



Oaklands Farm Solar Park

Consultation Report

Appendix 8.5 - Project Presentation Slides

January 2024

Applicant: Oaklands Farm Solar Ltd

Document Reference: EN010122/APP/5.2

Date: January 2024

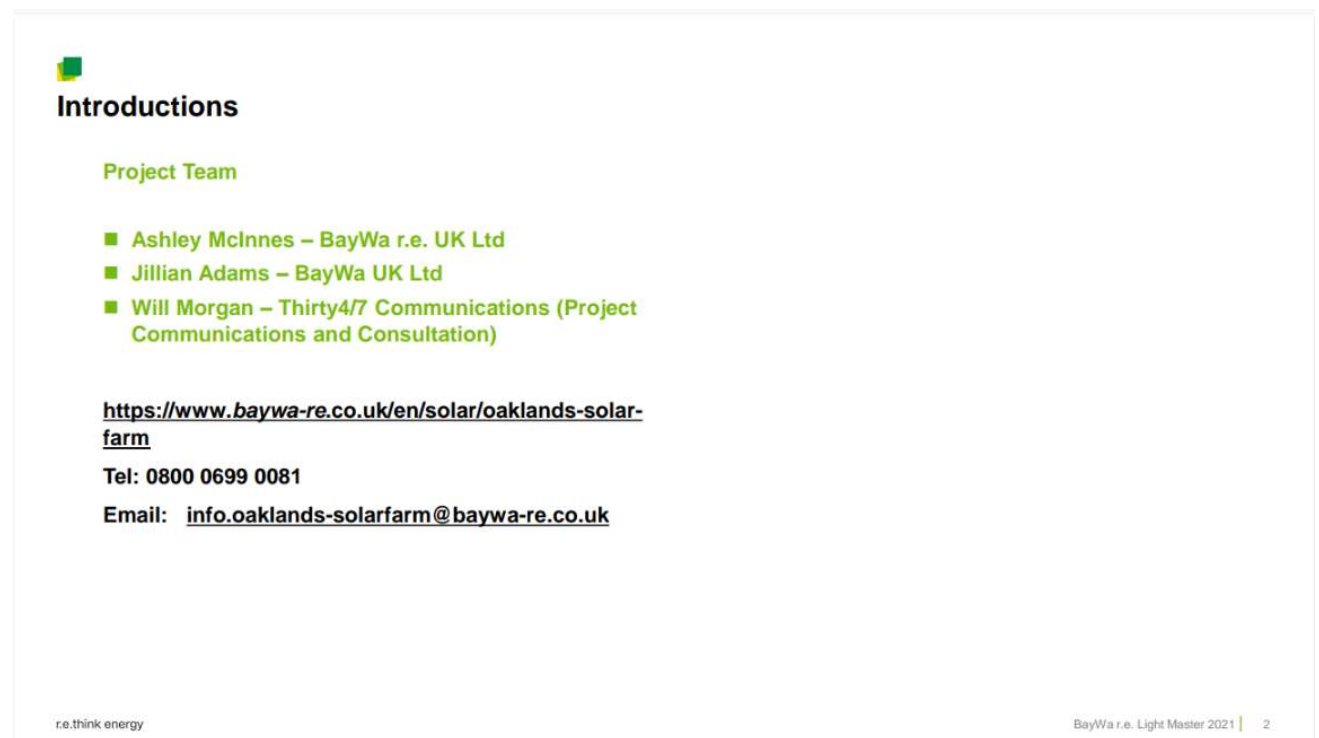
Pursuant to: APFP Regulation: 5(2)(q)

Author: Thirty4/7 Communications Ltd

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1. Introductory Project Launch Presentation Slides – Informal Consultation and Statutory Consultation (Autumn 2021 – Autumn 2022)





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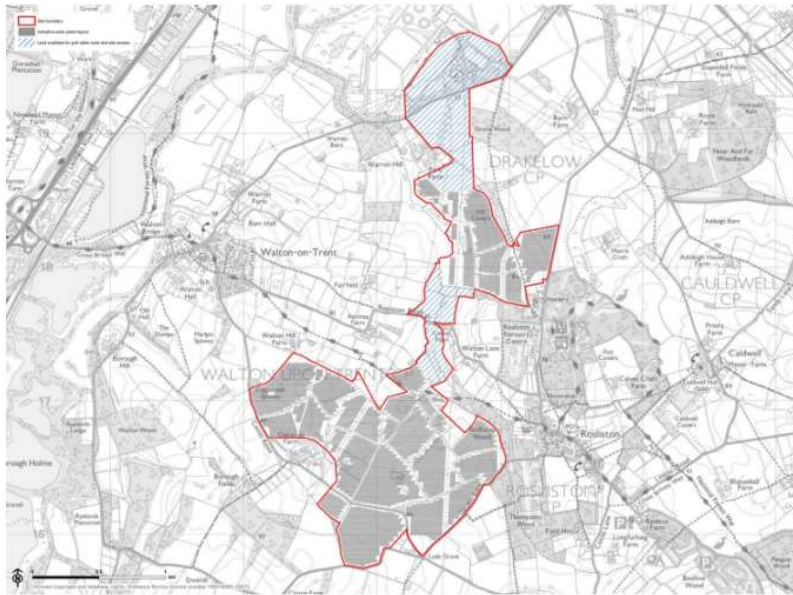
- Oaklands Farm Solar Limited is a wholly owned subsidiary of BayWa r.e. UK Ltd (BayWa). BayWa is a global developer of large-scale renewable energy projects.
- BayWa UK Ltd is focused on solar projects throughout the UK & Ireland and onshore wind in Scotland and Ireland.
- Develops, builds and operates wind and solar sites throughout the UK.
- 160 staff working across offices in Milton Keynes, Glasgow, Edinburgh and Stirling.
- BayWa has delivered 625 solar projects worldwide totalling approximately 1900MW, including 31 solar projects in the UK totalling approximately 536MW.
- Previously developed Vine Farm, a 46MW solar park in Cambridge, as well as Bann Road, a 45MW solar park in Northern Ireland.
- 500MW of solar in advanced development with 2 projects in planning.



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SITE LOCATION & LAYOUT



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DETAILS OF PROPOSAL

- **Solar generating capacity (163 MW (AC))**
- **Battery storage – 37.5MW (allow import and export of electricity)**



Infrastructure required:

- Solar PV modules incorporating solar panels
- Transformers and Inverters
- On-site cabling (underground)
- An electrical compound including:
 - Battery storage facility; and
 - Substation and single storey control building.
- Fencing and security measures
- Access tracks
- Overhead line to connect to Drakelow substation



Site Selection & Project Drivers

Why Here?

- **Proximity to Drakelow Power Station:** Available grid capacity and short connection distance
- **Good solar irradiance levels**
- **Good site access**
- **Sufficient land available**
- **Suitable topography**

Project Drivers

- **Climate Change Act (as amended):** In 2019 UK declared a climate emergency and amended the 2008 Climate Change Act to introduce a legally binding target to achieve 'net zero' by 2050
- **National Infrastructure Strategy – Fairer Faster and Greener (Nov 2020)**
- **Energy White Paper – Powering our Net Zero Future (December 2020)** – provides a long term strategic vision for the UK's energy system and establishes the Government's goal of a decisive shift from fossil fuel to clean energy. The White Paper is clear that "*A low-cost, net zero consistent system is likely to be composed predominantly of wind and solar*"
- **Security of Supply**



Construction Traffic Delivery Routes

Two Main Routes Proposed:

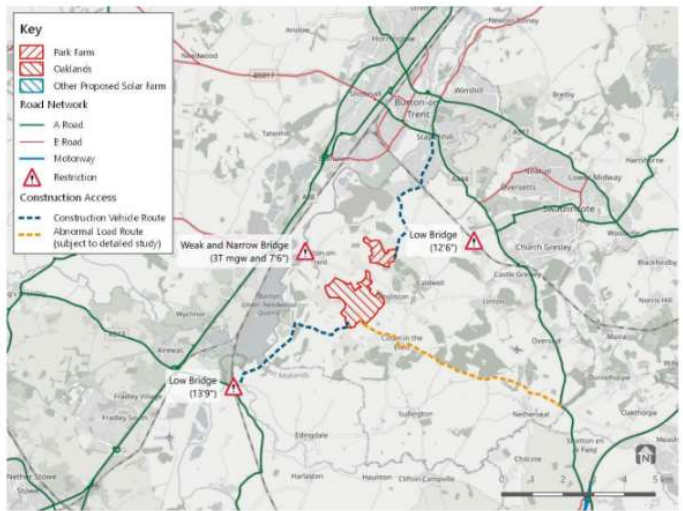
- North from A444/A5189 at Stapenhill via Rosliston Road and Walton Road.
- South from A513 near Alrewas via Catton.

•No traffic through Walton on Trent

•One abnormal load (transformer) via Coton in the Elms under police escort & avoiding busy times

•Routing subject to agreement with DCC & Highways England

•Construction Traffic Management Plan will be in place



APPLICATION (DCO) PROCESS AND TIMETABLE

Application over 50MW therefore will be processed by the Planning Inspectorate (PINS) and the decision made by Secretary of State for Energy

Details of application process available on PINS website -

<https://infrastructure.planninginspectorate.gov.uk/application-process/>



- EIA – Environmental Impact Assessment
- PEIR – Preliminary Environmental Information Report



Operations

- Small gaps between panels ensure dispersal of rainwater
- Sunlight can still reach the underside of the panels allowing vegetation
- Stone tracks provide access for periodic maintenance



Operational Phase

Operational Phase

- Inert panels requiring only occasional maintenance visits
- Ground conditions improved with increased ecological diversity
- Site well-screened by adjoining hedgerows
- Site shown is near Gillingham, Dorset 1 year post-construction





Project Benefits

Clean Renewable Energy

- Enough renewable energy to power around 40,000 homes - (42,210 properties in S Derbyshire as of July 2019 - Ref: South Derbyshire Housing Stock Condition Report 2019)
- Significant contribution to Local and National Climate Emergency goals

Opportunities for Direct Ecological Benefits

- Biodiversity Net Gain through:
 - Hedgerow planting / management
 - Improving grasslands / wildflowers
 - Decreased fertiliser/herbicide/runoff
 - Improved soil condition

Employment & Economy

- Construction - up to 350 people at peaks times for solar farm and 35 for grid connection
- Locally contracting opportunities: fencing, civil works, testing & commissioning
- Knock on effects for local businesses & payment of business rates

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Land Use

- Continued grazing around panels
- Land maintained and returned to agricultural use at end of project life



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2. Post Statutory Consultation (Additional Consultation) Presentation Slides (2023) – Including Construction Vehicle Routing and Traffic Summary Slides

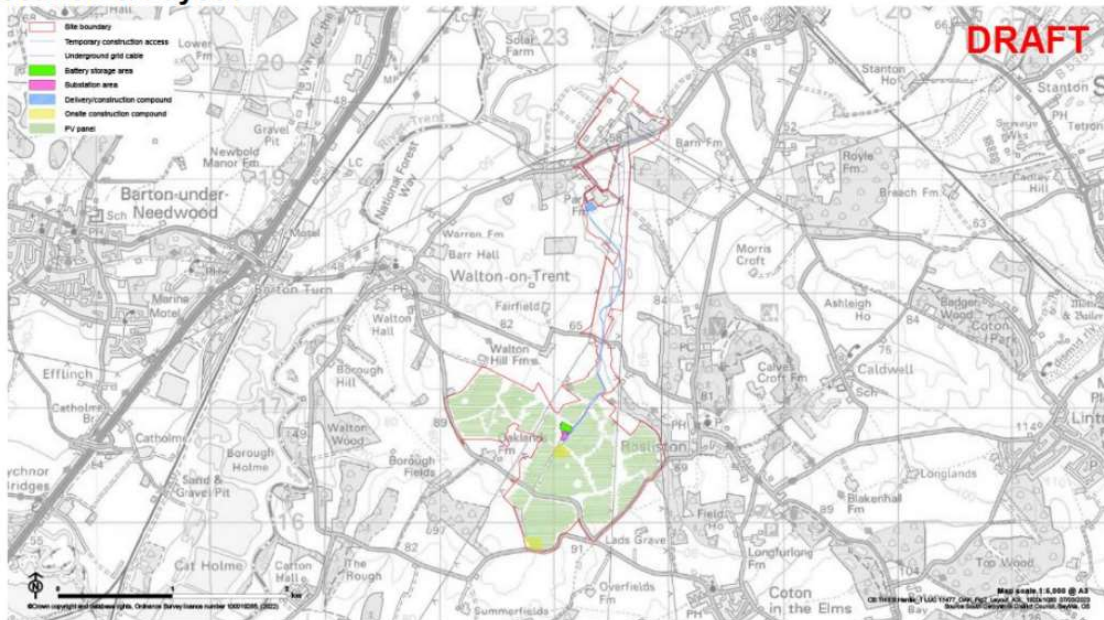


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Oaklands Solar Farm

October 23 Briefing

Site Location & Layout





Proposal Details



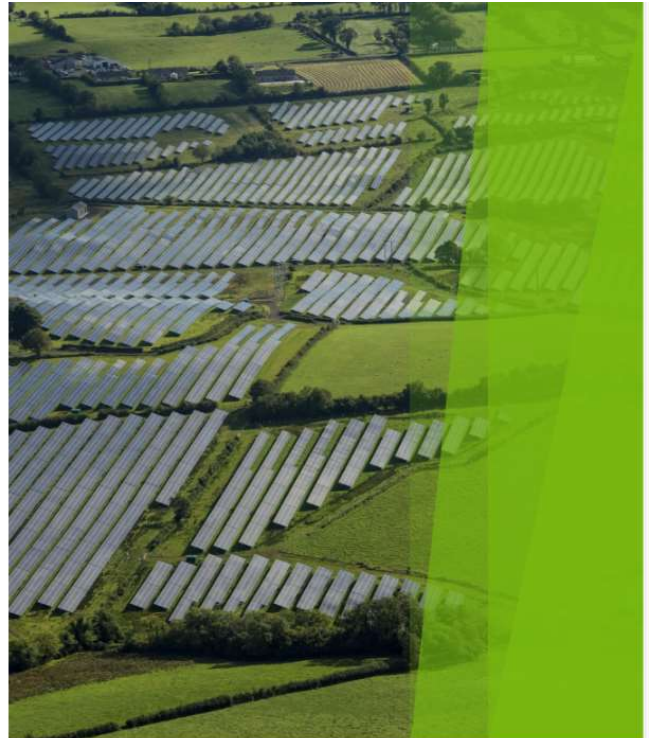
Solar generating capacity (138MW)



Battery energy storage system – 37.5MW (allow import and export of electricity)



Connects by underground cable to Drakelow Substation (ex power station)



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Consultation Overview

- **Autumn 2021** - informal consultation with local stakeholders and the community took place, including meetings with local parish councils and an information leaflet was distributed.
- **Spring 2022** - statutory consultation took place with two locally held public exhibitions on the original plans. Since then, the project has undergone several design changes, which represent improvements to the project through the reduction of visual impact, and increased connectivity around the site.
- **Spring 2023** - as a result of the changes, we carried out further targeted consultation seeking feedback on the revised proposals, intending to submit our application later this year.
- **Autumn 2021 to present** - meetings and updates with Rosliston, Walton-on-Trent, and Drakelow Parish Council's

All information available on project website:
<https://www.baywa-re.co.uk/en/solar/oaklands-solar-farm>



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Benefits of Oaklands Solar Farm

- Enough renewable energy to supply around **40,000 homes** (42,210 properties in S Derbyshire as of July 2019 - Ref: South Derbyshire Housing Stock Condition Report 2019)
- Significant contribution to **Local and National Climate Emergency** goals

Biodiversity Net Gain through:

- Hedgerow planting / management
- Improving grasslands / wildflowers
- Decreased fertiliser/herbicide/run off
- Improved soil condition

- Continued grazing around panels
- Land maintained and returned to agricultural use at end of project life
- Supporting an ongoing dairy farm operation

- Construction - up to 350 people at peaks times for solar farm and 35 for grid connection
- Local contracting opportunities: fencing, civil works, testing & commissioning
- Knock on effects for local businesses & payment of business rates

Clean Renewable Energy

Opportunities for Direct Ecological Benefits

Land Use

Employment & Economy



Community Benefits

Additional planting across the site will provide ecological and local landscape benefits

Landscaping & Ecological Improvements

A new footpath will create a link between the public right of way at Catton Lane/Lads Grave and the Cross Britain Way.

Permissive Right of Way

- Community Benefit Fund Payment for 40-year life of project (**£55,000 per year minimum**)
- **£2.2million** over the full life of the project (not including local business rates collected by local government)
- We expect the funds to be managed by a local/regional community foundation. For example, Foundation Derbyshire and South Derbyshire CVS have been identified as a potential, suitable, independent bodies with the experience to manage such a fund.

Community Benefit Fund



Application (DCO) Process And Timetable

The proposed application is over 50MW, therefore, will be processed by the Planning Inspectorate (PINS) and the decision made by Secretary of State for Energy

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- EIA – Environmental Impact Assessment
- PEIR – Preliminary Environmental Information Report



Contact Details

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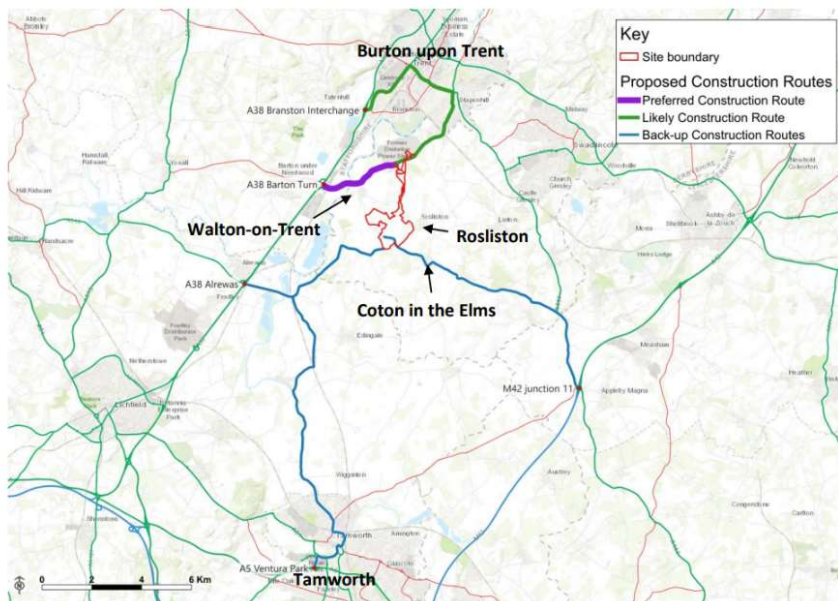
Oaklands Solar Farm

Construction Vehicle Routing and Traffic Summary Pack

Improving the way the world moves



a company of Royal HaskoningDHV



Construction Route Options

We have explored several route options for HGV's and construction traffic travelling to and from the site via the local road network.

Preferred route:

If the completion of the Walton-on-Trent Bypass happens before the construction begins, it will be the best choice. It is the shortest route from the A38 and passes fewer properties. However, since the bypass timeline is uncertain, we cannot rely on this.

Likely route:

The route through Burton-upon-Trent and Stapenhill is our next preferred choice. This route has proven as suitable for construction traffic during the recent development at Drakelow Power Station.

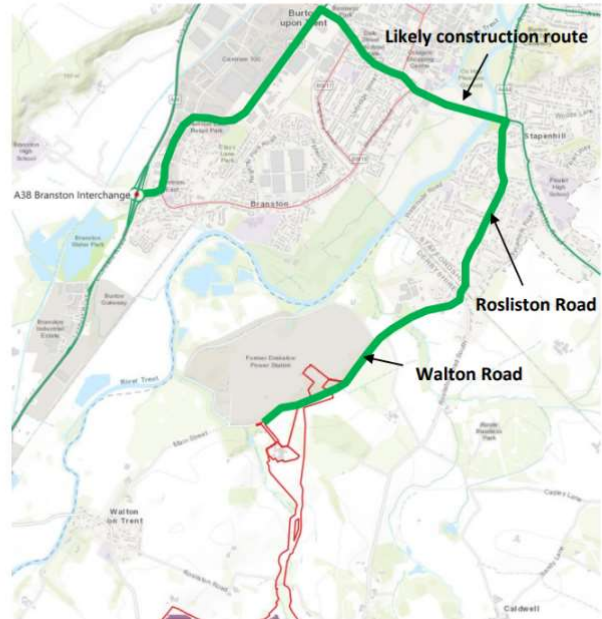
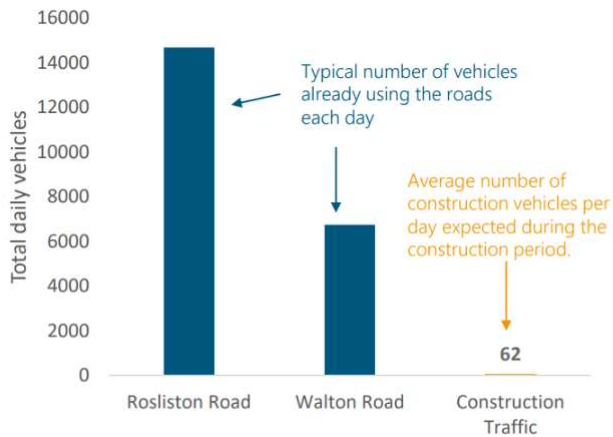
Backup route:

To ensure we are not dependent on a single access route, we have identified and evaluated back up routes. These will only be used by HGVs in increased numbers if our preferred route is unavailable (e.g. in the event of an incident leading to a road closure). It is worth noting, some of the routes are only suitable for certain types of vehicles due to weight and height restrictions.

In each case, control measures will be put in place to minimise the impact on the environment and neighbouring properties along each route. These will be agreed with the relevant authorities and will be enforceable.

Construction Traffic Impact

We have evaluated all construction routes using traffic survey data collected after Covid -19 and adjusted for expected increases in background traffic growth before construction begins. Whilst construction traffic is only a small fraction of the existing vehicles on these roads, we will put measures in place to avoid sensitive times like school drop offs and rush hour.



Managing Construction Traffic Impact

Construction traffic on the public roads will be subject to several measures which include:

Avoiding Key School Times

- Deliveries will avoid school pick -up and drop off times.

Off Peak Delivery Schedules

- Deliveries, especially those involving HGV's will be scheduled outside peak "rush hour" times. The majority of HGV deliveries will take place between 09:30 and 15:00.

Utilising a booking system

- Implementation of a booking system to ensure a balanced distribution of deliveries throughout the day.

Co-ordination

- Collaboration with National Arboretum and Cattin Hall to ensure construction deliveries do not disrupt their events. Depending on the event's scale and duration, reduced or no traffic days may be enforced.

Formation of a traffic management group

- A dedicated traffic management group will be established featuring representatives from key stakeholders including:
 - BayWa re UK (the applicant)
 - The haulage company
 - National Highways
 - Staffordshire County Council
 - Derbyshire County Council
 - South Derbyshire District Council

These measures are designed to effectively manage construction traffic on public roads, prioritising safety, minimising disruption and taking into account community considerations.



Abnormal Load Vehicle Route

Two abnormal load movements are required for transporting electrical substations during construction. These movements require careful planning and approval from both the local highway authority and the Police and will be escorted along the predetermined route. Advanced notice of the deliveries will be provided to residents and other affected parties well ahead of any planned activity.

The selected route, primarily chosen due to limitations on alternative routes (such as weight and height restrictions), involves accessing the site from junction 11 off the M42, passing through Coton in the Elms, and entering the site from Coton Road. This route also serves as a back-up option for general traffic, as mentioned in the previous slide.

To ensure the safe navigation of larger vehicles along this route, especially through the centre of Coton in the Elms, a swept path analysis has been carried out*. We have collaborated with Derbyshire County Council, and they have verified that the roads are suitable for these deliveries.

**A swept path analysis is a process used to determine whether a large vehicle or object, can safely navigate a specific route or path. It involves creating a virtual or graphical representation of the vehicle's path as it moves along the route, taking into account the vehicle's size, dimensions and turning capabilities. This analysis helps identify potential obstacles or areas where the vehicles might have difficulty manoeuvring, ensuring that it can safely travel along the intended path without causing damage or accidents.*



Example vehicle:

