



Oaklands Farm Solar Park

Consultation Report

Appendix 15.1 - Additional Informal Targeted Consultation –
Consultation Summary Document March 2023

January 2024

Applicant: Oaklands Farm Solar Ltd

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1. **Additional Targeted Consultation: Consultation Summary Document March 2023**

Oaklands Farm Solar

Additional Consultation and Project Update

Consultation Summary Document // Spring 2023



Introduction

Oaklands Farm Solar Limited (a wholly owned subsidiary of BayWa r.e. UK Limited) is undertaking targeted, additional consultation on certain aspects of their proposals for a new solar farm in South Derbyshire.

Statutory consultation on the proposals, was undertaken in early summer 2022. As a result of feedback received during consultation and ongoing design development a number of changes have been made to the project proposals. We are therefore carrying out additional targeted consultation to ensure that all stakeholders are aware of these changes and given the opportunity to comment on these changes.

This document has been prepared to aid understanding of the areas in which the Oaklands Farm Solar project has been amended since the 2022 statutory consultation period. Whilst this targeted consultation is seeking feedback on certain areas only (set out in more detail within this document), further information about the wider project is available online on the project website (noted below).

All documents are available upon request in digital format, or can be downloaded from the consultation website: www.baywa-re.co.uk/en/solar/oaklands-solar-farm



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Overview of changes

Following the statutory consultation on the proposals that took place between April and June 2022, the Oaklands Farm Solar proposals have been subject to a number of amendments. The table below explains where these amendments have been made, and what the impact of these changes is expected to be. Some updates have resulted in small changes to the planned layout and these are included in this document for your information. Other updates result in more significant changes to the proposed scheme, and we would be grateful for feedback on these points. The table below specifies which points we are seeking feedback on. **The environmental impact of these changes are being assessed and will be detailed in the Environmental Statement (ES) and supporting documents, which will be submitted with the Development Consent Order (DCO) application.**

Change made since Statutory Consultation	Impact of change	Relevant updated information/document	Requiring feedback? Or just for information?
<p>Substation relocation: Substation moved away from residential properties to the middle of site, adjacent to energy storage facility/batteries.</p>	<p>Noise: It is predicted that the relocation of the substation will result in lower predicted noise levels at the properties closest to the previous substation location. Noise from the substation and adjacent batteries will be considered together in the noise assessment. No additional significant effects are expected.</p> <p>Visual effects: Moving the substation closer to the battery storage will reduce the visual effects of the substation on the residential properties on Fossilston Road. The substation and battery will be located on an area of slightly lower ground, which will help to reduce the associated visual effects of the substation/battery. The visual effects will be confirmed following the rerunning of the Zone of Theoretical Visibility (ZTV).</p> <p>Other: There are unlikely to be changes in the assessment findings for the remaining EIA topics in relation to the change to the proposed substation location.</p>	<ul style="list-style-type: none"> Updated noise modelling report (available at submission) New red-line plan New layout New landscape plan New ZTV (available at submission) 	For information

Change made since Statutory Consultation	Impact of change	Relevant updated information/document	Requiring feedback? Or just for information?
<p>Removal of panels from Park Farm site: All panels have been removed from the Park Farm site. (the northern portion of the proposed site)</p>	<p>Noise: Short-term, minor noise effects due to construction are no longer predicted for some residential receptors close to the Park Farm site.</p> <p>Visual: The visual extent of the development will be reduced, to be shown in an updated ZTV, and visual impacts on a number of the residential receptors included in Landscape and Visual Impact Assessment (LVIA) and Residential Visual Amenity Assessment (RVAA) will be reduced. The predicted changes will be confirmed following the update of the ZTV and LVIA.</p> <p>Other: No other significant effects are expected.</p>	<ul style="list-style-type: none"> • New red-line plan • New layout • New landscape plan • New ZTV (available at submission) • New LVIA (available at submission) • New RVAA (available at submission) 	<p>For information</p>
<p>Cable Route Undergrounded: 132kV cable route from site substation to Drakelow to be undergrounded for entire length (approx. 2km)</p>	<p>Landscape and Visual impacts: The visual impact will be reduced as undergrounding the cables removes the need for overhead pylons (and associated landscape and visual impacts).</p> <p>Hydrology/Soils/Ecology: There will likely be a short term, temporary minor adverse effect in that the undergrounding of cables will result in an increased exposure of bare soils which could lead to sediment laden run off. However, this would be controlled via the Construction Environmental Management Plan.</p>	<ul style="list-style-type: none"> • New red-line plan • New layout • New landscape plan 	<p>For information</p>
<p>Cable Route confirmed: 132kV cable – assessment of preferred route completed and route confirmed</p>	<p>As above.</p>	<ul style="list-style-type: none"> • New red-line plan • New layout • New landscape plan 	<p>For information</p>

Change made since Statutory Consultation	Impact of change	Relevant updated information/document	Requiring feedback? Or just for information?
<p>Adjustments to Construction Traffic Routes: changes to the planned construction traffic routes to the site due to the proposed closure of the Chelwynd Bridge and delayed delivery of the Walton-on-Trent Bypass.</p> <p>Staffordshire County Council imposed a weight limit of 7.5T on the Chelwynd Bridge in late 2022 therefore Heavy Goods (HGVs) are no longer able to use the bridge to access the solar site from the south. The preferred route to site remains the Walton-on-Trent by-pass (see page 12 for map) however we are aware that construction of the by-pass has been delayed. We are therefore consulting on our contingency plan, in the event that the by-pass is not built in time to accommodate construction traffic in 2025. Staffordshire and Derbyshire County Councils have agreed, in principle, to deliveries being split over a network of roads to minimise impacts on any one route. During the 24-month construction period it is anticipated that there will be a low volume of heavy vehicles accessing the site, and construction traffic will mainly consist of Lighter Goods Vehicles (LGVs) like vans and cars. We anticipate the average daily heavy vehicle journeys would be 6 (3 deliveries and 3 departures), and at the busiest times there would be a maximum of 20 HGV journeys (10 deliveries and 10 departures). Including light construction vehicles, the daily average journeys would be 62 (31 arrivals and 31 departures). In the event the by-pass is not available, the Primary alternative route for HGVs will be from the A38 through Stapenhill, supported by a Secondary alternative route through Coton-in-the-Elms if necessary. Light vehicles will utilise several available routes to disperse construction traffic across the road network (see page 13 for map).</p> <p>Access for lighter vehicles will still be available over the Chelwynd Bridge via Cutton, as set out previously in the Preliminary Environmental Information Report (PEIR).</p> <p>The two substation transformers will be delivered to site at abnormal loads, escorted by the police. The journey will be scheduled at quiet times and will follow the A444 from the M42 through Coton-in-the-Elms to the southern site entrance.</p>	<p>Traffic and Transport: This change will be considered in the Traffic Management Plan and reflected in the Transport Assessment.</p> <p>Noise: The noise assessment will be updated in relation to noise from construction traffic. It is anticipated that there may be a minor short-term effect at Corner Farm land potentially also Mark Farm during construction activities (the level of significance will be confirmed following the reassessment). Minor noise effects are likely to be removed at Donkhill Cottages and Catton Farm Cottages.</p> <p>Other: HGVs will not travel through Rosliston or Walton-on-Trent, and will no longer pass the National Memorial Arboretum. No additional significant effects are expected.</p>	<ul style="list-style-type: none"> Updated Traffic Management Plan contained within the Transport Assessment (available at submission) Updated noise modelling report (available at submission) New layout showing access points New plan showing public roads route to site 	<p>For consultation: we would like to understand your views on the proposed updated construction travel routes.</p>

Change made since Statutory Consultation	Impact of change	Relevant updated information/document	Requiring feedback? Or just for information?
<p>Revision to construction site access locations: Access onto site during construction has been revised to include new temporary access from Walton Road through land to the north of the site (Park Farm) and straight across Reelston Road into the Oaklands Site. This is due to a change of weight limit on Chiswynd Bridge (see above) making southern construction access from Catton unsuitable for HGVs (lighter goods vehicles (LGVs) will still use this route).</p> <p>If the Walton Bypass is available, all construction vehicles will travel east along Walton Road from the A38 to a new temporary access track to be installed across Park Farm, eventually crossing Rosliston Road and into the Oaklands solar site (see page 14 for map). If the Walton Bypass is not available, HGVs will use the Primary alternative route via the A38 and Staphenhill to access the new temporary track to be installed across Park Farm. If necessary, a Secondary alternative route via Colton-in-the-Elms will be utilised by HGVs to access via the southern site entrance. Light vehicles will utilise several available routes to disperse construction traffic across the road network and access the solar site at various points, mainly using existing farm access.</p>	<p>Traffic and Transport: This change will be considered in the Traffic Management Plan and reflected in the Transport Assessment.</p> <p>Noise: Noise impacts will no longer occur at properties along routes no longer being used for construction traffic. New minor short-term effects to be experienced at Corner Farm and possibly Park Farm.</p> <p>Other: HGVs will not travel through Rosliston or Walton-on-Trent, and will no longer pass the National Memorial Arboretum. No additional significant effects are expected.</p>	<ul style="list-style-type: none"> Updated Traffic Management Plan contained within the Transport Assessment (available at submission) Updated noise modelling report (available at submission) New layout with access points Public roads route to site plan 	For information
<p>Removal of construction access point from Burton Road: The previously proposed construction access off Burton Road into Park Farm has been removed therefore use of Burton Road will be restricted to LGVs with no HGVs using this route.</p>	<p>Traffic and Transport: This change will be considered in the Traffic Management Plan and reflected in the Transport Assessment.</p> <p>Noise: Noise assessment to be updated in relation to noise from constructor traffic. Likely to see removal of effects at properties along Burton Road.</p> <p>No additional significant effects are expected.</p>	<ul style="list-style-type: none"> Updated Traffic Management Plan New layout with access points Public roads route to site plan 	For information

Change made since Statutory Consultation	Impact of change	Relevant updated information/document	Requiring feedback? Or just for information?
<p>Footpath: Following consultation on the inclusion of a permissive right of way (ROW), a new footpath will create a new link to the Cross Britain Way from the public right of way at Catton Lane/Lads Grava in the south-east of the solar farm.</p>	<p>Recreation and Land Use: The permissive right of way will create a new route of access within the site to improve pedestrian links and contribute towards recreation provision in the area.</p> <p>Other: No significant other effects are expected.</p>	<ul style="list-style-type: none"> • New layout • New andscape plan 	<p>For consultation: we would like to know your thoughts on the inclusion of this new permissive right of way.</p>
<p>Project footprint/redline boundary reduction: As a result of the changes noted in this table, and the removal of solar panels from the Park Farm part of the site, the overall project footprint and planning boundary has been reduced significantly. The panels and supporting infrastructure will now occupy approximately 410 acres / 165 hectares, versus the previous footprint of 540 acres / 218 hectares.</p>	<p>There is no specific additional impact of this change beyond the points noted in this table. The reduced footprint and red line boundary reflects the reduction in impacts that have been identified through the removal of panels and a reduced overall project scale.</p>	<ul style="list-style-type: none"> • New red-line plan • New layout 	<p>For information</p>
<p>Community Benefit sum confirmed: Following internal discussion and engagement with relevant stakeholders, we have confirmed our commitment to an annual community benefit contribution of around £55,000 over the life of the project (40 years) to be distributed to local causes via a local community foundation.</p> <p>The total amount across the lifetime of the project would be in the region of £2m.</p>	<p>As this point does not represent a physical change or update to the proposals, there is no deemed impact to the project.</p> <p>Whilst not a planning consideration, the Applicant is keen to understand local thoughts on this issue.</p>	<ul style="list-style-type: none"> • Consultation Summary Document 	<p>For consultation: we would like to hear your thoughts on how this community benefit contribution could be managed, and further suggestions on suitable projects or initiatives that could benefit.</p>
<p>Additional planting confirmed: Additional planting across the site has been included to increase ecological benefits and reduce landscape and visual impacts.</p>	<p>Ecology, LVIA & Glint and Glare: This change should contribute towards biodiversity net gain. Additional planting will represent an additional contribution to screening for mitigation of visual and glint and glare effects.</p>	<ul style="list-style-type: none"> • New andscape plan 	<p>For consultation: we would like to know your thoughts on our proposed new landscaping proposals, as set out in the updated Landscape Plan.</p>

Red Line Plan Updates



Original red-line plan

There have been a number of changes to the plans since the completion of the statutory consultation on the original proposals.

These changes have been summarised in the table on pages 3-7, and include:

- Removal of solar panels from the Farm site (northern portion of the overall scheme)
- Moving the substation location
- Confirmation of the underground cable route
- Alternative access arrangements for construction traffic
- Additional planting across both sites.

These changes represent a reduction in the overall scale of the Oaklands Farm Solar project, with improvements to visual impact, noise and other environmental considerations expected.

The overall footprint of the scheme and the red line plan therefore has been updated to reflect these changes. The original red line plan is shown to the left, with the updated plan shown on the right.



Revised red-line plan for consultation 2023

Updated Layout

Following changes to the red line boundary and the removal of solar panels from the Park Farm site to the north, the layout has been revised and updated. This updated layout is shown below, alongside the original layout to highlight the changes made.



Layout Plan consulted upon at Statutory Consultation (Early Summer 2022)



Updated Layout Plan (Spring 2023)

As can be seen from the plans to the left, the layout of the site has been updated following the removal of panels from the Park Farm site.

Other key adjustments to the layout include the alternative location for the substation, alternative site access locations for construction traffic, and additional panning.

Further details about the updated planning can be found on page 10. Construction traffic access and routes can be found on pages 12-14.



Transport – Revisions to site access and construction transport routes

Following a number of changes since the statutory consultation period in early summer 2022 (such as the closure of Chetwynd Bridge to large vehicles), the transport and access strategy has been reviewed and updated.

Access

Access onto site during construction has been revised to include new temporary access from Walton Road through land to the north of the pits and straight across Roeliston Road into the Oaklands Site. This is due to the change of weight limit on Chetwynd Bridge making southern construction access from Catton unsuitable for HGVs (lighter goods vehicles will use this route).

If the Walton Bypass is available, all construction vehicles will travel east along Walton Road from the A38 to a new temporary access track to be installed across Park Farm, eventually crossing Roeliston Road and into the Oaklands solar site (see page 14 for map). If the Walton Bypass is not available, HGVs will use the Primary alternative route via the A38 and Stapenhill to access the new temporary track to be installed across Park Farm. If necessary, a Secondary alternative route via Cotton-in-the-Elms will be utilised by HGVs to access via the southern site entrance. Light vehicles will utilise several available routes to disperse construction traffic across the road network and access the solar site at various points, mainly using existing farm access.

The previously proposed construction access of Burton Road into Park Farm has been removed therefore use of Burton Road will be restricted to LGVs and no HGVs will use this route.

Construction Traffic routes

Changes have been made to the planned construction traffic routes to the site due to the proposed closure of the Chetwynd Bridge and delayed delivery of the Walton-on-Trent Bypass.

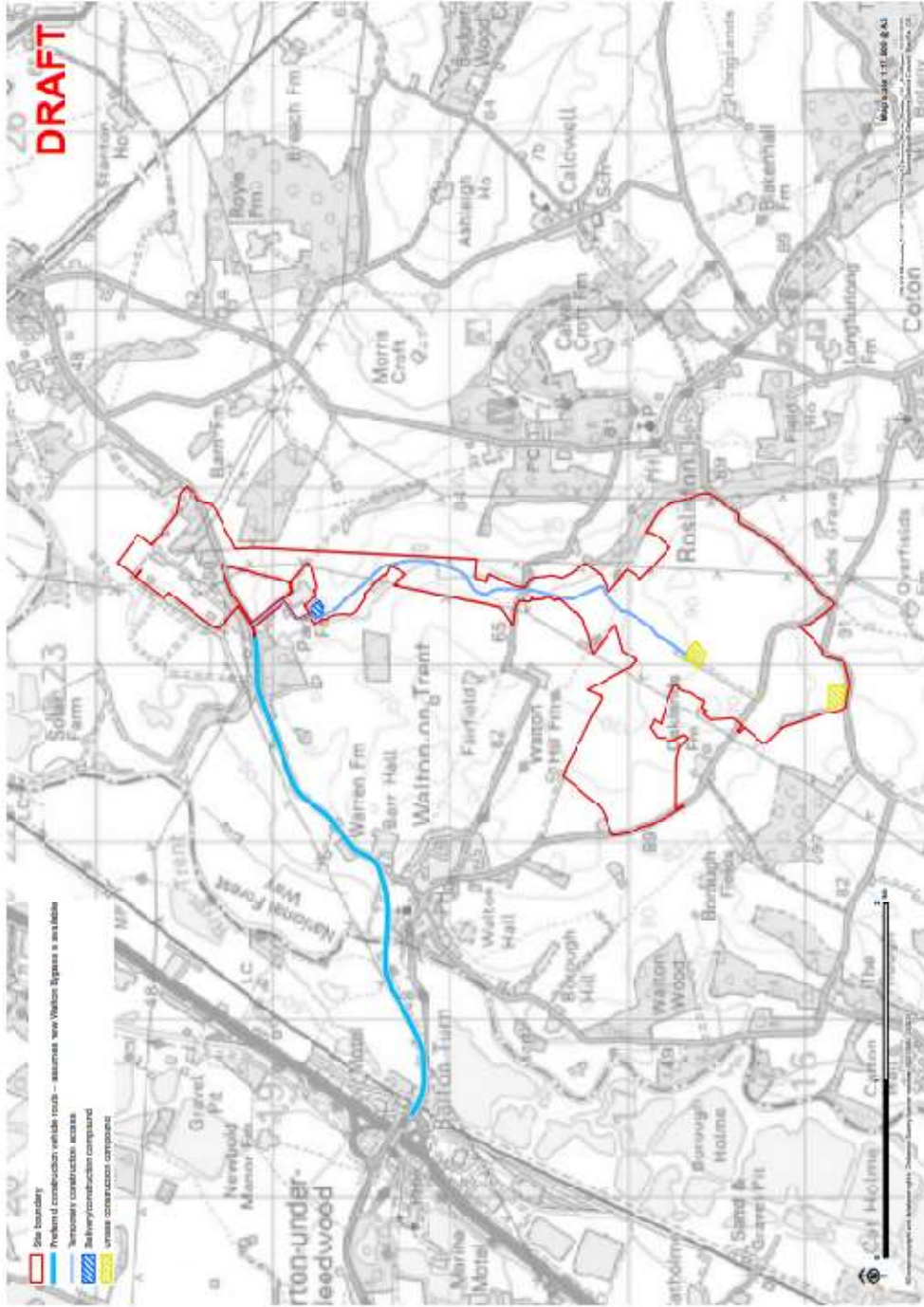
Staffordshire County Council imposed a weight limit of 7.5T on the Chetwynd Bridge in late 2022 therefore Heavy Goods Vehicles (HGVs) are no longer able to use the bridge to access the solar site from the south. The preferred route to site remains the Walton-on-Trent by-pass (see page 12 for map) however we are aware that construction of the by-pass has been delayed. We are therefore consulting on our contingency plan, in the event that the by-pass is not built in time to accommodate construction traffic in 2025. Staffordshire and Derbyshire County Councils have agreed, in principle, to deliver a split over a network of roads to minimise impacts on any one route. During the 24-month construction period it is anticipated that there will be a low volume of heavy vehicles accessing the site and construction traffic will mainly consist of Lighter Goods Vehicles (LGVs) like vans and cars. We anticipate the average daily heavy vehicle journeys would be 6 (3 deliveries and 3 departures), and at the busiest times there would be a maximum of 20 HGV journeys (10 deliveries and 10 departures), including light construction vehicles, the daily average journeys would be 62 (31 arrivals and 31 departures). In the event the by-pass is not available, the Primary alternative route for HGVs will be from the A38 through Stapenhill, supported by a Secondary alternative route through Cotton-in-the-Elms if necessary. Light vehicles will utilise several available routes to disperse construction traffic across the road network (see page 13 for map).

Access for lighter vehicles will still be available over the Chetwynd Bridge via Catton, as set out previously in the Preliminary Environmental Information Report (PEIR).

Two abnormal load deliveries of the substation transformers will be made to site and will be scheduled and escorted by police at quiet traffic times in order to minimise disruption. The route follows the A444 from the M42 and through Cotton-in-the-Elms to the southern site entrance.

The plans on the following pages show the proposed routes. Plan 1 shows the preferred route via the new Walton Bypass. Plan 2 shows the backup routes if the bypass is not complete in time for construction. Plan 3 shows the construction route access points to the site.

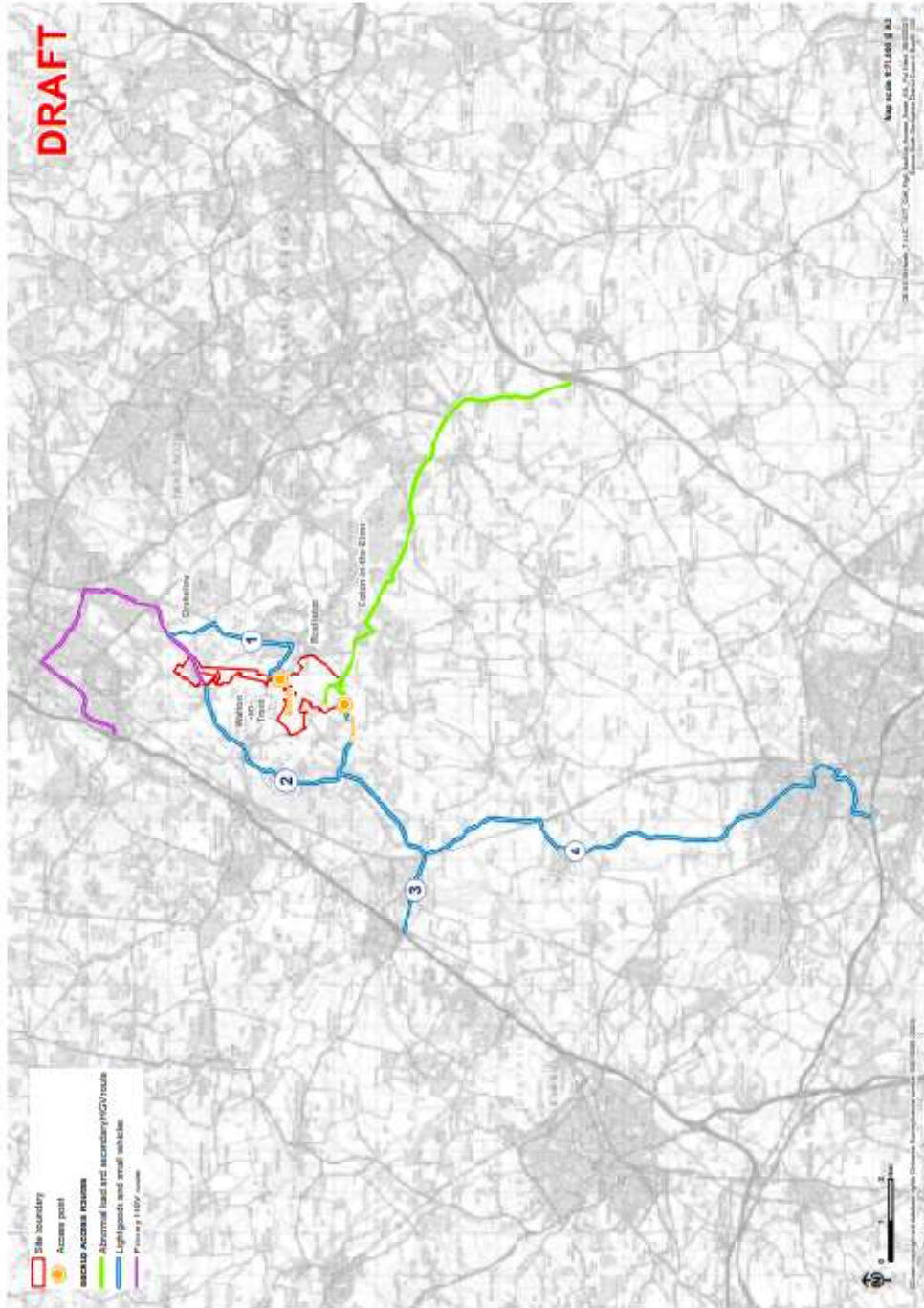
Plan 1: Preferred Delivery Route
(as proposed near Walton Bypass)



Plans too small?
Visit the website for larger
versions



Plan 2: Backup construction delivery routes
(if preferred delivery route is not available)

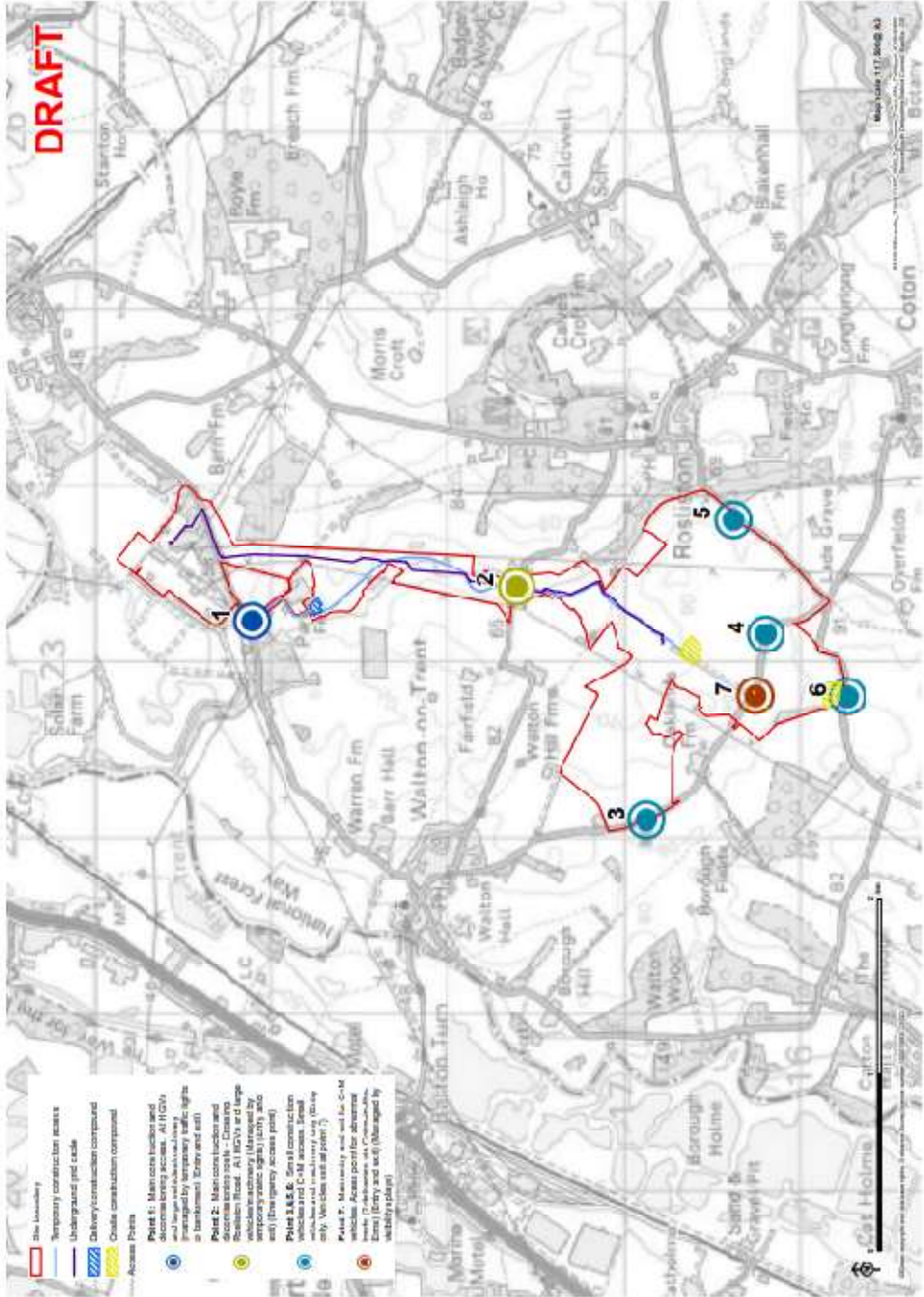


Plans too small?
Visit the website for larger
versions



Plan 3: Proposed construction traffic access points

*O+M = Operations and Maintenance



Plans too small?
Visit the website for larger versions



Community Benefit – we want to hear your views!

We're grateful for the feedback and suggestions received in relation to Community Benefit. We've been working on this, and we're pleased to be able to confirm our commitment to an annual community benefit of around £55,000 for the 40 year life of the project. This amounts to over £2million for the project's lifespan.

Whilst we are yet to confirm the details, the intention is for this money to be distributed to local causes via a local community foundation.

In addition to the financial contribution to the region, we've identified a number of other local benefits we hope to bring forward as a result of these proposals:

- Clean renewable energy which would make a significant contribution to local and national Climate Emergency goals
- Opportunities for direct ecological benefits and Biodiversity Net Gain through:
 - » Hedgerow planting & improved management
 - » Improving grasslands and wildflowers
 - » Decreased use of fertiliser and herbicide
 - » Improved soil condition
- Socio-economics
 - » Improving links between existing paths and right of ways
 - » Construction jobs - up to 385 people at peak times
 - » Local contracting opportunities - fencing, civil works, testing & commissioning
 - » Knock on effects for local businesses & payment of business rates

Whilst community benefit is not a planning consideration, as a company BayWa r.e. is keen to begin exploring the best ways of providing improvements through financial contributions and scheme design adaptations from the earliest opportunity.

We're therefore keen to hear from interested parties and the local community regarding the benefits that the project could bring to the local area. We'd be particularly interested to understand any local causes that might benefit, or to understand your thoughts on how to distribute and manage the community benefit fund.

Deadline for comments: 21st April 2023



Let us know your views

We would like the opportunity to understand the views of the local community on these updated proposals before we submit our application. We therefore invite you to take part in the formal additional consultation on the proposals and provide your feedback.

This document summarises the changes we have made to the proposals since the statutory consultation in early summer 2022. Unless otherwise stated within this document, all other project information presented previously is still available to review on the project website, and has not been altered.

Electronic copies of the Preliminary Environmental Information Report (PEIR), which comprises a detailed set of documents, including maps, figures, and photomontages describing the Project, as well as a set of plans showing the overall location of the Project and a much shorter non-technical summary (NTS) can still be accessed free of charge for inspection on the Project website: <http://www.baywa-re.co.uk/en/solar/oaklands-solar-farm>

As part of the NSIP planning process, the Applicant is required to prepare and submit a Consultation Report detailing the consultation undertaken and how feedback has been taken into account for the Project.

Any responses or representations in respect of the updated project information can be made in writing via:

- Email – info.oaklands-solarfarm@baywa-re.co.uk
- Freepost – FREEPOST TC CONSULTATION (no further address or stamp required).

If you have any queries about the proposals or the consultation process you can call – 0800 599 0081 (Freephone - Monday to Friday 9am to 5pm excluding public holidays).



Scan me for the latest information

GDPR statement: Oaklands Farm Solar Limited, a wholly owned subsidiary of BayWa r.e. UK, are committed to safeguarding the personal information collected from this survey and we recognize our obligations in meeting commitments of the General Data Protection Regulation (GDPR) and the Data Protection Act 2018. By providing your feedback and any contact details, you are consenting to the use of this data by the Applicant to assess feedback related to issues associated with the Oaklands Farm Solar project. Your data will be stored in safe and secure place and will be deleted when no longer required. Your information will only be shared with the Oaklands Farm Solar Project Team and consultants, including Irriya / Communications Limited, when it is assessed as with our public consultation activities. Your data and any information provided to us will be used for the following purposes only:

- Respond to specific questions or enquiries submitted during the consultation.
- To send you updates about the project (where you provide us with your contact details).
- Develop a Consultation Report (or similar document) about this public consultation that will be submitted to the Planning Inspectorate and/or other relevant planning bodies; this will be a publicly available document. Your comments will be anonymous, and we will only identify you in these reports with your express permission. Further information on protection of your data can be found at: <https://www.baywa-re.co.uk/en/privacy-protection/baywa-re-uk>

