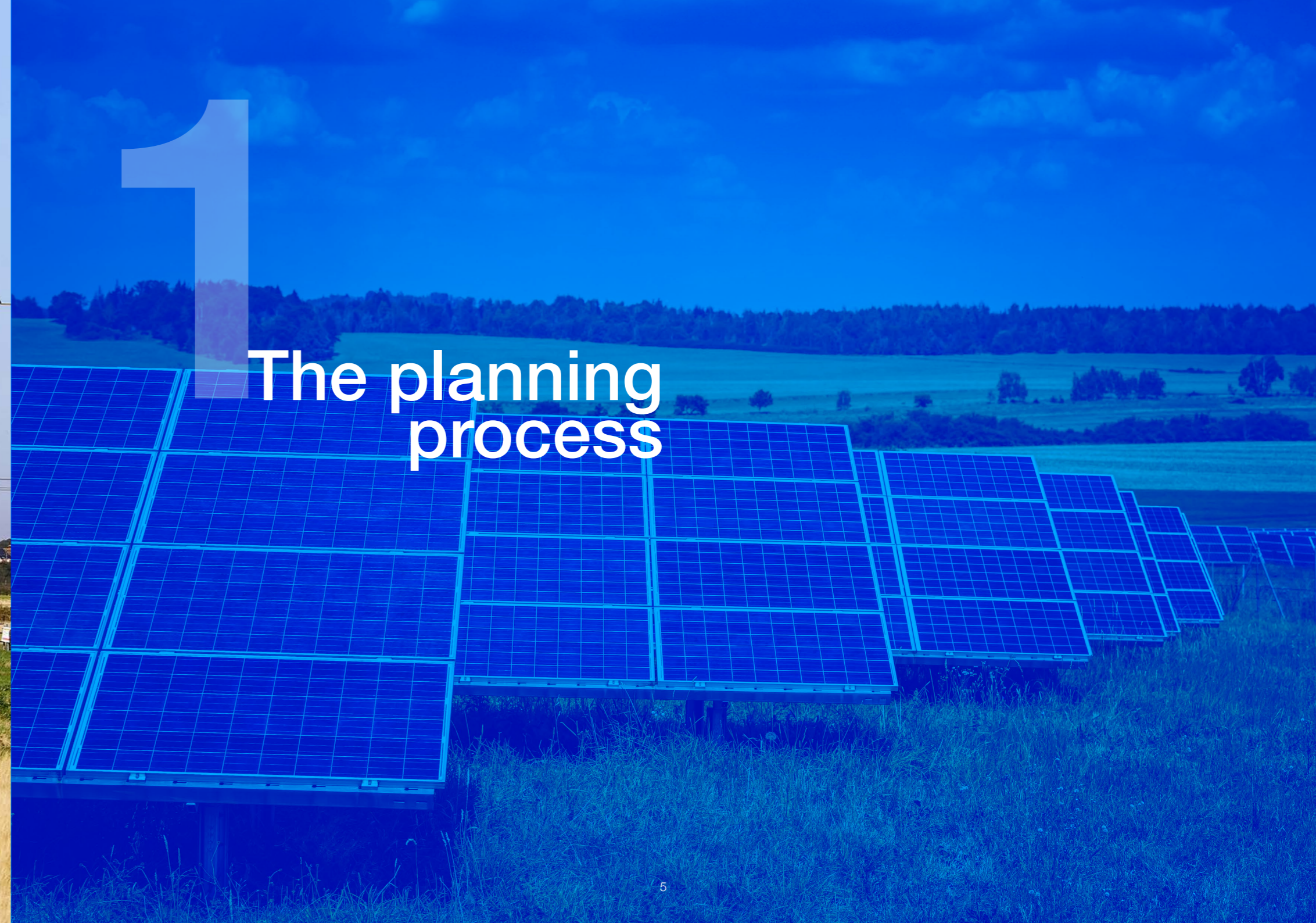
Matthew Boulton  
Director of Solar, Storage and Private Wire  
EDF power solutions UK

View towards Lydd



1

# The planning process



# The Development Consent Order (DCO) process

South Brooks Solar Farm (also called 'the Project') is classed as a Nationally Significant Infrastructure Project (NSIP) because the amount of electricity it would generate is over 100 megawatts (MW). This means we need to apply to the UK Government for a type of planning consent called a Development Consent Order (DCO) to build, operate, maintain and decommission it.

Early next year, we will submit a DCO Application to the Planning Inspectorate, who will review and examine the application on behalf of the Secretary of State for Energy Security and Net Zero. As part of this examination, anyone will be able to submit their views directly to the Planning Inspectorate for consideration in writing or at public hearings.

Following the examination, the Planning Inspectorate will make a recommendation on whether or not to grant consent to the Project to the Secretary of State, who will then make the final decision.

If development consent is granted, the DCO would be a legal instrument. Non-compliance with the requirements of the DCO would be enforced in line with the Planning Act 2008.

# Role of consultation

Consultation is an important part of the DCO process as it enables everyone to comment on the proposals and share their views.

Last year, we sought feedback on our early plans during our Phase One Consultation (18 September – 30 October 2025). The feedback received during this phase has informed the development of our plans for South Brooks.

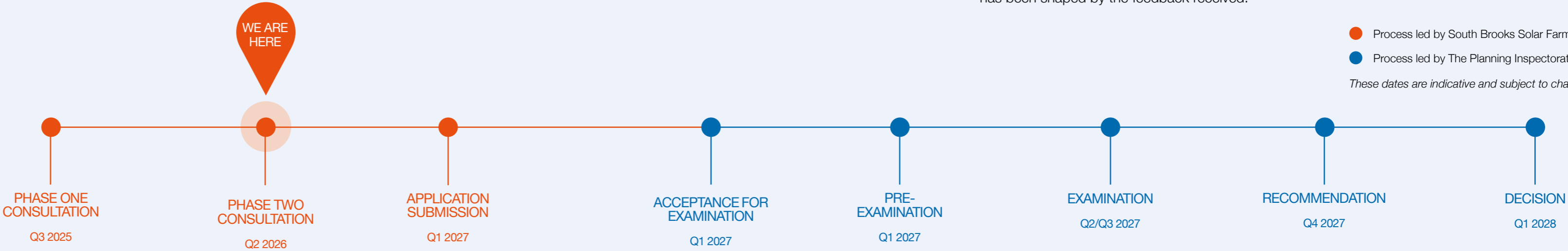
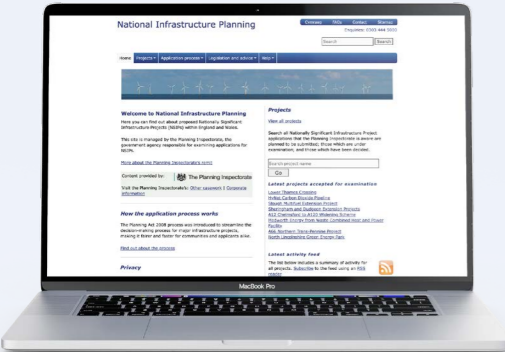
We are now consulting on our updated proposals, which includes preliminary environmental information. This stage of consultation (our Phase Two Consultation) is a 'statutory consultation', because it is being conducted in line with the formal requirements of the DCO process.

The feedback we receive during this consultation, along with our ongoing environmental and technical studies, will help us further refine our proposals before we submit the DCO application. The application will include a Consultation Report which will set out how South Brooks has been shaped by the feedback received.

The Planning and Infrastructure Act (2025) is set to change pre-application consultation requirements in the near future. We are continuing to carry out consultation in line with best-practice and the formal requirements of the DCO process.

For more information on the DCO planning process, please visit:

[national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide](https://national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide)



# The consultation materials

Feedback to the Phase Two Consultation can be submitted between **28 May and 11:59pm on 9 July 2026**. While you can share any comments you wish to make on the proposals, we would particularly welcome your thoughts on:

- **The design of South Brooks**, including the potential location of each of its elements (such as the solar panels and project substation(s)) during construction and operation, and proposed environmental enhancements and mitigation.
- The **information contained within the Preliminary Environmental Information (PEI)**, including the potentially significant effects of South Brooks and preliminary details on mitigation measures to avoid, mitigate or compensate these.
- How **South Brooks could contribute to the local community**, including the development of a community benefit package.

## Our consultation materials

We have published the following materials as part of this consultation:

This **consultation booklet**, which summarises the main elements of the proposals, including the PEI.

A **consultation questionnaire**, which you can use to share your feedback.

**Preliminary Environmental Information (PEI)** which presents the results of early assessment work, across two volumes, supported by technical appendices and outline management plans as follows:

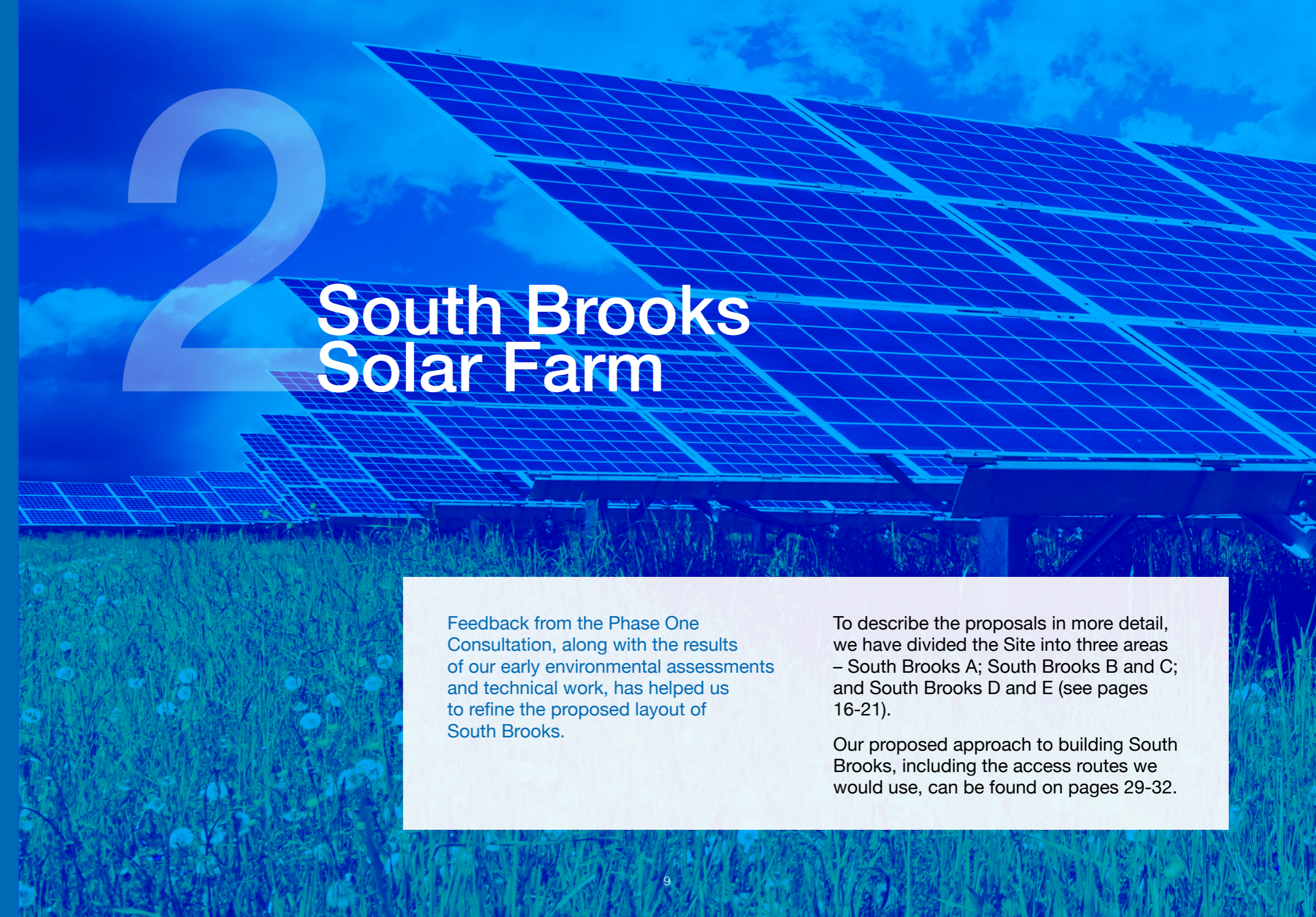
- Volume 1: Information about the Project;
- Volume 2: Environmental topic chapters;
- Technical appendices to provide more information on key environmental topics; and
- Early versions of outline management plans (see page 14 for more detail).

**Exhibition banners** which will be on display at the public events (see page 35 for the dates, times and locations) and provide a high-level overview of the Project. These can also be viewed on the project website.

## You can access the consultation materials by:

- Visiting the project website: **[www.southbrookssolarfarm.co.uk](http://www.southbrookssolarfarm.co.uk)** where you can view and download all the consultation materials.
- Requesting a printed copy of the consultation booklet and questionnaire, which we will send free of charge to your address, using the contact details on the back of this booklet.
- Coming along to the public exhibitions to pick up printed copies of the booklet and questionnaire and view the PEI (see page 35 for details).
- Viewing printed copies of the PEI or picking up a copy of the consultation booklet and questionnaire from the following locations (please check opening hours): **Romney Marsh Community Hub**, Sunflower House, Rolfe Lane, New Romney, Kent, TN28 8JR and **Rye Library**, 30A High Street, Rye, East Sussex, TN31 7JG
- Alternative format materials (e.g. different languages) are also available on request.

For information about how to come along to a public exhibition and the technical webinars we are holding see page 35.



# South Brooks Solar Farm

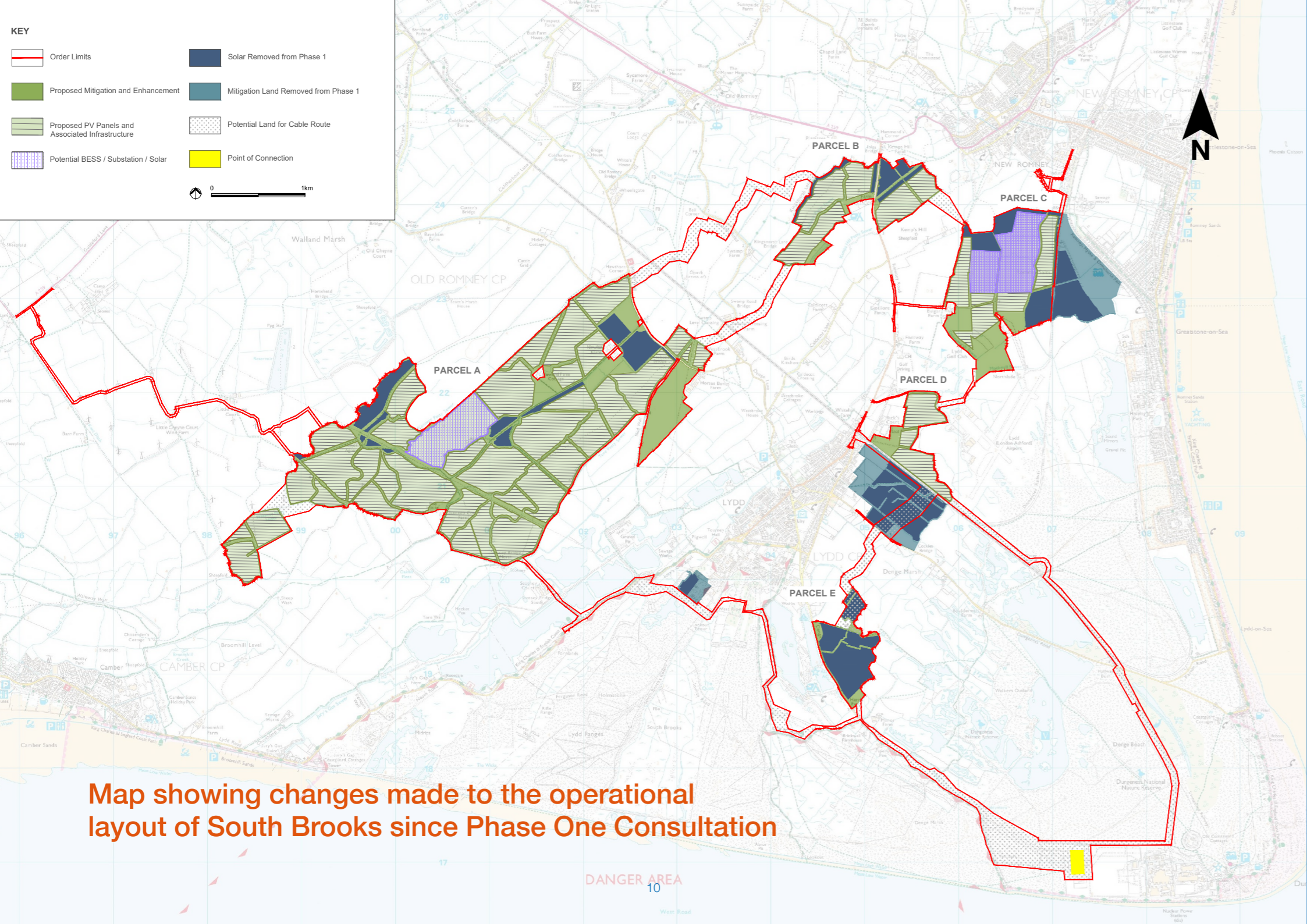
Feedback from the Phase One Consultation, along with the results of our early environmental assessments and technical work, has helped us to refine the proposed layout of South Brooks.

To describe the proposals in more detail, we have divided the Site into three areas – South Brooks A; South Brooks B and C; and South Brooks D and E (see pages 16-21).

Our proposed approach to building South Brooks, including the access routes we would use, can be found on pages 29-32.

**KEY**

- Order Limits
- Proposed Mitigation and Enhancement
- Proposed PV Panels and Associated Infrastructure
- Potential BESS / Substation / Solar
- Solar Removed from Phase 1
- Mitigation Land Removed from Phase 1
- Potential Land for Cable Route
- Point of Connection



**Map showing changes made to the operational layout of South Brooks since Phase One Consultation**

# Updates and changes

The proposed design of South Brooks has been significantly revised since the previous consultation, to reflect the feedback we have received and the results of our early environmental work.

**A 20% reduction in the areas proposed for above-ground development.**

from 821.1 ha  
(2028.9 acres)

to 655.3 ha  
(1619.2 acres)

**322 hectares of land would be used for landscaping and ecology, a 25% increase from Phase One Consultation.**

from 258.3 ha  
(638.2 acres)

to 322 ha  
(795 acres)

**Removal of half of South Brooks D and all of South Brooks F to increase the distance from Lydd.**

**All land between the disused railway line and Dunes Road has been removed from the Project.**

**All proposed solar removed from South Brooks E, which would be set aside for biodiversity (43 ha).**

**9.3km of new permissive walking routes proposed to connect up the existing network.**

**To reduce visual impact and shingle disturbance, the use of new overhead lines to Dungeness Substation has been discounted.**

# Environmental considerations

## Assessing environmental effects

An Environmental Impact Assessment (EIA) will assess the potential effects, both positive and negative, that South Brooks could have on the environment over its lifetime.

Early assessment work (presented in the PEI) has already helped shape the proposals for South Brooks. As the design is not yet finalised, we have carried out these assessments based on 'parameters' (see page 14). The parameters represent the maximum possible scale of development to ensure we take a conservative approach to identifying and assessing any potentially significant environmental effects.

It also considers where effects of other proposed projects in the local area could combine to make these more significant.

Where appropriate, we have proposed mitigation measures that could avoid, mitigate or compensate for any likely

significant negative effects that have been identified. These will continue to be developed as the design evolves and becomes more fixed.

The results of the EIA will be presented in an Environmental Statement, submitted as part of our DCO application. We are continuing to carry out surveys on-site (including archaeological trial trenching, further ecology surveys and ground investigations) as well as further modelling and assessment work.

## Management plans

Outline management plans are important parts of a DCO application because they secure the mitigation measures as requirements of the DCO.

Should consent be granted, detailed management plans would be developed with, and approved by, the relevant local planning authorities. While usually submitted as part of the DCO application, we have produced early versions of the following outline management plans as part of this consultation:

- **Outline Construction Environmental Management Plan**
- **Outline Construction Traffic Management Plan**
- **Outline Employment, Skills and Supply Chain Management Plan**
- **Outline Landscape and Environmental Management Plan**

## Wildlife and climate

Since 2023, extensive ecology surveys have been undertaken to identify different species in and around the Site.

The layout of South Brooks excludes siting solar panels on any land which is nationally or internationally designated for ecology (for example, the Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest (SSSI)). Following Phase One Consultation, land in South Brooks E which could be functionally linked to those designations is no longer proposed to host above ground infrastructure and would be set

aside for biodiversity (see page 20 - 22). Alongside the EIA, we are undertaking a Habitats Regulation Assessment in consultation with Natural England.

In addition to providing opportunities to boost biodiversity, South Brooks would also contribute to the urgent need for sources of low-carbon electricity to address climate change.

Overall, we estimate that South Brooks could help to save 11.1 million tonnes of CO<sub>2</sub>e (carbon dioxide equivalent) compared to other forms of energy generation, (assessed against operational emissions from a Combined Cycle Gas Turbine). For more information, see [PEI, Volume 2, Chapter 11: Carbon and Climate Change](#). This provision of renewable energy would result in significant beneficial effects for human health and the climate.

## Water environment

Due to the area's tidal influence and low-lying nature, the way South Brooks would interact with the local water environment is an important factor to assess. We are engaging with landowners, the Romney Marsh Area Internal Drainage Board, Environment Agency and your local councils to inform our assessments further.

The outcomes of this work will help us to develop appropriate measures to ensure the safe operation of the site and no increase in flood risk off site. This includes adjusting the height of panels, the production of a Flood Risk Assessment to analyse potential effects, and an outline Drainage Strategy setting out how the Project will manage surface water.

Understanding hydrological conditions of the Site will also inform measures to avoid, reduce or mitigate significant effects on potential waterlogged archaeological remains within the Site (see [PEI, Volume 2 Chapter 8: Cultural Heritage](#) for more information).

## Land, soils and groundwater

The quality and current use of the land for South Brooks is an important consideration. Reflecting the good quality of agricultural land in the region, soil samples taken across the majority of the Site shows that the land is predominantly classed as Grades 1-3a (84%), which is considered best and most versatile ('BMV') for agriculture. While considered temporary, the use of this land during operation is considered to have a potentially significant effect on soils (see [PEI Volume 2, Chapter 7: Soils](#)).

During operation, no intrusive works would be expected (aside from repairing any damage), and any cleaning of solar panels would be carried out with de-mineralised water to avoid contamination risks. Any areas where contamination could occur during operation would build physical containment into their design. The high groundwater table in the area is also important for wetland habitats in the area. A range of measures would be put in place to protect groundwater receptors, set out in the management plans which will be submitted as part

of the DCO application (see [PEI, Volume 2, Chapter 16: Land and Groundwater](#)).


## Landscape character

South Brooks is within the regional and district landscape character areas of Brookland Farmlands, Dungeness Shingle and Walland Marsh. Parts of the site are also within Regional Seascape Character Areas C8A and C4A. As well as the landscape character of the site itself, the PEI ([Volume 2, Chapter 9: Landscape and visual](#)) sets out that significant effects are anticipated on the landscape character of the Walland Marsh LCA (District and Regional), Brookland Farmlands LCA (District), Dungeness Shingle LCA (District and Regional) and Regional Seascape Character Area C8A at year 1 of operation. By year 15, these are expected to not be significant as the establishment of new planting is expected to improve landscape connectivity, landscape structure and biodiversity.

## What is a 'significant effect'?

When an effect is identified, we need to understand how much of an impact it would have on the surrounding environment.

This is done by assessing its 'significance', which looks at both the scale of change or impact caused by an effect and the sensitivity of the thing subject to change or affected by the impact. The way this is assessed is slightly different for each topic (see [PEI, Volume 2](#)).

 With the application of appropriate mitigation measures, no significant effects have been identified in the PEI on air quality, hydrology, noise environment, socioeconomics and transport and access during the whole lifetime of the Project.

# Key components of South Brooks Solar Farm

This page describes the parameters\* for each key element of the proposals for South Brooks, with more detailed information available in Chapter 3 of the PEI (Volume 1).

**Solar panels:** there has been a 20% reduction in the areas proposed for solar panels compared to Phase One Consultation. Rows of solar panels would be spaced at a minimum of 2.5 metres (m) apart and would be fixed. In areas of flood risk, solar panels could be up to 4.5m at their highest point. In other areas, this would be up to 3.5m.

**Interconnecting cables:** these would connect the different electricity generating parcels of South Brooks (A-D) together and to the Project substation(s) (see pages 24-25).

**Collector compounds:** to reduce the amount of underground cabling needed, we would use collector compounds (up to 7.1m high). There would be up to 6 satellite collector compounds across South Brooks A, B and C, with main collector compound(s) adjacent to the Project substation(s).

**Project Substation(s):** two potential locations have been identified in South Brooks A and C. These would step up voltages of electricity generated by the Project to be transported to the National Grid. There would also be control buildings with office, welfare and storage facilities (up to 7.1m high). Substation infrastructure would be up to 15m high (though if required, a lightning protection mast could be up to 25m in height).

The final decision on the number and location of the project substation(s) would be made based on the final layout of the Project.

**Battery storage:** battery storage is also being considered within the two potential Project substation areas in South Brooks A and C. Units would be up to 4.5m in height, with some associated plant (transformers and switchgear) up to 6m.

**Permissive footpaths:** to connect up the existing footpath network and provide new routes, we are proposing to create 9.3km of new permissive footpaths within the Site.

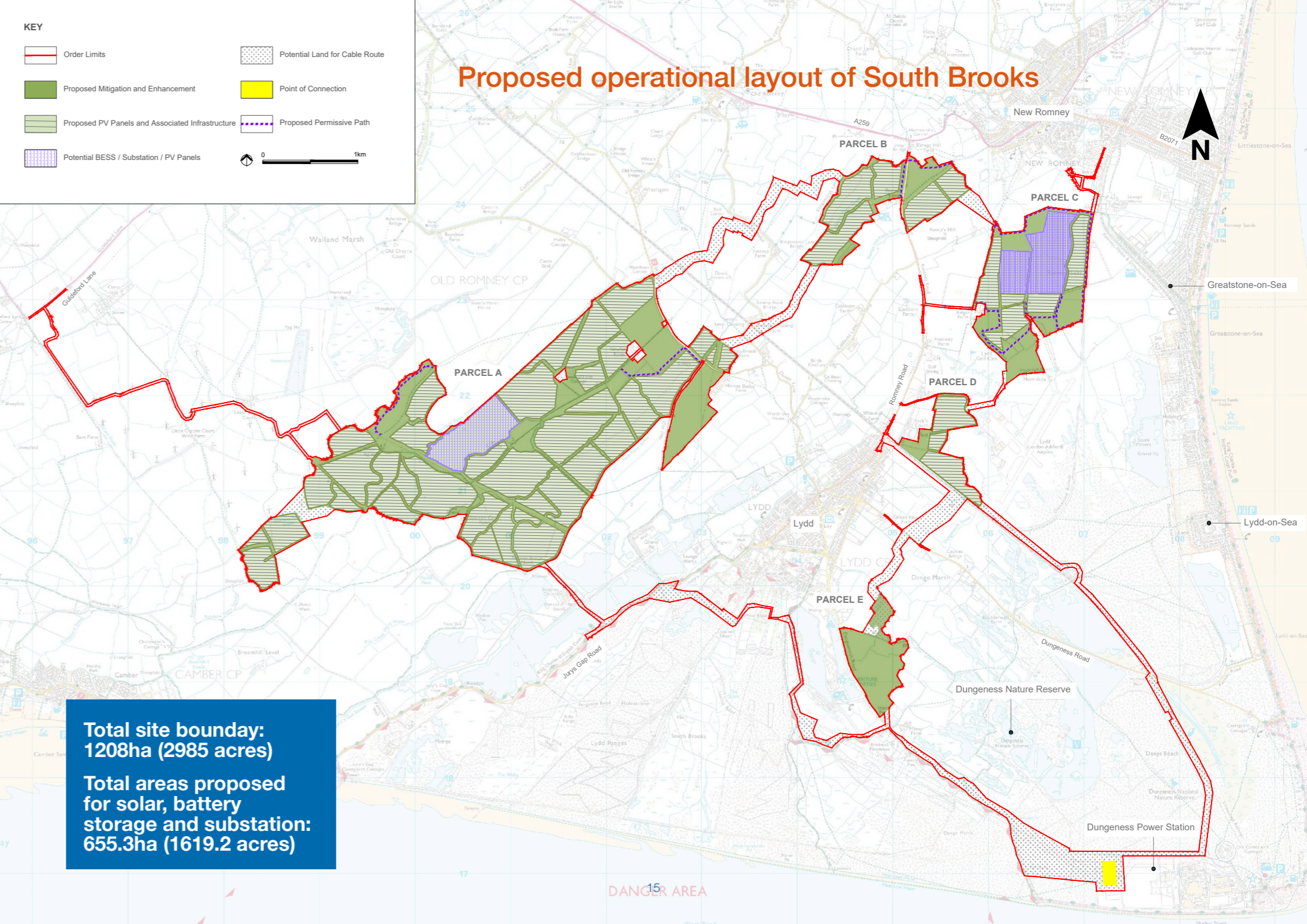
**New planting:** where appropriate, new scrub, vegetation and gapping up of hedgerows is proposed to help screen parts of South Brooks and increase biodiversity across the site.

**Grid connection corridor:** the electricity generated by South Brooks would reach the Dungeness Substation via underground cables from the Project substation(s). At this stage, we are sharing four potential corridors for feedback (see pages 24-25).

**Safety and security:** mesh fencing with wooden posts is proposed around the fields containing solar panels. This would be up to 2.5m high, with more robust perimeter fencing up to 3.4m required around the battery storage and substation for security. There would also be infrared CCTV (not visible in the dark) which would be mounted on wooden poles up to 5m high, with fixed views looking into the South Brooks site.

**Areas not proposed for above ground development:** there are areas where above ground infrastructure is not proposed but these are still included within the Order Limits (like South Brooks E). These areas would be managed to deliver landscaping and ecological mitigation, compensation and enhancement measures, and could also be used for underground cabling (see pages 22-23).

*i* We are engaging with Kent Fire and Rescue Service on the proposed location and layout of the battery storage to ensure the design meets its operational requirements.



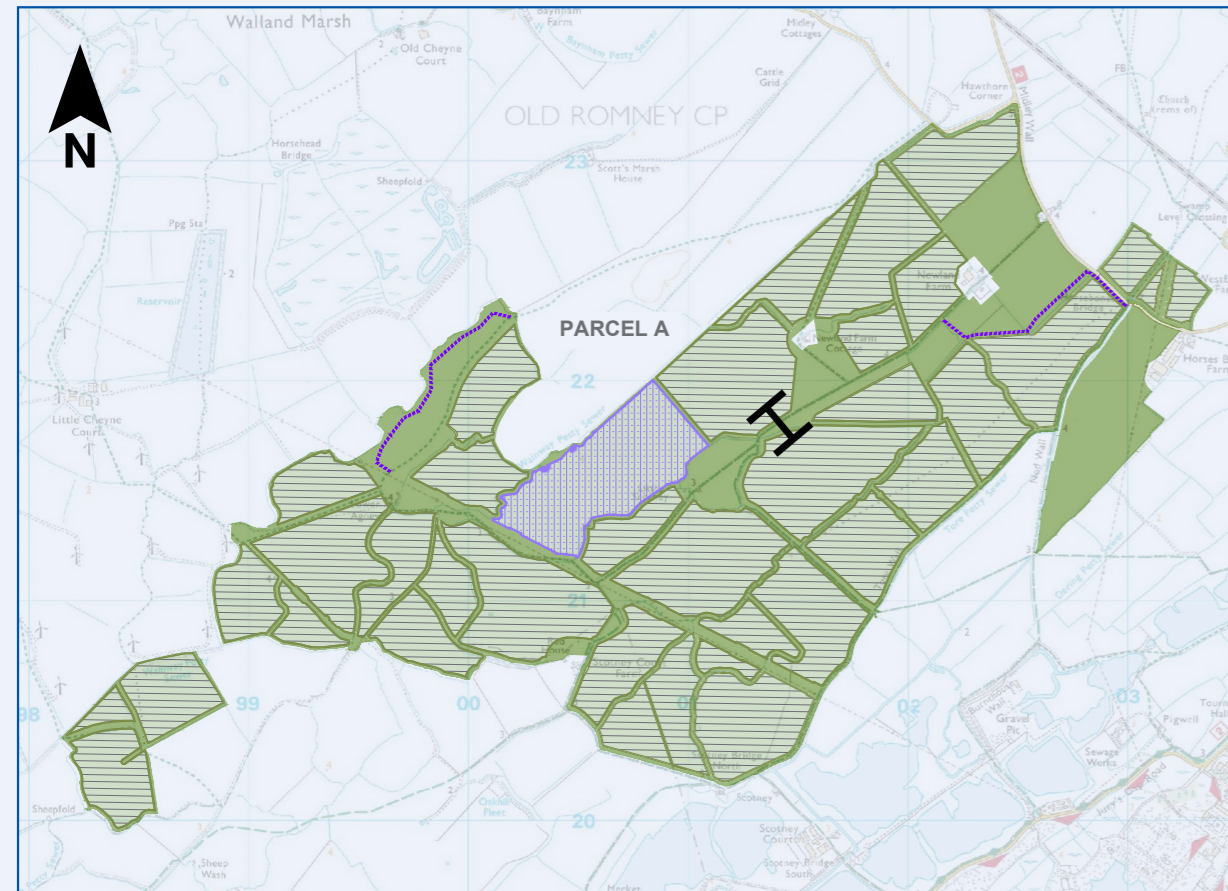
**Total site boundary:  
1208ha (2985 acres)**

**Total areas proposed  
for solar, battery  
storage and substation:  
655.3ha (1619.2 acres)**

\* All heights are measured from the top of the structure to finished above ground level, to account for where work may be needed to provide a flat surface or a suitable drainage system underneath the areas for the BESS and Project substation(s). This would be determined should consent be granted, though a 'worst case' has been allowed for in our environmental assessments to make sure we identify any negative effects.

# South Brooks A

## Proposed operational layout of South Brooks A

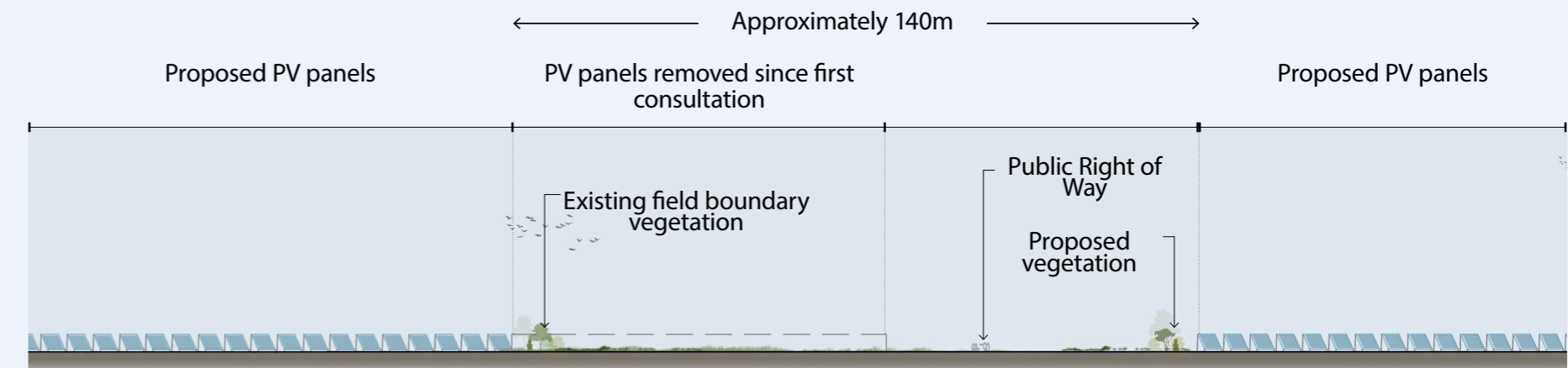


Since Phase One Consultation, solar panels have been removed in this parcel to respond to views from residential properties, ecology surveys and results from geophysical surveys. A Project substation and main collector compound site is being considered with a field in the central west part of this parcel, along with battery storage in this area (see area shaded purple).

The landscape in this parcel is low-lying, open and sparsely populated – with prominent views of wind turbines and pylon infrastructure. New planting would be limited to respect the open landscape character, using shelterbelts of native thorn and willow to filter and soften views where appropriate. The design has included buffers from the proposed fencing to maintain openness, including at least 15m from existing Public Rights of Way (PRoW) and 10m from watercourses. The section below shows an example of an offset from the PRoW.

At this stage, we have identified potentially significant visual effects on a small number of isolated properties and users of Public Rights of Way within this parcel at year 1 of operation. In all instances, these are expected to reduce to not being significant by year 15 as planting will have established to screen and filter views. We have also identified a potentially significant setting impact on Scotney, a listed property 120m southeast of the Order Limits for South Brooks A during the operational phase. For further information, see [PEI Volume 2, Chapters 8: Cultural Heritage and 9: Landscape and Visual](#).

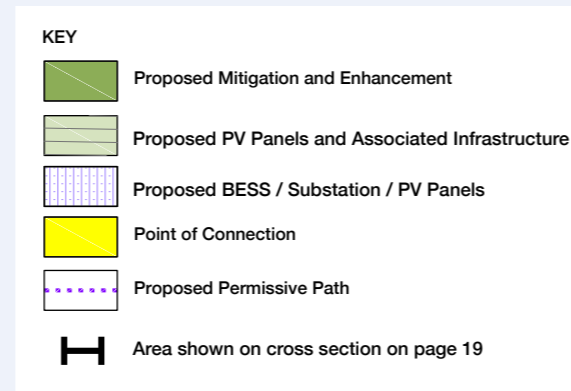
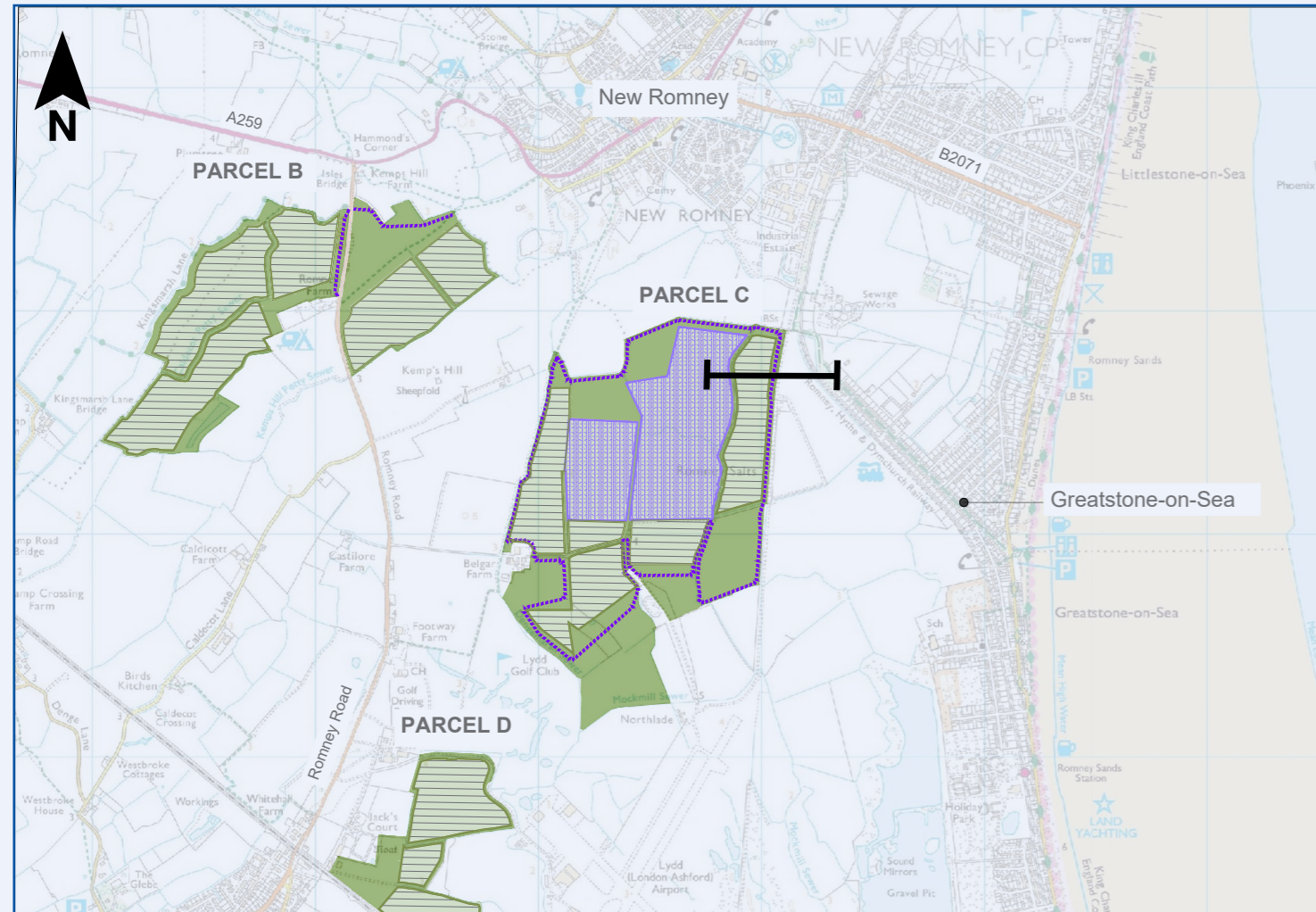
While the footpath network in this area is well established, we have looked for opportunities to enhance its connectivity. Initial proposals include an c.1.05km link between a Public Right of Way (PRoW) (HL25) on Nod Wall to the bridleway south of Newland Farm (HM117). We have also proposed a new 1.06km footpath to the north of the parcel, providing an alternate route to existing footpaths.



Section showing proposed offset from Public Right of Way in South Brooks A

# South Brooks B and C

## Proposed operational layout of South Brooks B and C



We are proposing significantly fewer solar panels in these areas compared to our early proposals. In response to feedback and the outputs of early assessments, all fields to the east of the disused railway line in South Brooks C have been removed, providing an offset from properties on Dunes Road (see section below) and the Romney, Hythe and Dymchurch Railway. Further removals in these parcels have focused on providing greater offsets from Lydd Airport, residential properties, Romney Road and Kingsmarsh Lane. We have also removed areas of proposed solar where surveys have identified potential archaeological assets relating to medieval and post-medieval salt-working.

Like South Brooks A, we are also considering South Brooks C as a potential location for a Project substation, main collector compound and battery storage infrastructure. This is proposed to the north of the parcel within the area indicated in purple hatching.

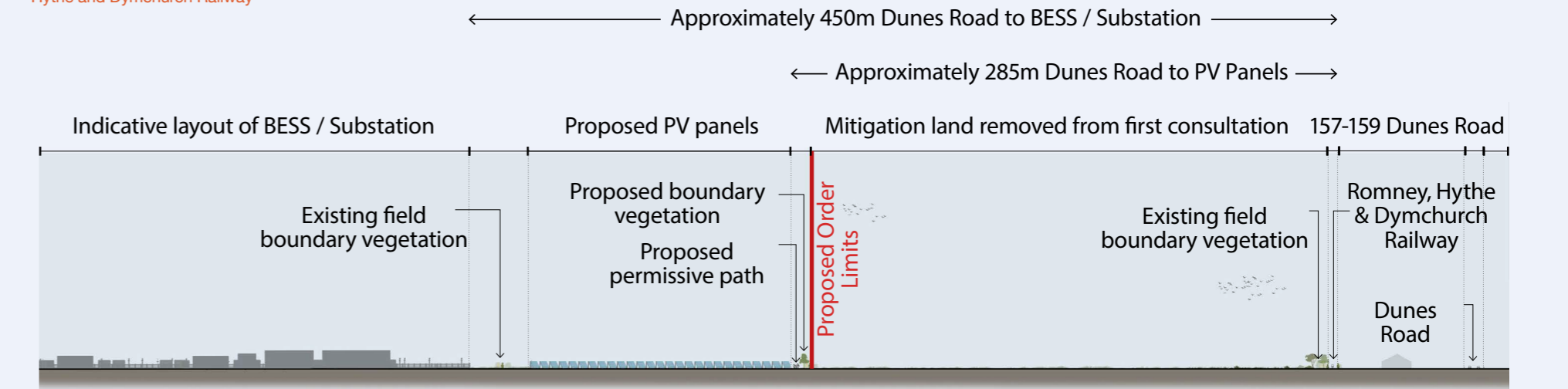
Lydd Airport is satisfied that the proposals do not pose an operational safety risk for its users, and we will continue to engage with them as the proposals develop.

While some potentially significant visual effects remain in this area at year 1 of operation for isolated properties and PRow between New Romney and Lydd, we are considering design options to avoid, reduce, mitigate or compensate these effects (noting by year 15 these would reduce to not significant as planting becomes established). This includes adjusting where solar and other infrastructure is proposed as well as planting to filter and soften views. For further information, see [PEI Volume 2, Chapter 9: Landscape and Visual](#).

Along Romney Road, we are proposing a permissive footpath to provide a connection between Romney Meadows Campsite and Kingsmarsh Lane (395m) without needing to use the public footpath on the other side of Romney Road. This would extend further east (485m) to connect to the existing network near to New Romney and create a circular route.

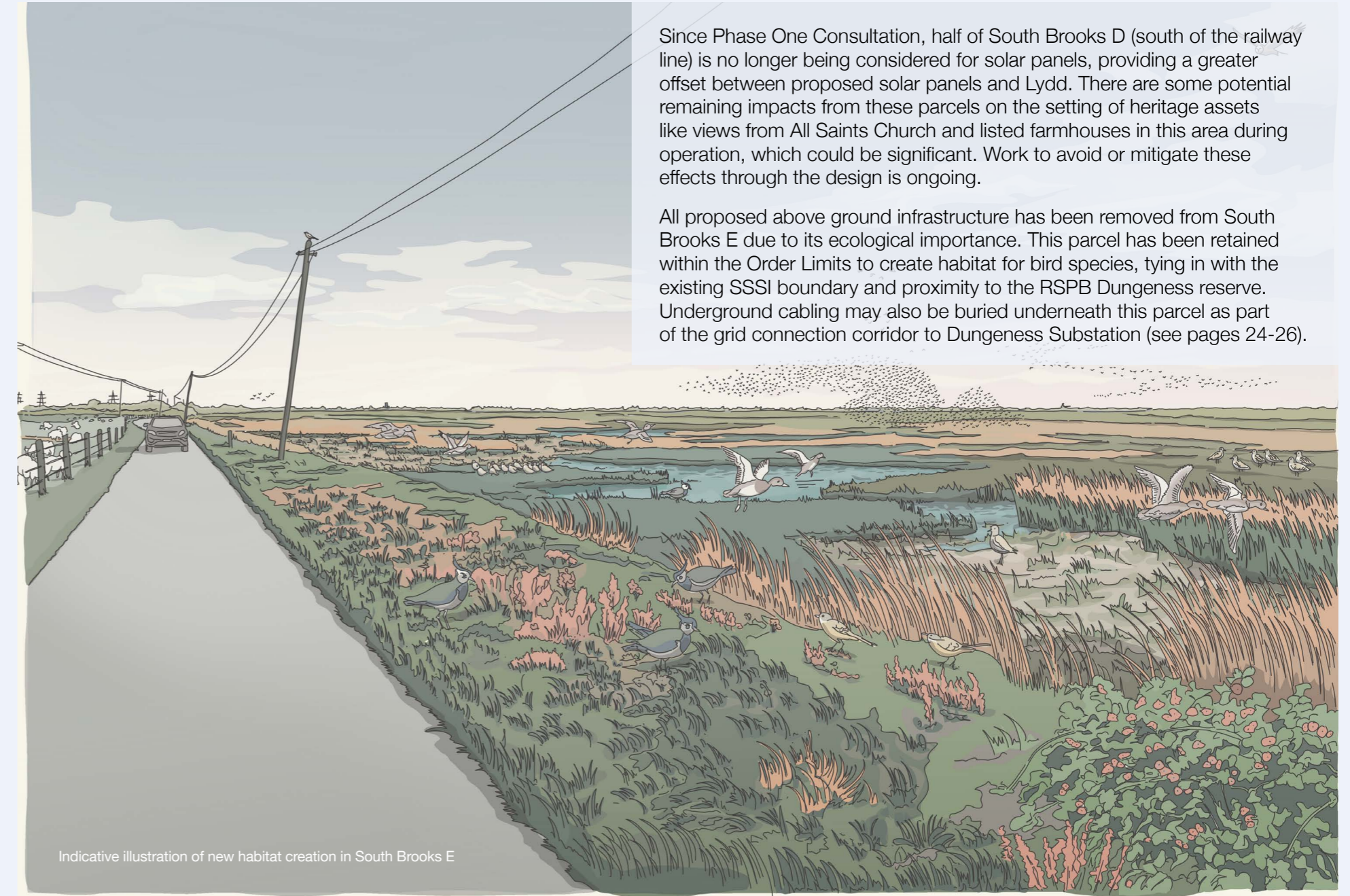
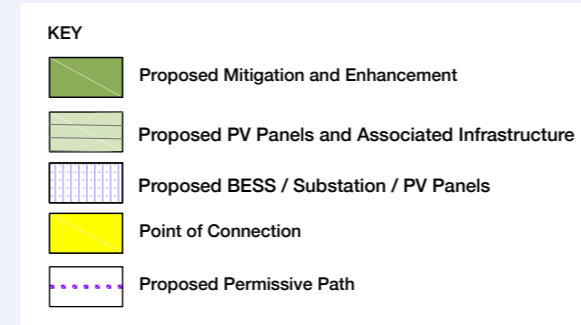
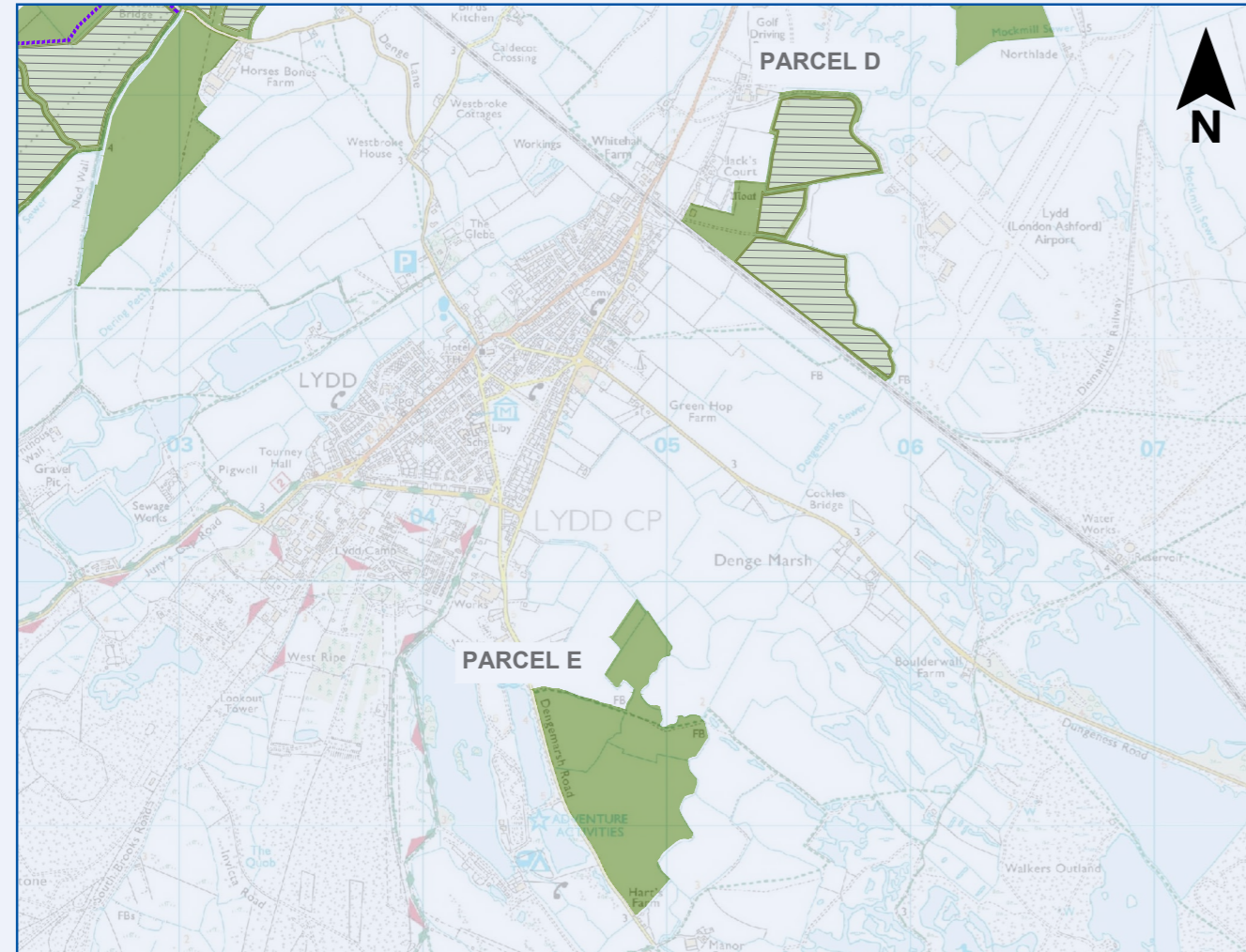
We are also proposing a second circular permissive footpath (6.3km) around South Brooks C. This would incorporate the disused railway line which is already popular for walkers and provide east-west connections between Greatstone and the existing PRow (HL2) towards Lydd Golf Club. We are interested to hear your feedback on these routes as part of this consultation.

Section showing proposed offset from Dunes Road and the Romney, Hythe and Dymchurch Railway



# South Brooks D and E

## Proposed operational layout of South Brooks D and E



Indicative illustration of new habitat creation in South Brooks E

Since Phase One Consultation, half of South Brooks D (south of the railway line) is no longer being considered for solar panels, providing a greater offset between proposed solar panels and Lydd. There are some potential remaining impacts from these parcels on the setting of heritage assets like views from All Saints Church and listed farmhouses in this area during operation, which could be significant. Work to avoid or mitigate these effects through the design is ongoing.

All proposed above ground infrastructure has been removed from South Brooks E due to its ecological importance. This parcel has been retained within the Order Limits to create habitat for bird species, tying in with the existing SSSI boundary and proximity to the RSPB Dungeness reserve. Underground cabling may also be buried underneath this parcel as part of the grid connection corridor to Dungeness Substation (see pages 24-26).



# Connecting to the grid

Solar farms need to connect into the National Grid to supply the electricity they generate to consumers. This is an important factor in where solar farms are proposed, and why South Brooks is located near Dungeness, where there is existing National Grid Infrastructure with capacity.

We have a grid connection agreement which would allow us to make use of about half of the free capacity at this substation, and import and export up to 500MW of electricity into the network.

To get the electricity generated by South Brooks to the Dungeness Substation, 400kV cables would need to cross areas of environmentally sensitive shingle.



View towards the Dungeness power stations.

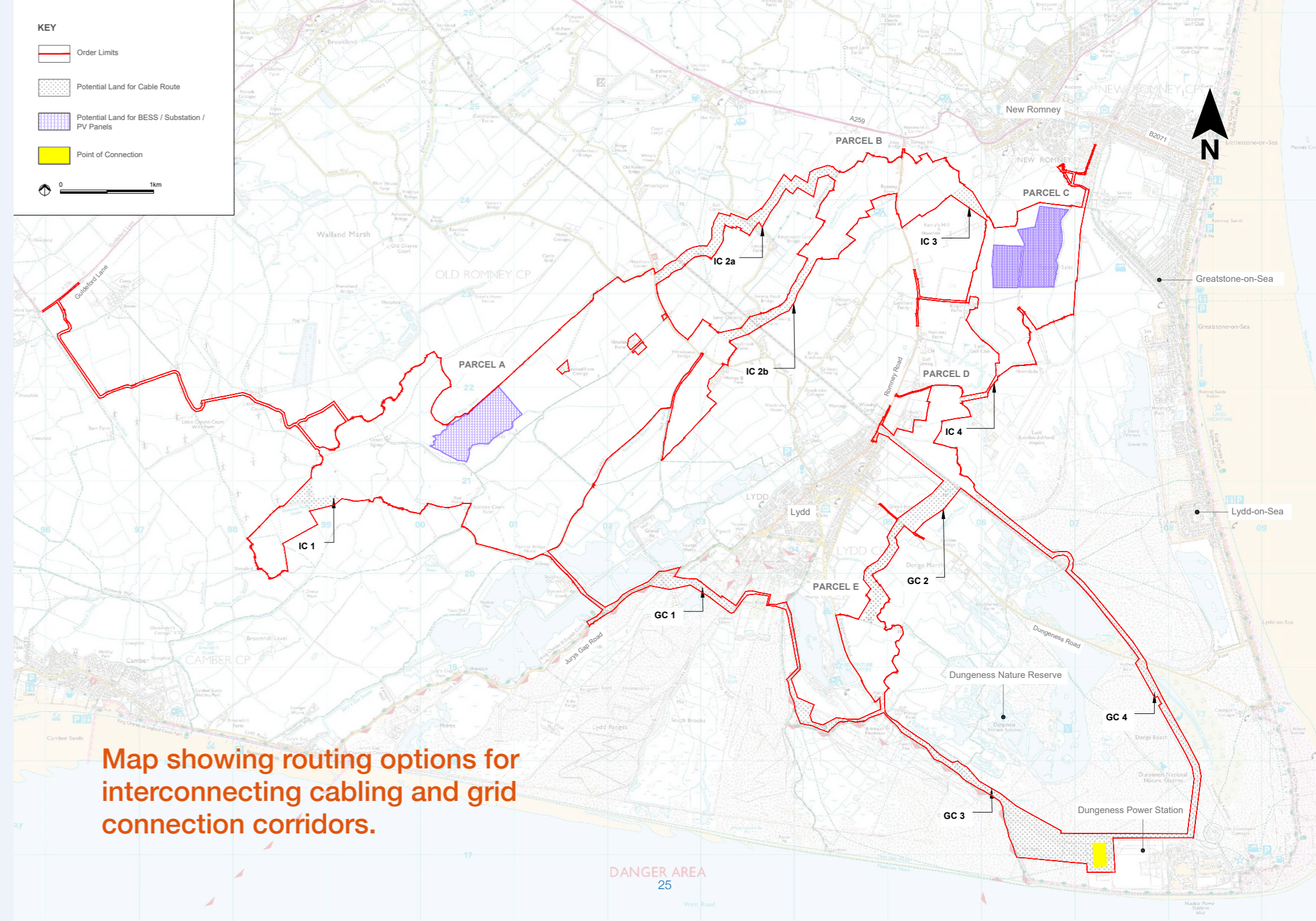
Since Phase One Consultation, we have discounted the use of overhead lines to avoid disturbance to the shingle during the installation of towers. Instead, we have identified four potential sections of underground cabling which would form a grid connection corridor (GC1 to GC4 as shown on the map on page 25). Where these routes cross shingle, alignment with areas where shingle has previously been disturbed, e.g. along existing roads and rail tracks, has been prioritised.

The final routing will depend on technical feasibility, stakeholder feedback and the location of the Project substation. At this stage, we have identified a significant effect on the Dungeness Special Area of Conservation at all project phases (construction, operation and decommissioning) due to the potential for shingle disturbance during installation of the underground cables (see PEI Volume 2 Chapter 5, Ecology).

We will also develop bespoke measures in areas of high value groundwater to protect its quality from new and existing contamination sources during construction to avoid potentially significant effects (see PEI, Volume 2, Chapter 16, Land and Groundwater). This could include the selection of appropriate methods to install cables and special procedures for any groundworks near to the aquifer.

In between the different parcels where electricity would be generated and stored, (South Brooks A-D), lower-voltage cabling (up to 132kV) would be used to connect these together and into the Project Substation(s). The interconnecting cables would also be buried underground. Potential routes have been identified in consultation with relevant stakeholders as shown on page 25 (IC1 – IC4)\*.

Between South Brooks A and B we have shown two options for interconnecting cabling (IC2a and IC2b). Only one of these options is required and would be taken forward. In discussion with stakeholders, our preference for this connection is to use IC2a.



Map showing routing options for interconnecting cabling and grid connection corridors.

\* (some) 400kV cables could also run through IC4 depending on the final grid corridor selected

# Installation methods

Both the interconnecting cables and the grid connection cables are anticipated to be buried to a depth of 1.5m (below finished ground level), though there would be variations in this depth to account for things like the ground conditions, roads, existing buried utilities or watercourses.

There are two main ways that cables would be installed:

- Open-cut trenching: this involves digging a trench, laying the cabling and backfilling this. Trench widths for the interconnecting cables would be up to 15m wide. For the grid connection corridor, trench widths would vary between 2m-6m. This is dependent on whether the trench is in soil or shingle, because wider, sloped sides are required when working in shingle areas for stability.
- Trenchless methods: where cables need to cross sensitive areas such as watercourses and roads, trenchless methods like horizontal directional drilling can be used to reduce disruption.

Once the cables have been buried underground, the land above would be able to be used as normal for agricultural use or managed for landscaping and wildlife habitats.

Connecting into the Dungeness Substation means that we would need to cross some part of the shingle. As part of this consultation, we are discussing the route and method of installation with environmental bodies like Natural England and the RSPB.



Views across shingle areas at Dungeness

# Employment, skills and supply chain

Building and operating South Brooks would require a wide range of skills and expertise, including site surveying, ground preparation, constructing associated infrastructure, electrical engineering, solar panel installation, landscaping, security and ecology.

Where possible, we want to work to ensure skills are developed and retained within the community. We will engage with local authorities, the wider supply chain, businesses and education providers to create opportunities for local jobs and skills.

Employment opportunities would encompass a range of different positions, occupations and skill levels.

The construction phase would create new employment opportunities and career pathways, ranging from work placements and entry level positions through to apprenticeships, graduate engagement and other roles requiring higher-level skills. It is estimated that throughout the construction phase, an average of 500 workers may be needed on-site, rising to a peak of 600.

There would be approximately 24 permanent jobs created during the operational phase of South Brooks, in addition to seasonal employment for cleaning and vegetation management.

Activity to promote opportunities on site would be detailed in an Outline **Employment, Skills and Supply Chain Plan**, and an early version of this plan has been published as part of this consultation.

## TYPES OF DIRECT JOBS



### During construction:



Construction workers



Vehicle operators



Civil engineers



Electricians



Tradespeople



### During operation:



Electrical engineers



Site managers



Security team



Maintenance workers



Landscapers

# Supporting local projects

As long-term investors in our projects and the communities where we operate, we are committed to extending the benefits of South Brooks to the local community. All our wind and solar sites in the UK have a dedicated community fund to spend on projects and causes.

This may include small-scale one-off investments (e.g. for school gardening projects or new sports kits for local sports clubs), delivering wildlife projects, or larger renovation and build projects (e.g. village hall improvements).

A South Brooks community fund would be put in place at the start of operation and last throughout the lifetime of the Project. It would be managed by an independent third party with the total amount of funding based on the final installed capacity of the Project. In line with our other DCO projects, we are proposing to provide £400 per megawatt per year of operation. Based on our grid connection agreement, this could be up to £200,000 each year.

Feedback to Phase One Consultation identified several local initiatives which would benefit from support before the wider community fund begins. In response, we have made a Community Sponsorship Fund available to support local projects during the pre-application stage which will be managed by the Kent Community Foundation. Details of how to apply can be found on our website (see back page).

We are also aware of and actively engaging with the Government's consultation on community benefits for low carbon projects, which may influence the size and constitution of the fund.



Funding from Coolroe Solar Farm has enabled Ballycullane Tidy Towns to landscape the roadside around the Tintern Sports Complex, as well as to create a colourful mural in the heart of the village.



EDF power solutions UK and Ireland has a 20-year commitment to support Blyth RNLI Lifeboat Station with £10,000 per annum to run its two inshore lifeboats through its Blyth Offshore Demonstrator Wind Farm.

Examples of projects supported by EDF power solutions community funds in the UK.

# 3 Construction and decommissioning

# Building South Brooks

Should South Brooks be granted consent, construction would begin in 2028 at the earliest, and is expected to take up to 48 months.

The measures we would take to reduce the potential effects of construction, like dust, noise and disturbance, would be controlled by management plans like the **Construction Environmental Management Plan (CEMP)**.

An outline version of this plan has been published for this consultation and would form part of the DCO Application. This sets out mitigation measures, controls and monitoring required during the construction phase of the Project (see the [PEI Volume 2](#) which identifies the potential effects of construction for each environmental topic).

Construction would require the following temporary works:

- **Highway works and access tracks:** points of access would be required into each parcel during construction and operation (see page 32). Internal tracks would link access points to proposed

construction compounds with some used for maintenance vehicle access during operation.

- **Construction compounds:** Up to three main compounds (158m x 158m) and six satellite compounds (35m x 35m) would be located across the Site and would include areas for unloading materials and staff parking, storage areas, welfare facilities and offices. Entrances to compounds would be located within fields and managed by staff controlling deliveries to reduce traffic backing up onto road.

## Construction programme

On-site working hours would likely be between 7am to 7pm Monday to Friday and typically 7am to noon on Saturday to ensure vehicles travel to and from the site outside of peak commuter flows. If there is a need to work outside these hours (e.g. moving a very large item like a transformer which is better to do when roads are quieter), we would agree this with local councils and other relevant bodies.

More information about the likely phasing, activity and timings for this period will be set out in our DCO application.

## Effects and mitigation

We have identified potentially significant temporary visual effects during the construction period, including to residential properties around the Site, PRow and road users (see [PEI, Volume 2 Chapter 9: Landscape and Visual](#) for more detail). This could also affect the setting of heritage assets like listed farmhouses near the site and All Saints Church (see [PEI Volume 2, Chapter 8: Cultural Heritage](#)). The Environmental Statement will assess effects on views during construction based on the final layout of the Project, including the cable routes, and final location of the proposed construction compounds.

Significant effects are also anticipated on the Walland Marsh LCA (District and Regional), Brookland Farmlands LCA (District and Regional), Dungeness Shingle LCA (District and Regional) and Regional Seascape Character Area C8A during construction.

On a precautionary basis, we have also identified a potentially significant effect on best and most versatile soil within the Site during construction. Appropriate mitigation measures will be explored to reduce impacts from construction activities as our plans for construction are refined (see [PEI, Volume 2, Chapters 7: Soils](#) for more information).

Further work is also needed to identify unknown archaeological remains within the Site to avoid significant effects during intrusive groundworks (see [PEI, Volume 2, Chapter 8: Cultural Heritage](#)). This will include a programme of trial trenching.

 During construction, a dedicated Community Liaison Officer would be appointed to the Project as a single point of contact for the local community. The Community Liaison Officer would also convene a Community Liaison Group.

# Reducing disruption on local roads

To share how we would manage effects on local roads during construction, we have published an early version of the **Outline Construction Traffic Management Plan (oCTMP)** for feedback.

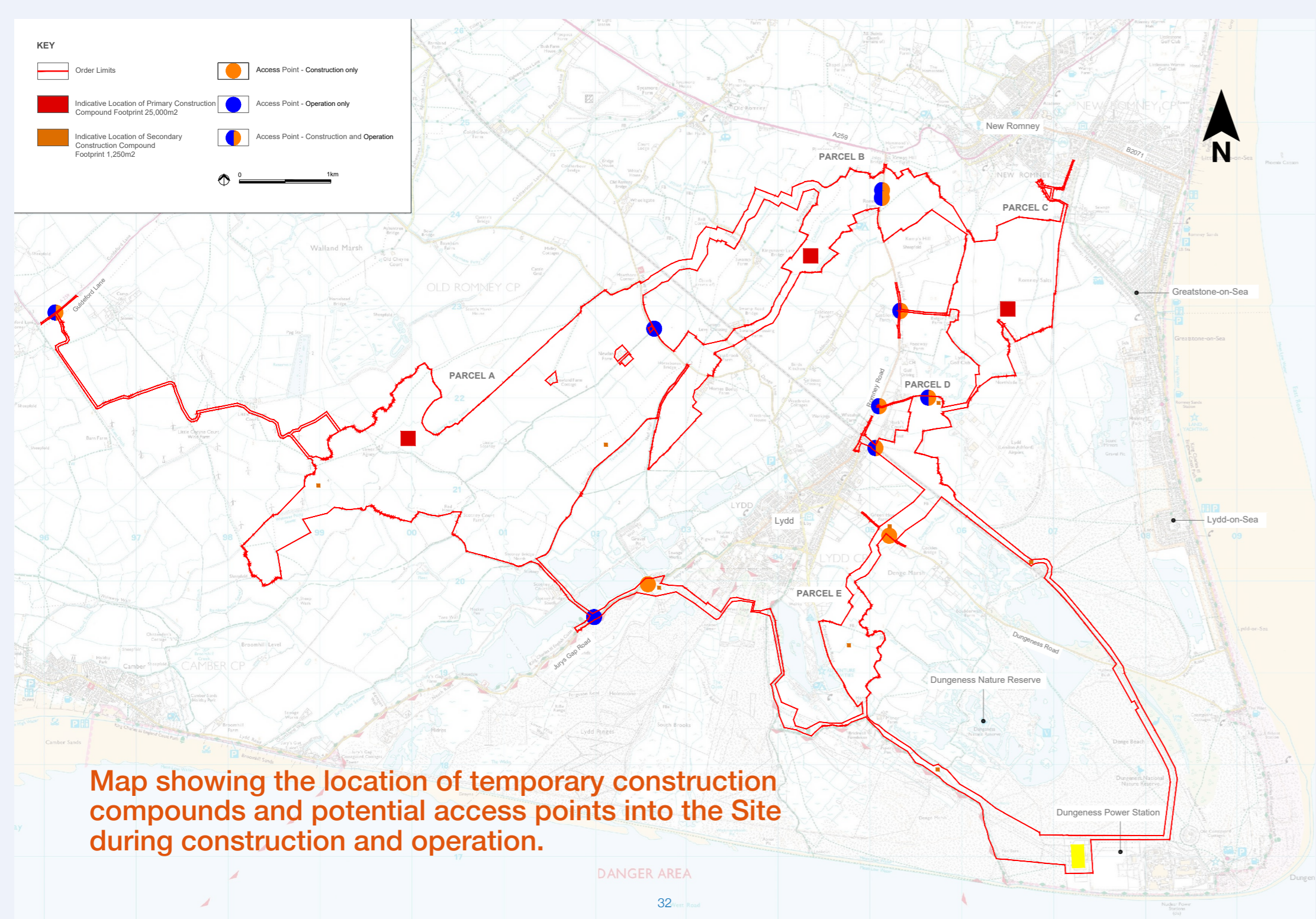
Key measures include:

- ✓ A contractual requirement to only use agreed access routes, meaning **heavy goods vehicles would avoid travelling through local villages and towns** like Lydd, Camber, Littlestone, Greatstone and New Romney.
- ✓ To support this, **GPS trackers** would allow monitoring of all frequent bulk material delivery HGV movements.
- ✓ Establishment of a **Traffic Management Group** prior to construction to act as a key point of contact between South Brooks and the community.
- ✓ **Liaison with local businesses and attractions** with an interest in the proposed construction access routes.

- ✓ Creation of a **diary of local community events** (e.g. village fetes, farmer's markets) to avoid HGV traffic flows on those days.
- ✓ Installation of **'white noise' reversing warning devices** to reduce noise on Site.
- ✓ **Identification numbers on HGVs and vans**, so that residents can report any vehicles using unauthorised roads.

- ✓ **Wheel cleaning facilities** would be installed at Site entrances, and a road sweeper would keep accesses and adjoining public road clean.
- ✓ A **30 miles per hour speed limit** will apply to all HGV deliveries travelling along local roads.
- ✓ Signing of a **Wear and Tear Agreement** with local highway authorities to cover the cost of abnormal damage on the road network, verges and structures.

Where needed, consultation on the timings of movements would be undertaken with any other projects in construction that would use the same access route to reduce cumulative impacts on road users.



# Moving construction workers and materials

To protect the amenity of the surrounding area, our proposed main access routes avoid HGVs passing through nearby local villages and towns including Lydd, New Romney, Camber, Littlestone and Greatstone.

The use of sustainable transport options, such as van sharing and staff buses, would reduce the number of vehicles travelling to site each day. Adequate parking would be located within the site at the main construction compounds. The 'mode share' (the percentage of workers using different types of transport) within a Staff Travel Plan would be secured by contract with the site contractor. This would be part of the agreed Construction Traffic Management Plan.

Vehicles would enter the Site via specially designed access points or upgraded existing junctions (see page 32):

- South Brooks A:** Most of the bulk materials would enter the Site via Little Cheyne Court from the A259 corridor. Abnormal Indivisible Loads (to transport transformers to the Site) would also use this access.
- South Brooks B and C:** Access into South Brooks B would be through two new priority junctions located on Romney Road (B2075). Access to South Brooks C would be from an existing access junction on Romney Road (B2075).

- South Brooks D:** This parcel would be accessed from the existing airport road or existing agricultural accesses.
- South Brooks E:** existing agricultural accesses would be used to enter South Brooks E.

If required, we would provide permanent road improvements to ensure larger vehicles can travel to and from the Site safely. No public or private roads would need to be closed solely as a result of the construction of South Brooks. Some temporary lane closures would be required to construct any new access junctions safely.

Once unloaded, materials would be transported within the Site where practicable using existing agricultural tracks or temporary tracks to keep off the road network.





# Decommissioning

At the end of the 60-year operational lifetime, all above ground elements of the solar farm would be dismantled and below ground assets (like concrete, hardstanding area and foundations) removed to a depth of 1m. Materials would follow the waste-hierarchy, being re-used where possible, before recycling and disposal are considered.

Currently it is assumed that all underground cabling would be left in situ to avoid further ground disturbance.

It is expected that decommissioning activities would take approximately 24 months, with activities mirroring those during the construction period.

Significant visual effects on residential properties, PRow and road users and character effects on landscape areas from decommissioning activities are anticipated to be similar to those experienced during the construction period (see [PEI, Volume 2, Chapter 9: Landscape and Visual](#) for more information). This would also be the case for setting impacts to heritage assets around the Site (see [PEI, Volume 2, Chapter 8: Cultural Heritage](#)).

An Outline Decommissioning Environmental Management Plan will form part of our DCO application, although details would be finalised much closer to the time to reflect best practice at that time. Following decommissioning, the land would be returned to landowners.

# Public events

Anyone can come along to a public event to speak to the team, read the printed consultation materials, view a digital 3D model of the site and share their feedback. Public events are being held at the following times, dates and locations:

**Thursday 11 June  
(1pm - 5pm)**

Lydd Community Hall  
Manor Road,  
Lydd TN29 9HU

**Friday 12 June  
(4:30pm - 8:30pm)**

St Peter's Church  
Baldwin Road,  
Greatstone TN28 8RG

**Saturday 13 June  
(11am - 3pm)**

Maude Community  
Centre Station Road,  
New Romney  
TN28 8LQ

**Friday 3 July  
(4pm - 7pm)**

Camber Memorial Hall  
Lydd Road,  
Camber  
TN31 7RJ

**Saturday 4 July  
(11am - 3pm)**

Lydd Community Hall  
Manor Road,  
Lydd TN29 9HU

# Technical webinars

For key topics of interest, we are also holding online webinars with topic matter experts to discuss the topic in more detail and answer questions.

To register, please use the link on the Consultation page of the South Brooks website (see back page).

All webinars will take place via Zoom, with slides and a summary of questions asked available on the project website following the webinar.

**Taking part in the consultation**

Thursday 28 May,  
6pm - 7pm

**Water resources**

Thursday 4 June,  
6pm - 7pm

**Transport & Access**

Tuesday 9 June,  
6pm - 7pm

**Landscape and Visual**

Wednesday 17 June,  
6pm - 7pm

**Battery Safety**

Thursday 18 June,  
6pm - 7pm

**Soils**

Thursday 25 June,  
6pm - 7pm

**Ecology**

Wednesday 1 July,  
6pm - 7pm

# Share your views

You can share your views on our proposals for South Brooks Solar Farm by:

- Completing a consultation questionnaire online at: [southbrookssolarfarm.co.uk](https://southbrookssolarfarm.co.uk)
- Emailing a completed questionnaire to: [info@southbrookssolarfarm.co.uk](mailto:info@southbrookssolarfarm.co.uk)
- Posting a questionnaire (no stamp required) to:  
**South Brooks Solar Farm**  
**FREEPOST SEC Newgate UK LOCAL**
- Submitting your comments by email to: [info@southbrookssolarfarm.co.uk](mailto:info@southbrookssolarfarm.co.uk) or in writing to the above Freepost address

# Get in touch

To speak to a member of the team about the proposals, or request printed copies of the consultation materials, contact:

 0800 038 3486 (9am-5pm Monday to Friday)

 [southbrookssolarfarm.co.uk](https://southbrookssolarfarm.co.uk)

 [info@southbrookssolarfarm.co.uk](mailto:info@southbrookssolarfarm.co.uk)

# Next Steps

All responses must be received by **11:59pm on Thursday 9 July 2026**.

We will consider all the feedback that we receive which, along with our ongoing assessments, will help us to refine our design ahead of submitting the DCO application. We expect to do this early 2027.

You can get in touch with us at any time throughout this process using the contact details on this page, and our website will be kept up to date.

Our DCO application will include a Consultation Report setting out the feedback we have received to consultation.



To view and download large scale versions of all the plans in this booklet, please visit:

[www.southbrookssolarfarm.co.uk/document-library](https://www.southbrookssolarfarm.co.uk/document-library)