



OAKLANDS FARM SOLAR PARK

Applicant: Oaklands Farm Solar Ltd

Environmental Statement

Chapter 12 – Socio-Economic, Tourism and Recreation

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Oaklands Farm Solar Park - Environmental Statement Volume 1

Chapter 12: Socio- Economics, Tourism and Recreation

Final report

Prepared by LUC

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Chapter 12

Socio-Economics, Tourism, and Recreation

Introduction

12.1 This chapter considers the potential effects of the Proposed Development on the baseline socio-economic, public access, recreation, and tourism interests within the local and wider areas (study areas are defined at paragraph 12.28). It details the likely direct and indirect employment generation and any likely direct and indirect economic benefits as a result of the Proposed Development. It also considers potential direct and indirect effects in relation to public access, recreation, and tourism.

12.2 Chapter 12 of the Preliminary Environmental Information Report (PEIR) issued for consultation in November 2022 also contained an assessment of effects on agriculture and land use. This topic is now covered in **Chapter 15: Agriculture and Land Use**.

12.3 The Socio-Economic assessment was undertaken by LUC.

12.4 This chapter is supported by the following figures in **Volume 2**:

- **Figure 12.1: Recreation and Tourism Receptors**
- **Figure 12.2: PRoW Network and Permissive Path**

12.5 The following is also referred to and can be found in **Volume 3**:

- **Appendix 12.1: Recreation Questionnaires.**

Scope of the Assessment

Effects Assessed in Full

12.6 The following effects were identified at the scoping stage for consideration in this assessment.

Socio-Economics and Tourism

- Direct effects during construction including:
 - Generation of employment during construction works;
 - Noise and visual effects on tourism receptors, including users of Public Rights of Way (PRoW), and visitors to Rosliston Forestry Centre, Catton Hall and the National Arboretum, informed by the Noise and Landscape and Visual Impact (LVIA) assessments (**Chapter 11: Noise** and **Chapter 5: Landscape and Visual**).
- Indirect effects during construction:
 - Spending associated with construction workers;
 - Generation of employment from construction supply chain effects.
- Direct effects during operation including:
 - Economic benefits to the wider community;
 - Renewable energy and educational resource for the wider community; and
 - Visual effects on tourism receptors, including users of PRoW, informed by the LVIA assessment.

Recreation

- Direct effects during construction and operation on the PRoW network and its users.

All Aspects

- Combined effects of the Proposed Development and cumulative effects with other developments on employment, public access and recreation and tourism during construction and operation.

12.7 Cumulative effects of the Proposed Development on recreational amenity during construction and operation relating to visibility are considered in **Chapter 5: Landscape and Visual**. Where relevant, this chapter makes reference to **Chapter 5** to describe the likely effects of the Proposed Development on the visual amenity of users of recreational routes and also tourists.

Effects Scoped Out

12.8 On the basis of the desk based work undertaken, the professional judgement of the EIA team, experience from other relevant projects and policy guidance or standards, and feedback received from consultees, the following topic area has been ‘scoped out’ of detailed assessment, as proposed in the Scoping Report and agreed in the Scoping Opinion:

- Operational employment and associated spending, due to the low numbers of staff onsite during operation (there will be one permanent plant manager and two permanent technicians employed on Site, with one or two technicians visiting the Site on a monthly basis to carry out maintenance activities).

Assessment Methodology

Legislation and Guidance

12.9 There is no topic-specific legislation relevant to the assessment of socio-economic effects, but there are relevant national and local planning and economic development policies. The methodology for the assessment of socio-economic effects has been developed using good practice and professional judgement.

12.10 This assessment is carried out in accordance with the principles contained within Institute of Environmental Management and Assessment’s Guidelines for Environmental Impact Assessment¹.

National Planning Policy

National Policy Statement for Energy (EN-1)

12.11 The construction, operation and decommissioning of energy infrastructure may have socio-economic impacts at local and regional levels. NPS EN-1² paragraph 5.12.5 highlights the fact that socio-economic impacts may be linked to other impacts, for example the visual impact

¹ Institute of Environmental Management and Assessment (2016) Guidelines for Environmental Impact Assessment.

² Department for Energy and Climate Change (2011) Overarching National Policy Statement for Energy (EN-1)

of a development is considered in Section 5.9 but may also have an impact on tourism and local businesses.

12.12 As part of the application the *“assessment should cover all relevant socio-economic impacts which may include:*

- *The creation of jobs and training opportunities.*
- *The provision of additional local services and improvements to local infrastructure, including the provision of educational and visitor facilities.*
- *Effects on tourism.*
- *The impact of a changing influx of workers during the different construction, operation and decommissioning phases of the energy infrastructure. This could change the local population dynamics and could alter the demand for services and facilities in the settlements nearest to the construction work (including community facilities and physical infrastructure such as energy, water, transport and waste). There could also be effects on social cohesion depending on how populations and service provision change as a result of the Proposed Development.*
- *Cumulative effects – if development consent were to be granted for a number of projects within a region and these were developed in a similar timeframe, there could be some short-term negative effects, for example a potential shortage of construction workers to meet the needs of other industries and major projects within the region”.*

12.13 EN-1 states that *“applicants should describe the existing socio-economic conditions in the areas surrounding the proposed development and should also refer to how the proposed development’s socio-economic impacts correlate with local planning policies”.*

12.14 With regard to decision making paragraph 5.12.6 and 5.12.8 states that *“the IPC [now Secretary of State in the November 2023 draft NPS EN-1 to be designated] should have regard to the potential socio-economic impacts of new energy infrastructure identified by the applicant and from any other sources that the IPC considers to be both relevant and important to its decision. The IPC should also consider any relevant positive provisions the developer has made or is proposing to make to mitigate impacts (for example through planning obligations) and any legacy benefits that may arise as well as any options for phasing development in relation to the socio-economic impacts.”*

12.15 The November 2023 draft NPS EN-1³ to be designated is similar to the current policy however it includes the consideration of developing accommodation strategies where appropriate, especially during construction and decommissioning phases, that would include the need to provide temporary accommodation for construction workers if required by the applicant (paragraph 5.13.7).

National Policy Statement for Renewable Energy Infrastructure (EN-3)

12.16 Although there is no direct reference to solar farm developments in EN-3⁴, paragraph 2.7.15 which relates to wind farm facilities would also apply to solar farm developments. It states that *“there may be some instances where it would be more harmful to the ecology of the Site to remove elements of the development, such as the access tracks or underground cabling, than to retain them. Further, there may be socio-economic benefits of retaining parts of the development. For example, the tracks may increase access to land that was previously relatively inaccessible for farming or other purposes.”*

12.17 The above statement is rephrased in the November 2023 draft NPS EN-3⁵ to be designated in Chapter 2.10 which covers solar photovoltaic panels. Paragraph 2.10.69 states that *“there may be socio-economic benefits in retaining site infrastructure after the operational life, such as retaining pathways through the site or a site substation”*.

National Planning Policy Framework

12.18 The National Planning Policy Framework (NPPF)⁶ emphasises at paragraph 104 that the planning system *“should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails”*.

³ Department for Energy Security and Net Zero (2023) [Draft] Overarching National Policy Statement for Energy (EN-1)

⁴ Department for Energy and Climate Change (2011) National Policy Statement for Renewable Energy Infrastructure (EN-3)

⁵ Department for Energy Security and Net Zero (2023) [Draft] National Policy Statement for Renewable Energy Infrastructure (EN-3)

⁶ Ministry of Housing, Communities and Local Government (December 2023) National Planning Policy Framework

12.19 The National Planning Practice Guidance which accompanies the NPPF states at paragraph 005 “*Public rights of way form an important component of sustainable transport links and should be protected or enhanced*” (Reference ID 37-005-20140306).

Local Economic Development Policy

South Derbyshire Economic Strategy

12.20 Emphasis on economic growth and development is also evident in relevant local economic development plans. The South Derbyshire Economic Strategy 2016 – 2020⁷ outlines three core ambitions, which are detailed below:

- Business – business support, access to finance and innovation.
- Skills – recruitment, employment and skills.
- Infrastructure – infrastructure for economic growth.

12.21 In particular, the business ambition draws attention to the requirement of local businesses adapting to national policy making which aims to reduce carbon dioxide emissions and promote renewable and low carbon energy options.

12.22 In 2020, South Derbyshire District Council (SDDC) undertook a review of its economic development strategy with the current 2016-2020 strategy being the relevant guidance available at the time of writing. No emerging policy has yet been published.

South Derbyshire Local Plan

12.23 Chapter 7 of the South Derbyshire Local Development Plan 2011 – 2028⁸ focuses on sustainable development and ensuring future growth contributes towards the delivery of sustainable growth within the district. In particular, Policy SD6, Sustainable Energy and Power Generation, recognises the need to support the development of renewable energy and low carbon energy infrastructure development.

⁷ South Derbyshire District Council (2018) South Derbyshire Economic Strategy 2016-2020 [online] Available at: <https://www.southderbyshire.gov.uk/search?k=Economic%20Strategy%202016-2020&type=3>

⁸ South Derbyshire District Council (2016) South Derbyshire Local Plan [online] Available at: <https://www.southderbyshire.gov.uk/our-services/planning-and-building-control/planning/planning-policy/local-plan/adopted-local-plan>

Derbyshire Economic Strategy Statement

12.24 At a county level, Derbyshire's Economic Strategy Statement⁹ states that it will support the Government's energy policy by facilitating the transition to a low carbon economy across all aspects of development, which aligns with the EU Thematic Objective of supporting the shift towards a low carbon economy across all sectors. It further states that much of Derbyshire's land comprises former industrial sites and will require investment to unlock development areas to generate economic opportunities, including energy infrastructure.

Local Tourism Strategy

South Derbyshire Local Plan

12.25 One key focus of the South Derbyshire Local Development Plan⁸ is tourism development. Policy S1, Sustainable Growth Strategy states that supporting and encouraging tourism within the District will make an important contribution to the local economy, and will ensure that the economic, social and environmental objectives set out in the Plan are fully addressed.

12.26 The Local Plan also places emphasis on the National Forest area, and states that SDDC will *"seek to support efforts to concentrate tourism and leisure activities and economic opportunities based on the woodland and environmental economy in this area"*, further noting that the National Forest Company has greatly strengthened the District's tourism and leisure offerings. It highlights that the area between Swadlincote, Ashby de la Zouch and Measham, to the east of the Site, is recognised as 'The Heart of the National Forest'.

Consultation

12.27 In undertaking the assessment, consideration has been given to the responses to Scoping, the PEIR and targeted consultation as detailed in **Table 12.1**.

⁹ Derbyshire Economic Partnership (n.d) Derbyshire Economic Strategy Statement [online] Available at: <https://www.derbyshirepartnership.gov.uk/site-elements/documents/pdf/derbyshire-economic-strategy-statement.pdf>

Table 12.1: Consultation Responses

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
Planning Inspectorate –	Formal Scoping Opinion September 2021	Agreed that operational employment and associated spending can be scoped out of the ES.	Noted
		Advised that the ES should clearly set out what the economic benefits to the wider community are, given that the SR states that there will be minimal personnel onsite during operation.	This has been included in the assessment in Chapter 12 Socio-Economics, Tourism and Recreation (Predicted Operational Effects)
Derbyshire County Council (DCC)	Formal Scoping Consultation 20th September 2021	In context of comments made on other proposals for large solar farm developments, DCC has been keen to ensure that such proposals include provision of significant community benefits, for example a community fund for local community projects or provision of education opportunities for the local community related to renewable energy technology being provided. Advised that details of any community or educational benefits that may be provided should be included in the ES.	This has been included in the assessment in Chapter 12 Socio-Economics, Tourism and Recreation (Predicted Operational Benefits)

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
	<p>Response to the PEIR 01/06/22</p>	<p>Confirmed that the Drakelow Public Footpath No.5 and Walton-on-Trent Footpath No.9 run through the proposed application site. As such, the consultee requests that the following is considered:</p> <ul style="list-style-type: none"> ■ The footpaths must remain open, unobstructed and on their legal alignments. ■ There should be no disturbance to the path surfaces without prior authorisation from the Rights of Way Section. ■ Consideration should be given to the safety of members of the public using the paths during any works. A temporary closure of paths will be permitted on application to DCC where the path(s) remain unaffected on completion of the development. ■ There should be no encroachment of the paths, and no fencing should be installed without consulting the Rights of Way Section. <p>Any detailed future plans for consideration, should include proposed widths allowed for the footpaths to run along, and any proposed landscaping, including hedgerows. The Rights of Way Section would</p>	<p>As above – addressed in Assessment of Construction Effects and Assessment of Operational Effects under Recreation. See also Appendix 5.6: Landscape and Ecological Management Plan.</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		welcome the opportunity to discuss any such proposals at an early stage.	
		Further details should be provided in the ES submission regarding the annual community benefit fund, particularly regarding the scale of funding and how such a fund is likely to be administered in consultation with local community groups.	See paragraph 12.106.
	Response to targeted consultation (24/03/23)	<p>Confirmed that Walton-on-Trent Public Footpath No. 9 runs through the Site and Drakelow Public Footpath No. 5 runs close to it. Footpath No. 9 must remain open, unobstructed and on its legal alignment, or a diversion applied for. If the line of the path on the ground differs, it is likely that this additional line has also acquired rights, and must therefore also remain open and unobstructed. The addition of a permissive path in the updated proposals is welcomed.</p> <p>The following details, relating to the impact of the proposals on the path and its users, will need to be provided during the planning process:</p>	<p>The Applicant met with the Public Rights of Way Officer on the 23rd May 2023.</p> <p>In response to the issues raised:</p> <ul style="list-style-type: none"> ■ The corridor which Footpath No.9 runs through will be maintained throughout the life of the solar farm. ■ Safety of users of the PRow network addressed in this Chapter as are measures for

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<ul style="list-style-type: none"> ■ Details of the proposed width of ground to be set aside for Footpath No. 9 to run through the development, including any proposed landscaping. ■ How safety will be ensured for users of the path during the works. ■ Any measures for mitigating the effects of dust and / or noise from the proposed works. ■ How the path will be reinstated if it needs to be closed, or if it is damaged, due to the works, i.e. surfacing. ■ How the views from both Footpath No.9 and Footpath No. 5 will change. ■ Details of any proposed screening, such as planting. ■ The predicted impact on the enjoyment of the routes by users. Visual amenity is an important factor to consider when predicting this impact. <p>Details of the proposed permissive path and it's connections to the Rights of Way network.</p>	<p>mitigating noise and dust , and included in the Outline Construction Environmental Management Plan (Appendix 4.3).</p> <ul style="list-style-type: none"> ■ Any damage to the path will be made good to match the existing surface. ■ Visual effects on users of the PRoW network are assessed in Chapter 5. ■ Proposed planting is shown on the Outline Landscape and Ecological Management Plan (LEMP) at Appendix 5.6.

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
			<p>The permissive path is shown on the landscape plan at Appendix 5.6. Alignment has been checked on site and designed to avoid badger setts and provide some interesting elements for users such as woodland walk. It connects to Footpath No.9 in the north and the wider footpath network at Lads Grave to the south.</p>
<p>Derbyshire County Council (DCC), Rights of Way Section</p>	<p>Recreation Consultation – EIA Questionnaire – 18th February 2022</p>	<p>Advised that all footpaths must remain open, unobstructed and on their legal alignment. Further stated that there should be no disturbance on any path surface without prior authorisation from the Rights of Way Section. Further noted that consideration should be given to the safety of members of the public using the path(s) during the works. A temporary closure of paths will be permitted on application to DCC where the path(s) remain unaffected on completion of the development.</p>	<p>As above. Impacts on users of the PRoW network has been included in the Assessment of Construction Effects and Assessment of Operational Effects sections of this Chapter.</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>Advised that there should be no encouragement of the path(s) and no fencing should be installed without consulting the Rights of Way Section.</p>	
	<p>Response to PEIR 01/06/22</p>	<p>Confirmed that Drakelow Public Footpath No.5 and Walton-on-Trent Public Footpath No.9 run through the Site and therefore the following should be taken into consideration throughout the planning process and any subsequent works:</p> <p>The footpaths must remain open, unobstructed and on their legal alignments.</p> <p>There should be no disturbance to the path surfaces without prior authorisation from the Rights of Way Section.</p> <p>Consideration should be given to the safety of members of the public using the paths during any works. A temporary closure of paths will be permitted on application to DCC where the path(s) remain unaffected on completion of the development.</p> <p>There should be no encroachment of the paths, and no fencing should be installed without consulting the Rights of Way Section.</p>	<p>As above. This Chapter assesses effects on the Public Rights of Way (PRoW) network.</p> <p>For effects on users of the PRoW network see Chapter 5: Landscape and Visual Amenity.</p> <p>Safety measures and mitigation are covered in Appendix 4.3: Outline Construction Environmental Management Plan.</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>Any detailed future plans for consideration, should include proposed widths allowed for the footpaths to run along, and any proposed landscaping , including hedgerows. The Rights of Way Section would welcome the opportunity to discuss any such proposals at an early stage.</p>	
	<p>24/03/23 written response and follow up in a meeting 23/05/23</p>	<p>Walton-on-Trent Public Footpath No. 9 runs through the proposed development site, and Drakelow Public Footpath No. 5 runs close to it. Footpath 9 must remain open, unobstructed and on its legal alignment, as shown on the attached plan, or a diversion applied for. If the line of the path on the ground differs, it is likely that this additional line has also acquired rights, and must therefore also remain open and unobstructed. The addition of a permissive path in the updated proposals is welcomed.</p> <p>The following details, relating to the impact of the proposals on the path and its users, will need to be provided during the planning process: -</p>	<p>As above. This Chapter assesses effects on the PRoW network.</p> <p>For visual effects on users of the PRoW network see Chapter 5: Landscape and Visual Amenity.</p> <p>Safety measures are addressed in this Chapter, and these and mitigation for noise and dust are covered in Appendix 4.3: Outline Construction</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<ul style="list-style-type: none"> ■ Details of the proposed width of ground to be set aside for Footpath No.9 to run through the development, including any proposed landscaping. ■ How safety will be ensured for users of the path during the works. ■ Any measures for mitigating the effects of dust and / or noise from the proposed works. ■ How the path will be reinstated if it needs to be closed, or if it is damaged, due to the works, i.e. surfacing. ■ How the views from both Footpath No.9 and Footpath No.5 will change. ■ Details of any proposed screening, such as planting. ■ The predicted impact on the enjoyment of the routes by users. Visual amenity is an important factor to consider when predicting this impact. ■ Details of the proposed permissive path and it's connections to the Rights of Way network. 	<p>Environmental Management Plan.</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
Natural England – 20th September 2021	Formal Scoping Consultation	Advised that the EIA should consider potential impacts on access land, public open land, rights of way and coastal access routes in the vicinity of the development. Further states that appropriate mitigation measures should be incorporated for any adverse impacts and recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed Site that should be maintained or enhanced.	This has been included in the Assessment of Construction Effects section of this Chapter.
South Derbyshire District Council (Additional comments from the Environmental Health Officer).	Response to the PEIR 21/06/22	<p>The Environmental Officer is satisfied that the environmental impacts of the scheme can be satisfactorily mitigated to ensure that they are not of a magnitude to be considered significant and adverse. The officer identified piling during construction to be the most significant effect, and they expect the Applicant to explore provision of localised screening to minimise the impacts this will have.</p> <p>At full application stage the officer will recommend conditions including;</p> <ul style="list-style-type: none"> ■ SDDC standard construction hours ■ A site noise limit at the boundary with NSR's (to be validated upon completion, and maintained thereafter) 	Noted.

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		A Construction Environmental Management Plan, including a risk-based assessment of potential dust impacts arising from construction.	
Walton-on-Trent Parish Council (WTPC) – 24 th January 2022	Recreation Consultation – EIA Questionnaire	<p>Confirmed the frequency of use the following PRowWs on a daily or weekly basis by either walking, running or cycling:</p> <ul style="list-style-type: none"> ■ SD48/1/1 – weekly ■ SD48/2/1 – daily ■ SD48/3/1 – daily ■ SD48/4/1 – daily ■ SD48/5/1 – daily ■ SD48/6/1 – weekly ■ SD48/6/2 – weekly ■ SD48/7/1 – weekly ■ SD48/7/2 – weekly ■ Cross Britain Way – daily 	Impacts on users of the PRow network has been included in the Assessment of Construction Effects section of this Chapter.

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>Further stated that SD48/1/1 lacks visible signage, and sections of Cross Britain Way are overgrown. It was highlighted that there are high stiles in many places which restricts access for the less able, and that some paths could also be wider which would improve the overall access and recreation in the area.</p>	
<p>Derby and South Derbyshire Ramblers (DSDR), 1st March 2022</p>	<p>Recreation Consultation – EIA Questionnaire</p>	<p>DSDR advised that the Site is adjacent to Rosliston Forestry Centre, located 250m south east of the Park Farm area, comprising of woodland walks, indoor and outdoor play, cycle hire, fishing, gift shop and restaurant, as well as being a very popular visitor centre for walking, cycling and many other activities.</p> <p>DSDR further advised that there are two PRowWs which cross the Proposed Site, Drakelow Footpath 5 and Walton-on-Trent Footpath 9. Stated that Walton-on-Trent BW6 (SD48/6/1 and SD48/6/2) is a Bridleway open to pedestrians, horses and cyclists and all other paths are footpaths, only open to pedestrians in Figure 1 (Figure 1 was sent part of the questionnaire).</p>	<p>Impacts on users of the PRow network and Forestry Centre has been included in the Assessment of Construction Effects and Assessment of Operational Effects sections of this Chapter.</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>DSDR noted that Drakelow Footpath 5 is a north-south path from Main Street, in Drakelow to Burton Road in Rosliston which crosses the Proposed Site. As well as being the Cross Britain Way, as shown on Figure 1, more importantly, it is part of the National Forest Way walking route from the National Memorial Arboretum to Beacon Hill Country Park in Leicestershire. Advised that the National Forest Way is a 75 mile journey through the transforming landscape of the National Forest and it can be walked in 12 easy stages, and leaflets are available to download showing route directions for each stage in either an eastbound or westbound direction. Stated that the National Forest Way is a much-used path by Walkers. DSDR provided the National Forest Way Route Directions leaflet for the area of the Proposed Development.</p> <p>DSDR highlighted that both of these paths are important paths and must be kept open for the duration of the construction, operation and decommissioning of the Proposed Development. Advised that Derbyshire County Council manage the Public Rights of Way network and should be consulted for any diversions or other actions which</p>	

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		affect these two footpaths at any stage of the construction, operation or decommissioning of the facility.	
The British Horse Society	Meeting on 28/04/22	<p>A meeting was held with the British Horse Society on the 28th April 2022. The following was discussed:</p> <p>It was agreed that the existing PRoW across the site are footpaths and bridleways.</p> <p>BHS queried whether the permissive rights of way can be provided as bridleways.</p> <p>BHS have a preference for the transformers and inverters to be positioned away from the PRoW from noise considerations.</p>	<p>It is not possible to provide the recommended width for a bridleway within the Site and as such the permissive path will remain a footpath.</p> <p>The Proposed Development's substation has been moved away from its location as presented in the PEIR which increases its distance from the Cross Britain Way.</p>
	Response to the PEIR 06/06/22	Identified the following threats from development plans for vulnerable road users including equestrians, cyclists, pedestrians, wheelchair users and mobility scooter users:	Transport effects are covered in Chapter 10: Transport and Access

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<ul style="list-style-type: none"> ■ Additional HGV journeys will increase traffic volumes and will make the road higher risk for vulnerable road users (movement of construction traffic may coincide with times that equestrians are active on bridleways). ■ HGVs are generally 2.5m wide and 4.5m high (some vehicles for component transportation significantly larger) which, on the road network local to the site, would sandwich a horse and rider between the vehicle and the hedgerow or ditch along the route with little room for refuge which may cause panic. ■ The position of the inverters should ensure they are installed away from the highway. Sudden noise and continuous levels of noise can be a hazard for equestrians as horses are flight animals, therefore the further these elements can be located from the highway, the better it will be for safety. ■ Equestrian access to the proposed permissive routes and permissive bridleways using existing footpaths (Walton-on-Trent Footpath No.9, Drakelow Footpath No.5 for the life of the project 	<p>Noise effects are covered in Chapter 11: Noise</p> <p>Recreational effects are covered in this Chapter.</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>could be a contribution to the community and provide off-road access for all vulnerable road users.</p> <p>They welcome further discussion.</p>	
Derby City Council	Response to the PEIR 20/04/22	Confirmed that as the site is south of Burton on Trent it will have very limited- nil impacts on the City of Derby.	Noted.
Leicestershire & Rutland Bridleways Association	Response to the PEIR 11/05/22	<p>They note the commitment to keep traffic out of the villages. To their mind the only route that looks feasible would be leaving the A38 at Alrewas onto the A513 and then going NE through Catton and using the Catton Lane towards Rosliston. They note that the contractors and their employees should be required to use only whatever is the designated route and to obey the “40 is Fast Enough” rule once off the A road so that Vulnerable Road Users are protected. They note that it would be helpful to know when a decision about the access route is made so that they can comment on behalf of bridleway users – horse riders, walkers, cyclist and the disabled.</p>	<p>See Chapter 10: Transport and Access for an assessment of the construction traffic routes to Site.</p> <p>The proposed permissive path has been redesigned to ensure an off-road connection to the local PRow network.</p> <p>Other comments are addressed in the Consultation Report (Doc Ref 5.1)</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>They are concerned that the proposed footpath does not exit onto Catton Lane directly opposite the footpath from Rosliston village. It is therefore not appropriate to make walkers ‘dog-leg’ along any rural road so this should be remedied which it would be in their proposal below.</p> <p>They note that in the light of local riders having highlighted the footpath to which the new path connects as a desired bridleway, giving an off-road and direct route between Rosliston and Walton, their ideal would be that both the existing and proposed footpaths should be bridleways. However, it is noted this would require the support of other landowners and the solar farm is at its narrowest where the two paths meet.</p> <p>They state there are two local bridleways which need linking up. The one from the SW comes up from the Catton Lane and ends on the Coton Road directly opposite Oaklands Farm. The other is to the NE of Rosliston, running between Cauldwell and Linton villages. They feel that the best way to do this is to utilise the space between roadside hedges and the security fencing around the panels as ‘bridleways’ so riders, walkers and cyclists can get off the road and travel in safety.</p>	

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>This would greatly assist their desired connectivity for riders whilst also keeping walkers, and those cyclists who choose to use it, out of harms way from cars. They would like this to be applied to all parts of the site where the panels are alongside a road, including both sides of the Coton Road. Stress can be significantly reduced if one can get off the road even for a short while.</p> <p>They also highlight that a decision will have to be made on how to most safely link the bridleway opposite Oaklands Farm into the provision as they presume the Farm residents would not want a bridleway through their buildings.</p> <p>Providing local community benefit. They think that providing an extension to the rights of way network, in particular one that encourages physical activity and provides safe off-road routes for doing so, is a significant community benefit in itself. Therefore, they believe a decision needs to be made on whether this is provided on a temporary (40 year) basis or more permanently by means of it being added to the Definitive Map of Public Rights of Way either now or later.</p>	

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
Forestry Commission East and West Midlands Area	Response to the PEIR 23/05/22	FC considers that as the Proposed Development is set within the areas of the area of the National Forest then it should strive to deliver on the attempt to afforest as much as possible of the area. Given the Rosliston Forest Centre is adjacent to the Site on the western side, it would present a prime opportunity to expand the forested area or at least provide a buffer to it. However, they defer to the views of the National Forest on this matter.	<p>Noted – consultation has been undertaken with the National Forest Company. An introductory meeting was held on the 23rd September 2021 with the Applicant and the National Forest to provide an overview of the project and gain initial feedback.</p> <p>A second meeting was held on the 17th April 2023 where comments were received on the landscape strategy plan in relation to increasing connectivity between existing woodland blocks and increasing planting in the north and east-west of the site. This has since been updated with commentary to demonstrate</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
			<p>the linkages in these particular areas.</p> <p>See Appendix 5.6 - Outline Landscape and Ecological Management Plan</p>
<p>The National Forest Company</p>	<p>Recreation Consultation – EIA Questionnaire - 18th February 2022</p>	<p>Advised that they promote and encourage use of all PROWs across the National Forest to access woodlands and the natural environment, and have a number of promoted walks, the most significant of which is the National Forest Way. This crosses the Site following the route of the Cross Britain Way at this point. Further stated that they encourage others to use the route and support events that use the route but have no record of how many people use the route. Advised that they oversee the National Forest Trek, an annual three-day event that uses the Way raising money for charity.</p> <p>Stated that they also manage a volunteer group which deals with managing the route, reporting issues, cutting back vegetation etc. Advised that walking is currently undertaken on this route, and no</p>	<p>Impacts on users of the PRow network has been included in the assessment in the Assessment of Construction Effects and Assessment of Operational Effects sections of this Chapter.</p> <p>Visual effects on users of the PRow network are assessed in Chapter 5: Landscape and Visual.</p> <p>Proposed planting is shown on the Outline Landscape and</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>issues are experienced. However, concerns were raised in relation to the section becoming dominated by the Proposed Development. It was suggested that a wide green corridor is retained either side of the panels with hedgerows planted to soften the views of the panels from the route. It was suggested that information panel is provided to inform walkers of the need for renewable energy, how the panels work, amount of carbon being saved to increase public awareness of climate change and renewable energy.</p>	<p>Ecological Management Plan at Appendix 5.6. This aims to strike a balance between providing screening for users of the Cross Britain Way without making the route feel too enclosed or hemmed in. An interpretation board is also proposed.</p>
	<p>Response to PEIR 01/06/22</p>	<p>Noted the National Forest Strategy and the National Forest is introduced on Page 71 of the PEIR. However, The NFC considers that earlier reference should be made to the Site's location within the National Forest</p>	<p>This has been referenced in Chapter 1: Introduction.</p>
		<p>Requested that the Non-Technical Summary explicitly states that the Site is located within The NFC and that The NFC is correctly identified as designation that covers 200 square miles, which includes the entire Site, prior to the DCO being submitted.</p>	<p>This has been updated in the NTS.</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>The NFC are pleased that the National Forest Way has been identified in the PEIR and that any diversion of this route will not conflict with the National Forest Trek. However, improvements could be made to the route to ensure the route is not dominated by the Proposed Development.</p>	<p>Appendix 5.6: Outline Landscape and Ecological Management Plan identifies proposed new hedgerow planting and strengthening of existing hedgerow in the vicinity of the National Forest Way but has been carefully designed to not completely enclose the route which benefits from views across the landscape in places.</p>
		<p>Due to the nature and scale of the Proposed Development, full landscaping details should be provided at the submission stage, as opposed to being dealt with by a condition of consent. The NFC also considers the approved landscaping scheme, or elements of it, must be provided in a phased arrangement prior to the completion of the Proposed Development, ideally in accordance with details approved as part of the application. The NFC considers that it would be wholly</p>	<p>See responses above and below, with reference to the Outline Landscape and Ecological Management Plan. Full landscaping details will be provided during final design of the Proposed Development post</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>inappropriate to wait until the completion of a development of this size, scale and impact for commencement of the approved landscaping scheme.</p>	<p>consent and secured by way of a requirement to the DCO.</p>
	<p>A meeting was held with NFC on 17/04/23. Written response received 20/04/23</p>	<p>NFC maintain that the landscape strategy should include significantly more woodland, with their preference for larger blocks of woodland as opposed to a number of smaller areas as has been shown. Additionally, they consider that more habitat connectivity should be achieved.</p> <p>While their preference is for woodland, we discussed that an element of parkland style planting could be appropriate, particularly to the south of panels.</p> <p>NFC are pleased to note the retention of existing landscape features, however they consider that opportunities to connect these features as opposed to being isolated and/or surrounded with panels, should be taken. They are supportive of a permissive path and the ability to connect to surrounding footpath routes. NFC were advised at the</p>	<p>The Proposed Development has maximised opportunities to deliver tree planting, including woodland, scrub and hedgerow creation and enhancement in areas, which promote and strengthen habitat connectivity with the Site and wider area, whilst ensuring that the Proposed Development meets the requirements and needs of the solar farm proposals.</p> <p>The updated landscape strategy is presented in Appendix 5.6: Outline Landscape and</p>

Consultee and Date	Scoping/Other Consultation	Issue Raised	Response/Action Taken
		<p>meeting that opportunities to increase planting around this route were under consideration.</p> <p>NFC requested a revised landscape strategy presented at a different scale in order to understand proposed connectivity. Upon receipt of the revised landscaping strategy, the NFC will annotate the areas where they consider it important that connectivity is improved.</p>	<p>Ecological Management Plan.</p> <p>Since the targeted consultation, additional planting has been proposed including areas of native scrub and new hedgerows which improve habitat connectivity across the Site.</p>

Study Areas

12.28 In relation to socio-economic effects the assessment considers the following study areas:

- Local: South Derbyshire District Council (SDDC), the local authority administrative area within which the Proposed Development is located, for which socio-economic data is collected as standard, and where local effects could occur; and
- Regional: East Midlands, to provide the strategic regional context.

12.29 Reference is made to national information for England for comparison, where relevant. Where baseline data for DCC is not available, data for East Midlands has been used instead to provide a regional context.

12.30 The study area for direct tourism effects that could occur during construction and operation is limited to the immediate surrounding area, and up to 5km from the Proposed Development to account for effects associated with visual amenity. Facilities or notable points of focus for visitor attraction within this area are reviewed and consideration is given to those with visibility of the Proposed Development, as informed by the Zone of Theoretical Visibility (ZTV) (see **Chapter 5: Landscape and Visual** and Figures 5.5a- 5.5d).

12.31 For recreation the study area is limited to within 1km of the Site boundary but primarily focusing on PRoW within the Site, to reflect the local context of recreation activity of walkers using footpaths within the immediate vicinity of the site where effects are likely to be experienced (**Figure 12.1 Recreation and Tourism Receptors**).

Desk Based Research and Data Sources

12.32 The following data sources have informed the assessment:

- ONS (2019, released 2021)¹⁰ Regional Gross Value Added data.
- ONS (2020) Business Register and Employment Survey.
- ONS (2020) Mid-Year Population Estimates.

¹⁰ ONS: the UK Government's Office of National Statistics

- ONS (2021) Census¹¹.
- UKCP18 Climate Change Projections.

Field Survey

12.33 No specific field survey was considered necessary to inform the socio-economic, tourism, and recreation assessments, however the assessment team used the local road and PRoW network to access the Site, and visited local villages and amenities such as Rosliston Forestry Centre. Desk based study, and consultation (where possible) were considered to be the most appropriate means of collecting data for these aspects of the assessment.

Assessing Significance

12.34 The significance criteria, which have been devised by LUC and provided in **Table 12.2** below, are based on professional judgement and previous experience of undertaking socio-economic assessments. The criteria primarily consider the magnitude of effects (e.g. the number of people, recreational activities or economic activities affected, combined with the extent of the effect). However, when carrying out the assessment and applying the criteria, professional judgement has been employed and consideration taken of the receptor sensitivity, where appropriate. Specific values in terms of sensitivity are not attributed to the socio-economic receptors assessed due to their diverse nature and scale; however, the assessment takes account of the qualitative (rather than quantitative) 'sensitivity' of each receptor and, in particular, their ability to respond to change. This approach is proportionate given the likely effects of the Proposed Development.

12.35 For this assessment, effects associated with the construction phase of the Proposed Development are considered to be temporary and short-term, and effects during operation are considered to be long-term permanent effects.

¹¹ ONS (2021) Census 2021

Table 12.2: Effect Significance Criteria

Significance of Effect	Description
Major	Where the extent of the effects on economic activities, local businesses, recreation, tourism or the local population is large in scale or magnitude, and a large number of people or activities will be affected (either positively or negatively).
Moderate	Where the extent of effects on economic activities, local businesses, recreation, tourism or the local population is small in scale or magnitude, but a large number of people or activities will be affected (either positively or negatively). or Where the extent of effects on economic activities, local businesses, recreation, tourism, or the local population is large in scale or magnitude, but only a small number of people or activities will be affected (either positively or negatively).
Minor	Where the extent of effects on economic activities, local businesses, recreation, tourism or the local population is small in scale or magnitude and will only affect a small number of people (either positively or negatively) in the context of the South Derbyshire economy.
Negligible	Where the extent of effects on economic activities, local businesses, recreation, tourism, or the local population is barely noticeable in scale or magnitude, and will only affect a small number of people or activities (either positively or negatively).

12.36 Major and moderate effects are considered to be significant in the context of Regulation 5(2) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 .

Assessment Limitations

12.37 There are no standards or adopted guidance on how to assess socio-economic, tourism and recreational effects. This assessment, as well as the significance criteria used and data sources consulted, is based on professional judgement and previous experience of undertaking socio-economic, tourism and recreation assessments.

12.38 The Covid-19 pandemic resulted in an economic downturn in South Derbyshire and the local area. South Derbyshire's economic output declined by around 8% in 2020¹², whilst unemployment levels rose to 4.5% from 2.2% at the start of the year¹³. While unemployment levels have since fallen to 3.2%, forecasts suggest that Derbyshire will not return to its pre-COVID economic trajectory until around 2040¹⁴.

12.39 The significance of construction employment and economic benefits of the Proposed Development are assessed against the current baseline. The magnitude of change of the effects (benefits) could be higher or greater than assessed, and the assessment is therefore considered to be conservative.

Baseline Conditions

Current Socio-Economic Conditions

12.40 This section provides a preliminary assessment of baseline socio-economic conditions in South Derbyshire and makes reference to two comparator areas (DCC or East Midlands¹⁵ and England).

¹² Derbyshire County Council (2021) Understanding the Impact An analysis of the COVID-19 pandemic on the Derbyshire economy [online] Available at: https://observatory.derbyshire.gov.uk/wp-content/uploads/reports/documents/economic/Understanding_the_impact_coronavirus.pdf

¹³ NOMIS (no date) Local Authority Profile Area: South Derbyshire [online] Available at: https://www.nomisweb.co.uk/reports/lmp/la/1946157140/subreports/ea_time_series/report.aspx?

¹⁴ Derbyshire Economic Partnership (2021) COVID-19 Recoveries and Strategies [online] Available at: <https://www.derbyshireeconomicpartnership.org.uk/site-elements/documents/pdf/covid-19-economic-skills-recovery-strategies-2021-2025.pdf>

¹⁵ Depending what data is available

12.41 The Proposed Development is located in South Derbyshire local authority area and close to the boundaries of East Staffordshire and Lichfield Districts, southeast of Walton-on-Trent and south of Drakelow Power Station. The local authority area has a population of approximately 107,200 residents¹⁶, with many residents living in rural areas and the following main settlements:

- Swadlincote (approximately 45,000).
- Melbourne (5,314).
- Hilton (8,661)¹⁷.

12.42 The closest settlements to the Site are the villages of Walton-on-Trent (population 894¹⁷) and Rosliston (population 711¹⁷). **Table 12.3** shows the size of the economy in each study area as measured by GVA and employment.

Table 12.3: Economy Size

	South Derbyshire	East Midlands	England
GVA (£ billion) (2019)	2.8 ¹⁸	113 ¹⁹	1,702 ¹⁹
Employees (2020)	51,200	2,049,000	26,345,800

Sources: GVA - ONS Regional GVA (Balanced approach): local authorities by ITL1 region (2019 / released 2021); and all ITL regions (2019 / released 2021)

Employment rates - ONS data from Derbyshire Observatory (<https://observatory.derbyshire.gov.uk/labour-market-employment-rate/>)

¹⁶ ONS (2021) Population and household estimates, England and Wales: Census 2021 [online] Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021>

¹⁷ ONS (2020) Mid-Year Population Estimates [online]. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2020>

¹⁸ ONS Regional gross value added (balanced) by industry: local authorities by ITL1 region (2021)

¹⁹ ONS Regional GVA (Balanced approach) by industry: all ITL regions (2021)

12.43 South Derbyshire’s economy grew by 23% in Gross Value Added (GVA) over the five years to 2021²⁰.

12.44 Table 12.4 provides a breakdown of employment by sector covering full time and part time employees. Location quotient (LQ) has been included²¹ which provides a measure of geographical concentration of industries. An LQ of 1 means that a region has the same share of employee jobs in an industry as its share of national employee jobs. The LQ for England is 1. An LQ greater than 1 indicates that a region has a higher than average share of employees in a particular industry, and an LQ of less than 1 indicates that a region has a lower than average share of employees in a particular industry.

Table 12.4: Employee Jobs by Sector

Industry	South Derbyshire (2019)		East Midlands (2020)		England (2019)
	Employee Jobs	Location Quotient	Employee Jobs	Location Quotient	Employee Jobs
Agriculture, Mining, Quarrying and Utilities	650	0.28 (mining and quarrying) Agriculture: no data	51,300	Agriculture: 1.2 Mining: 1.4	455,500
Manufacturing	6,500	3.02	252,000	1.6	2,090,500
Construction	1,625	1.32	92,000	1.1	1,271,000
Motor Trades	600	0.89	42,700	1.1	493,000
Wholesale	1,375	0.89	105,000	1.1	1,052,500

²⁰ SDDC (2021) Investing in South Derbyshire [online] Available at: <https://www.southderbyshire.gov.uk/our-services/business-and-investment/investing-in-south-derbyshire>

²¹ only data available is from 2015

Industry	South Derbyshire (2019)		East Midlands (2020)		England (2019)
	Employee Jobs	Location Quotient	Employee Jobs	Location Quotient	Employee Jobs
Retail	2,375	0.89	187,000	1.1	2,426,500
Transportation and Storage	1,875	1.23	145,000	1.1	1,325,500
Accommodation and Food Services	2,125	0.75	130,000	0.8	1,976,000
Information and Communication	650	0.27	64,000	0.5	1,182,000
Finance and Insurance	180	0.16	35,000	0.5	933,500
Property	550	0.74	36,000	0.7	465,500
Professional, Scientific and Technical	2,750	0.77	147,000	0.7	2,391,500
Business Administration and Support Services	2,750	0.86	145,000	1.2	2,370,500
Education	3,500	1.36	188,000	1.0	2,278,500
Health	2,750	0.60	273,000	1.0	3,331,000
Public Administration	850	0.44	80,000	0.9	1,063,500

Industry	South Derbyshire (2019)		East Midlands (2020)		England (2019)
	Employee Jobs	Location Quotient	Employee Jobs	Location Quotient	Employee Jobs
Other Service Activities	700	0.93	77,000	0.9	549,500

Source: East Midlands data: ONS (2020) Employees in the UK by region: provisional results 2020, Table 4 - Employment by region and Broad Industry Group (2020) East Midlands.

SDDC and England data: ONS data from Derbyshire Observatory (<https://observatory.derbyshire.gov.uk/labour-market-employment-by-industry/>)

LQ data from: ONS (2017) Location quotient data and geographic concentration for NUTS 1, NUTS 2 and local authorities

(<https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/datasets/locationquotientdataandgeographicconcentrationfornuts1nuts2andlocalauthorities>)

12.45 The largest sectors in South Derbyshire (of relevance to the Proposed Development) are manufacturing; transportation and storage; and construction. These sectors all have a proportion of workers that is greater than the national average and indicates excellent provision of services for the project to utilise. The South Derbyshire Economic Development Strategy states that “*South Derbyshire has one of the highest concentrations of employment in manufacturing in the UK*”²². Only the accommodation and food services sector have a lower than average proportion of workers.

Labour Supply and Employment

12.46 South Derbyshire has a fairly average proportion of working age population, although slightly higher than the East Midlands and England, as detailed in **Table 12.5**. Over the next 20 years this is expected to change, with South Derbyshire expected to fall 4 percentage points compared to East Midlands and England falling 3.3 and 3.2 percentage points respectively. It is predicted then that South Derbyshire will have a slightly below average working age population.

²² SDDC (2016) South Derbyshire Economic Development Strategy 2016-2020 [online] Available at: <https://www.southderbyshire.gov.uk/search?k=South%20Economic%20Development%20Strategy&type=3>

Table 12.5 Working Age Population (Percentage Population aged 16-64)

		South Derbyshire (%)	East Midlands (%)	England (%)
% Population Aged 16-64	2020	62.9	61.7	62.3
	2040	58.9	58.4	59.1

Source: ONS Population estimates/projections (2020)

12.47 The proportion of working-age people who are economically active in the study areas (employed or actively seeking employment) is shown below in **Table 12.6**. South Derbyshire has a higher proportion of working age people who are economically active than in both the East Midlands and England.

Table 12.6: Economic Activity Rate

	South Derbyshire (%)	East Midlands (%)	England (%)
Economic Activity Rate	81.0	78.3	79.1

Source: ONS annual population survey (Sep 2021). % for those aged 16 -64.

12.48 **Table 12.7** presents the job densities of the study areas, representing the number of jobs per head, of resident population, aged 16 to 64 years. South Derbyshire has a considerably lower job density rate than that of the East Midlands and England, suggesting that an above average proportion of people may travel outside the local authority area for work.

Table 12.7: Job Density

	South Derbyshire	East Midlands	England
Job Density	0.51	0.79	0.85

Source: ONS Job Density (2020). The density figure represents the ratio of total jobs to population aged 16-64. Total jobs includes employees, self-employed, government-supported trainees and HM Forces.

12.49 The unemployment rate in the study areas is shown in **Table 12.8**. South Derbyshire has a lower-than-average unemployment rate compared to both the East Midlands and England.

Table 12.8: Unemployment

	South Derbyshire (%)	East Midlands (%)	England (%)
Unemployment Rate	4.2	5.0	4.5

Source: ONS annual population survey (Sep 2021). % is for those 16 and over and is a proportion of economically active.

Tourism

12.50 Across Derbyshire between 2009-11, the number of day visitors rose from 32.7 million to 35 million per year, with the total spend per head being £29. Visitor spend in 2014 (latest annual data available) was £1.92 billion, supporting a sector that employs over 27,000 people. Every £1 visitor spend is thought to generate 39p in GVA to the local economy, which results in £401.9m direct GVA produced in the County²³.

12.51 **Table 12.9** below shows the latest estimates of employment in tourism related sectors in the study areas.

Table 12.9: Tourism Employment

	South Derbyshire	East Midlands	England
Employees	3,500	206,000	2,924,000
% of Total Employment	11.3	10	11.3

Source: ONS, BRES (2021); SIC Code Sectors I: Accommodation and Food Services and R: Arts, Recreation and Other Services.

²³ DCC (2017) Review of tourism in Derbyshire [online] Available at: <https://www.derbyshire.gov.uk/site-elements/documents/pdf/council/council-works/improvement-scrutiny/completed-improvement-scrutiny-reviews/2017-the-review-of-tourism-in-derbyshire.pdf>

12.52 The following tourist sites have been identified in close proximity to the Proposed Development and have been considered as receptors in this assessment.

- Rosliston Forestry Centre (approximately 0.7km from the Site boundary).
- The National Forest (adjacent to the Site boundary in various locations).
- Catton Hall (approximately 1.9 km from the Site boundary).
- National Memorial Arboretum (approximately 4.4km from the Site boundary)

12.53 In addition, users of the PRow network, in particular the Cross Britain Way, are also considered as receptors and assessed with reference to **Chapter 5: Landscape and Visual**.

12.54 The National Forest spans South Derbyshire. It contains 200 square miles of woodland, linking two ancient Forests of Charnwood and Needwood. The National Forest includes the Rosliston Forestry Centre, located 250m southeast of the Park Farm area, comprising woodland walks, indoor and outdoor play, cycle hire, fishing, gift shop and restaurant²⁴. The National Forest attracted a record 7.8 million visitors in 2014, generating £373.8m of visitor spend and supporting 4,842 jobs.²⁵

12.55 Catton Hall is a Grade II* listed building located in 250 acres of parkland along the River Trent, near the boundary of Derbyshire and Staffordshire. Although the Hall is not open to the general public, private group tours can be arranged. In addition, the parkland at Catton Hall has hosted regular events for over 25 years, such as seminars, horse trials, music concerts and game shooting. There are several footpaths (not PRow) that extend through the grounds, including a sculpture trail and orienteering route. Catton Park is available to hire for events, as well as a purpose-built cabin, Buxton Lodge. Catton Park was recently awarded a Green Flag Community Award 2021/2022, which recognises the achievement of international standards for spaces managed by the community. This was supported by Friends of Catton Park, which is a voluntary group which supports the conservation, improvement and use of the physical and natural environment of Catton Park.

²⁴ The National Forest Website (n.d) Rosliston Forestry Centre [online] Available at: <https://www.nationalforest.org/visit/attractions/rosliston-forestry-centre>

²⁵ SDDC (2016) Economic Development Strategy 2016-2020 [online]. Available at: <https://www.southderbyshire.gov.uk/our-services/business-and-investment/investing-in-south-derbyshire>

12.56 The National Memorial Arboretum is a British site of national year-round remembrance at Alrewas, near Lichfield. It is home to over 400 symbolic memorials situated across a 150-acre site. The memorials pay tribute to those who have fallen, recognises service and sacrifice and also honours the British Armed Forces and civilian community. The Arboretum welcomes over 300,000 visitors each year who can participate in a wide variety of daily activities, such as guided walks, land train tours, memorial talks, exhibitions and buggy tours. As a charity, it solely relies on the support of donors, supporters and sponsors²⁶.

Recreation

12.57 The only PRow within the Site is the Cross Britain Way (also the route of The National Forest Way), which runs through the north of the Oaklands Farm area. Other PRows within 1km of the Site are:

- Footpaths SD13/4/1, SD13/1/1, SD13/2/1, SD13/2/2 to the south east and east of Oaklands Farm, south of Rosliston.
- Footpaths SD16/5/1 (Drakelow Footpath 5), SD38/15/1 to the east of the Park Farm area.
- Bridleways SD48/6/1 and SD48/6/2 running south west from the Oaklands Farm area.
- Footpath SD48/7/2 west of Oaklands Farm area.
- Footpath SD48/1/1 north west of the Oaklands Farm area.

12.58 Figure 12.1: Recreation and Tourism Receptors shows these local PRows.

12.59 Consultation has been undertaken with regards to recreation and use of these PRows. A questionnaire (see **Appendix 12.1 Recreation Questionnaires**), was issued to the following recreation/local interest groups and their responses are recorded in **Table 12.1**:

- Derby and South Derbyshire Ramblers
- Derby Nomad Ramblers
- Derby Wayfarers Rambling Club
- Long Distance Waling Association

²⁶ National Memorial Arboretum (2020) Who we are [online] Available at: <https://thenma.org.uk/about-us/who-we-are>

- Derby Cycling Group
- CTC Derby and Burton (cycling group)
- Peak Audax CTC (cycling group)
- Parish Councils – Drakelow, Rosliston and Walton-on-Trent
- The National Forest
- British Horse Society

12.60 Responses to the consultation on the Proposed Development suggest that the Cross Britain Way is considered an important route in the local area. There is an annual National Forest Trek which uses the route and anecdotal evidence of use by some local residents. The National Forest Company state that they manage a group of volunteers who maintain the route.

Future Baseline in the Absence of the Proposed Development

12.61 In the absence of the Proposed Development the baseline conditions outlined above are unlikely to significantly change: it is assumed the Site would continue to be farmed, the wider economy would continue to function as at present, and the tourism and recreation activities and routes would continue to function as set out above.

Implications of Climate Change

12.62 UK Climate Change Projections 2018 (UKCP18)²⁷ predicts hotter, drier summers and warmer, wetter winters. A summary of the relevant climate change projections by the 2070s are provided below:

- Temperatures are projected to increase, particularly in summer.
- Winter rainfall is projected to increase and summer rainfall is most likely to decrease.
- Heavy rain days (rainfall greater than 25mm) are projected to increase, particularly in winter.

²⁷ UKCP18 Climate Change Over Land Summary Material

- Near surface wind speeds are expected to increase in the second half of the 21st century with winter months experiencing more significant effects of winds; however, the increase in wind speeds is projected to be modest.
- An increase in frequency of winter storms over the UK.

12.63 It is not considered likely that these projections would significantly change the baseline conditions outlined above in a way which would affect the assessment of effects in this chapter, for example, the tourism and recreation activities and routes would continue to function, and it is assumed the wider economy would continue to function generally as at present, while adapting as necessary to a changing climate.

Design Considerations and Embedded Mitigation

12.64 The panel layout has taken into account the PRoW within the Site and a suitable set back applied to keep the PRoW open.

12.65 The proposed planting and enhancements identified in **Appendix 5.6: Outline Landscape and Ecological Management Plan** will provide screening and visual improvements of benefit to users of local the PRoW network. A proposed permissive path running south through the Site, connecting the Cross Britain Way with the wider PRoW network to the south east of the Site, has also been included in **Appendix 5.6**.

Assessment of Construction Effects

12.66 The assessment of effects is based on the project description as outlined in **Chapter 4: Project Description**.

Predicted Construction Effects

Direct Employment and Economic Benefits

12.67 The baseline assessment indicates that South Derbyshire has a similar working age population to the East Midlands and England, but a higher than average rate of economic activity in that working age population, and a lower unemployment rate than the regional and national picture. Job density data suggests people may travel outside the local authority area for

work. Direct employment could include local contracting opportunities for fencing, civil works, testing and commissioning.

12.68 It is anticipated that there will be an average of 114 full-time equivalent (FTE) jobs during the 16 month construction period (this will vary depending on the actual length of construction, month of construction and the activities being undertaken at various stages).

12.69 Table 12.10 applies both a leakage²⁸ factor (assuming that not all the construction jobs will be secured by local residents) and a displacement factor²⁹ (assuming that individuals may leave their current employment in order to secure work in the construction project) to arrive at a net employment benefit, with the last column reporting the net FTE jobs expected during construction.

12.70 In terms of leakage, even if not all jobs were secured locally, it may be possible that employees from outside South Derbyshire may choose to live in the region during their period of employment and may also bring their families. This may in turn increase both population and spending levels within South Derbyshire, as discussed under ‘Indirect and Induced Employment and Economic Benefits’ below. Another scenario is that due to the relatively short construction period (16 months) construction workers would be transported in minibuses from accommodation up to 1 hour away. It is not possible to exactly quantify the level of leakage at this time and therefore an assumption of 33% has been made which assumes that 66% of the UK local staff will be sought to be sourced within the study area. This assumption has been informed by the HCA Additionality Guidance and sits between the ‘medium’ and ‘high’ levels of leakage set out in Table 4.3 of the HCA Guidance³⁰. ‘Medium’ is defined within the HCA tables as a *“reasonably high proportion of the benefits will be retained within the target area/target group”* and ‘high’ is defined as *“any of the benefits will go to people living outside the area of*

²⁸ Leakage refers to the proportion of output which benefit those outside of the project’s target area or group. In other words, if the output were employment, the leakage would relate to how many construction jobs would be secured by people who don’t live in South Derbyshire.

²⁹ Displacement refers to the proportion of project outputs accounted for by reduced outputs elsewhere in the region.

³⁰ Homes and Communities Agency (2014) Additionality Guidance: 4th Edition. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/378177/additionality_guide_2014_full.pdf [Accessed 21/08/23].

benefit/outside of the target group". This assumption is therefore considered a suitable, conservative approach.

12.71 Displacement of existing employees between sectors can occur where individual projects (such as construction) require a large supply of temporary employment. Individuals may use this opportunity to secure higher paid employment for a defined period, or to redirect their career. This impact is deducted from the gross employment generated as the movement of employees does not necessarily result in their old job being made available to the local economy. For the purpose of this assessment, a low level of displacement (25%) has been assumed, in line with the HCA Additionality Guidance³⁰ which is considered appropriate.

Table 12.10: Direct Employment Created During Construction

	FTE employment created by solar farm construction	People coming into South Derbyshire (Leakage) ³¹	Displacement from other local economy sectors ³²	Net direct FTEs generated in the local economy ³³
Construction Employment	114	37.6	28.5	47.9

12.72 Once leakage and displacement figures have been accounted for, it is estimated that there will be 47.9 FTEs generated in the local economy by the construction of the Development.

12.73 It is not yet known who will be appointed as the Principal Contractor however it is reasonable to assume that a proportion of the work will be carried out by sub-contractors and labour resident in South Derbyshire. **Table 12.4** indicates that South Derbyshire has higher than average employment in the manufacturing, transportation and construction sectors. It is not possible to quantify the extent to which these sectors could feed into the supply chain for the Proposed Development. Based on the Applicant's experience as a solar developer, it is likely

³¹ Assumed to be 33% of 114 FTE employment

³² Assumed to be 25% of 114 FTE employment

³³ FTE employment (114) minus leakage (37.6) and displacement (28.5)

that the majority of components for the Proposed Development would be imported from specialist manufacturers abroad. However, local businesses could share in the financial and employment benefits of the construction and operation of the Proposed Development.

12.74 The total construction expenditure is estimated to be around £80 million across the 16 month construction period. As discussed above, it is sensible to assume that items of equipment such as solar panels and batteries would be sourced from abroad. But suppliers in the UK and Derbyshire could provide other services such as transport, civil engineering, general construction etc. It is not possible to calculate the proportion of the project expenditure that would stay within the local economy, as this would depend on the availability of services at the time of procurement post consent. However, it is considered reasonable, on this basis and taking a conservative approach, to assume that about a quarter of construction expenditure would be retained within the UK (£20 million). This accords with the Applicant's experience of other UK solar construction projects.

12.75 It is therefore considered that the predicted number of construction jobs and expenditure would have a **minor positive** effect (**not significant**) on the local economy and employment in South Derbyshire whereby the extent of effects is considered to be small in scale in the context of the South Derbyshire economy (see **Table 12.2**).

12.76 Within the confines of the procurement strategy, local sourcing of equipment and contractors will be pursued where possible, however it is noted that this procurement is subject to tendering and may be constrained by the specialist nature of some of the equipment. Local contractors will be encouraged to tender for construction, operation and maintenance work, wherever possible, to ensure maximum benefit to local communities. Local trade organisations such as the Chamber of Commerce will be asked to provide information to local contractors to ensure they are aware of the opportunities and qualifications required to tender.

Indirect Employment and Economic Benefits

12.77 It is likely that there will be some local employment generated indirectly as a result of the construction of the Proposed Development (direct effect). This could include supply chain spin-offs for local businesses; and sub-contracted work relating to the transportation of construction workers and materials. There could also be an increase in use of suppliers further down the supply chain which is an indirect effect. A proportion of this increased income will be re-spent on final products, this is the induced effect.

12.78 In terms of local skills, it is considered feasible that during the construction process there will be opportunities for ‘up-skilling’ of local people either directly or indirectly employed in relation to the Proposed Development. Those employed may develop skills that will be of benefit to the local economy in the longer term, such as project management and/or construction skills which are transferrable to other developments.

12.79 In the absence of relevant ‘Type II’ multipliers (which take into account induced effects) for England, Scottish Government ‘Type II Multipliers’³⁴ have been used to assess the likely scale of indirect employment generated, and also induced employment generated by the expenditure of those directly and indirectly employed by the businesses involved with the Proposed Development. Type II multipliers are a type of input-output multiplier used to calculate the impact of increased spending on an industry, including direct, indirect and induced effects³⁵. The latest Type II indirect plus induced employment multiplier of 1.9 has been chosen for ‘construction’ activity.

12.80 Figures for the total direct, indirect and induced employment FTEs generated during construction of the Proposed Development are shown in **Table 12.11**.

Table 12.11: Indirect and Induced Employment During Construction

	Net direct FTEs generated in the local economy	Indirect plus induced multiplier	Additional indirect and induced FTEs ³⁶
Construction employment	47.9	1.9	91.0

³⁴ Scottish Government (2019) *Input-Output Tables and Multipliers for Scotland*. Available [online] at: <https://www.gov.scot/binaries/content/documents/govscot/publications/statistics/2019/08/input-output-latest/documents/all-tables-all-years/all-tables-all-years/govscot%3Adocument/SUT-98-17.xlsx>

³⁵ Office of National Statistics (n.d) *Input-output analytical tables: guidance for use*. Available [online] at: <https://www.ons.gov.uk/economy/nationalaccounts/supplyandusetables/articles/inputoutputanalyticaltables/guidanceforuse>

³⁶ Net Direct FTEs (47.9) x indirect and induced multiplier (1.9)

12.81 Assuming an average construction worker salary of approximately £27,000 per annum³⁷ and assuming a 10% local spend rate, it is estimated that there will be a local indirect expenditure by FTE local construction workers of approximately £129,330 per annum³⁸ (£172,440 over the course of the 16 month construction period). However, construction workers not living locally may choose to reside in local accommodation which will benefit the local economy through spending in local hotels, B&Bs, other accommodation, shops and restaurants. If considering the spend from all construction workers (not just those in the local area) this figure would increase to £307,800 per annum (£410,400 over the course of the 16 month construction period).

12.82 The effect of the creation of 91 additional indirect and induced FTEs and indirect economic benefits in the region of £129,330 per annum is considered to be **minor positive (not significant)** for the local economy as it is of small scale and will likely only affect a small number of people in the context of the South Derbyshire economy and **negligible (not significant)** for the regional economy.

12.83 Based on the predicted number of construction jobs, and on the expectation that workers will travel to work from their existing homes (or use local accommodation on a temporary basis) the presence of additional workers in the area during construction is not anticipated to affect population dynamics or the demand for services and facilities and as such no effect is anticipated.

Recreation

12.84 Construction works would directly affect the Cross Britain Way/National Forest Way running through the north of the Oaklands Farm area. During construction of the access tracks it is not considered necessary to divert those sections of PRoW closest to the access track route. The PRoW will be monitored by a banksman and if walkers need to cross the construction area, they will be accompanied to ensure safe passage.

³⁷ https://www.glassdoor.co.uk/Salaries/construction-worker-salary-SRCH_KO0,19.htm This is a conservative estimate based on general construction work..

³⁸ Net direct FTEs (47.9) x £27,000 x 0.1

12.85 There may be a slight delay before walkers can cross the Site while the working area is made safe but this would present at most a **minor adverse** effect (**not significant**) on users of the PRow due to the very temporary delay that might occur.

12.86 Once the access tracks have been constructed, PRow crossing points will be set up. Again these will be monitored by construction staff to ensure PRow users do not cross the Site when at the same time a vehicle is passing. The indicative construction resource plan set out in **Appendix 4.2 Indicative Construction Resource Plan** indicates there would be between 21 and 38 daily visits by cars and vans, depending on the month of construction. In addition to these movements, Heavy Duty Vehicles (HDV) would also access the Site, with between 1 and 9 HDVs visiting the Site, again depending on the month of construction.

12.87 There would be a very short term impact on users of the PRow if they are required to wait for a matter of minutes for a construction vehicle to pass, but where possible the PRow users will be prioritised. This is considered to be a **minor adverse** effect (**not significant**) as it is small in scale and magnitude and will only affect a small number of people.

Tourism

12.88 There are often preconceptions about renewable energy developments and how they will affect the amenity of local residents and the surrounding area. As a result, a number of surveys and studies have been undertaken to investigate the attitudes of the public to renewable energy developments, including those focused on people who live in close proximity to such renewable energy developments and those focused on tourists and visitors to areas where renewable energy developments are present. Overall, studies indicate that tourists would not base their decision to visit an area on the presence of renewable energy and detrimental effects on the tourism sector are not identified. The large majority of these studies relate to wind energy but their findings are considered to be applicable to solar developments.

12.89 Copper Consulting³⁹ carried out a study into public attitudes to solar and found that support for solar development is increasing, with more support for the prioritisation of solar energy in national planning decisions. They found 56% of people living near solar farms support

³⁹ Copper Consulting and Solar Energy UK (2022) Realising the UK's potential: A study into public attitudes to solar [online] Available at: <https://copperconsultancy.com/insight/2022-a-bright-future-for-solar-a-study-into-public-attitudes-to-solar-energy/>

the schemes, with 25% opposing them and 17% neither supporting nor opposing. They also found people become more supportive over time with increased awareness of environmental issues and solar's provision of cheaper electricity and energy security.

12.90 The potential effects on visitors to the area, such as noise, traffic and visual amenity are assessed as Combined Effects from paragraph 12.119.

12.91 The construction phase could lead to a decrease in the availability of tourist accommodation within the area surrounding the Site, as construction workers from outside the area will require accommodation for the duration of the construction phase. However, it is expected that construction workers would be transported in minibuses from accommodation up to 1 hour away, and as such as demand for accommodation would not be concentrated in the immediate vicinity of the Site. It is therefore considered that the construction of the Proposed Development will not have a significant effect on the availability of tourism accommodation locally to the Site.

12.92 The effect of construction of the Proposed Development on tourism and local tourist accommodation will therefore be **negligible (not significant)**.

Proposed Mitigation

Direct and Indirect Employment and Economic Benefits

12.93 No mitigation is required as no adverse effects are predicted.

Recreation

12.94 The Outline CEMP at **Appendix 4.3**, sets out a number of measures relating to the management of crossing points at PRoW. Crossing points would be manned by a site operative who would ensure site vehicles do not come into conflict with users of the PRoW. Where the Site access tracks cross the PRoW, gates will be erected to prevent members of the public accessing the construction site, and to allow construction vehicles to cross the PRoW safely. These gates would be used by the operatives to allow site vehicles across the PRoW when it is safe to do so. If there are users of the PRoW approaching a crossing, they would get priority to continue their journey unless a vehicle was already in the process of crossing. Out of working hours, the PRoW would remain open and accessible. There would be a strict speed limit onsite during construction.

Tourism

12.95 No mitigation is required beyond measures to be included in the CTMP to mitigate effects on local events at Catton Hall and The National Memorial Arboretum as set out in **Chapter 10: Transport and Access**.

Residual Construction Effects

12.96 All residual construction effects would remain as presented above.

Assessment of Operational Effects

12.97 The assessment of effects is based on the project description as outlined in **Chapter 4: Project Description**. As stated in paragraph 12.8, operational employment and associated spending has been scoped out due to the low numbers of staff onsite during operation.

Predicted Operational Effects

Socio-Economic Benefits

12.98 The Proposed Development will provide enough clean renewable electricity to power in the region of 35,000 homes, making a **moderate to major** significant contribution to the provision of clean, secure energy (see **Chapter 13: Climate Change**).

Recreation

12.99 Effects during operation of the Proposed Development would be similar to (but less than) construction in that an operational access track will cross the Cross Britain Way to enable maintenance access to Site infrastructure. The Site fencing will be designed to ensure the PRoW remain open with gates onto the Site for authorised personnel only. With so few operational personnel onsite the frequency of a vehicle needing to cross the PRoW is considered to be very low and unlikely to be a daily occurrence. As such the effect on users of the PRoW would be **negligible**. The Operational Environmental Management Plan (**Appendix 4.4**) includes measures to ensure the safe crossing of PRoW by site vehicles.

Tourism

12.100 There are often preconceptions about renewable energy developments and how they will affect the amenity of local residents and the surrounding area. As a result, a number of surveys and studies have been undertaken to investigate the attitudes of the public to renewable energy developments, including those focused on people who live in close proximity to such renewable energy developments and those focused on tourists and visitors to areas where renewable energy developments are present. Overall, studies indicate that tourists would not base their decision to visit an area on the presence of renewable energy and detrimental effects on the tourism sector are not identified. The large majority of these studies relate to wind energy but their findings are considered to be applicable to solar developments.

12.101 Copper Consulting⁴⁰ carried out a study into public attitudes to solar and found that support for solar development is increasing, with more support for the prioritisation of solar energy in national planning decisions. They found 56% of people living near solar farms support the schemes, with 25% opposing them and 17% neither supporting nor opposing. They also found people become more supportive over time with increased awareness of environmental issues and solar's provision of cheaper electricity and energy security. It is considered that the presence of the Proposed Development will have a **negligible (not significant)** effect on the local tourism industry as effects will be barely noticeable in scale or magnitude and will not put people off coming to the area's attractions.

12.102 The source of potential effects on visitors to the area, such as noise, traffic and visual amenity have been discussed under combined effects at paragraph 12.119.

Proposed Mitigation

Socio-economic Benefits and Tourism

12.103 No mitigation is required.

Recreation

12.104 No mitigation is required.

⁴⁰ Copper Consulting and Solar Energy UK (2022) Realising the UK's potential: A study into public attitudes to solar

Enhancement

Recreation and Tourism

12.105 A proposed permissive path has been included in the application, to connect existing PRoW in the local area. It will connect the Cross Britain Way with footpaths SD13/4/1 and SD/13/1/1 to the south-east of the Oaklands Farm area. The route is shown in **Appendix 5.6: Outline Landscape and Ecological Management Plan**. The permissive path will be linked into the wider landscape and ecological management of the Site with hedgerow and wildflower planting adding to the visual and biodiversity value of the path. An interpretation board on solar energy will be provided and is included in **Appendix 5.6: Outline Landscape and Ecological Management Plan**.

12.106 The Applicant is committed to providing an annual community benefit fund of a minimum of £55,000 per year for the 40 year life of the Proposed Development for use by the local community to secure long-term benefits. The most likely model for administration of the fund is for an independent, local organisation/foundation to administer the fund on behalf of the Applicant. They will be responsible for advertising the fund, managing the grant application process, administering the funds and grants and providing annual reports to the stakeholders. The Applicant is currently consulting Foundation Derbyshire and South Derbyshire Community Volunteer Support with respect to the fund.

12.107 The Proposed Development could provide a valuable educational resource for the local area and could be visited by schools and local community groups using the Cross Britain Way and proposed permissive path.

Residual Operational Effects

12.108 All residual operational effects would remain as presented above.

Cumulative Effects

Predicted Cumulative Effects during Construction

12.109 The schemes included in the cumulative assessment are set out in **Figure 2.1: Cumulative Schemes** and **Chapter 2: The Environmental Impact Assessment**. All of these

cumulative developments have been reviewed for the potential to result in cumulative effects in conjunction with the Proposed Development.

12.110 In relation to socio-economic effects, there could be cumulative beneficial effects on local employment and direct and indirect spend in the local economy, with the creation of construction jobs, along with parts and materials which could be sourced locally. For example, many similar services and skills could be employed across the various projects enabling local contractors to either expand existing services or diversify into new areas. It is not possible to quantify the effect at this stage as there is not enough information available on the other schemes, and the proportion of jobs or spend that would be directed at the local economy. However, based on the (conservative) assumptions made for the Proposed Development it is considered the cumulative effect would be **minor beneficial (not significant)** on the local economy and employment, but a **negligible effect (not significant)** at the regional level.

12.111 There is the potential for adverse effects on the use of PRowS, if other proposed developments require them to be temporarily stopped up or diverted. It is considered likely that developments would prioritise keeping PRowS open as per the Proposed Development, or keeping diversions to a minimum. As such any effects on recreation would be **negligible (not significant)** as they will only affect a small number of people or activities.

12.112 For tourism receptors, a cumulative effect could arise if, for example, the construction phases of the cumulative schemes coincided, and their construction access routes overlapped. However, from the cumulative assessment presented in **Chapter 10: Transport and Access** the implementation of the Construction Traffic Management Plan for the Proposed Development, which requires coordination with the relevant Highway Authorities, will include a mechanism to avoid clashes of network availability and alignment of CTMP measures, will ensure cumulative effects are **negligible (not significant)**.

Proposed Mitigation for Cumulative Effects

12.113 No additional mitigation is required beyond what each scheme is expected to commit to. For example, it is assumed all schemes will have some form of mitigation such as a CEMP, CTMP and Landscape and Ecological Management Plan.

Residual Cumulative Effects during Construction

12.114 Residual cumulative effects would remain as presented above.

Predicted Cumulative Effects during Operation

12.115 Operational effects on employment and associated spending has been scoped out of the assessment for the Proposed Development. From a cumulative point of view, none of the proposed developments (of a commercial nature) are likely to have high numbers of operational staff to significantly affect employment and associated spending in the area. As such socio-economic effects are considered to be **negligible to minor beneficial (not significant)** as it will be a small scale effect, affecting only a small number of people.

12.116 It is assumed that existing PRoW will remain open during operation of the other cumulative schemes. No cumulative effects were identified in the assessments in **Chapter 5: Landscape and Visual** and **Chapter 11: Noise**. As such, effects on users of the PRoW network would be **negligible**. Cumulative effects on tourism receptors would also be **negligible** as all schemes are assumed to include landscaping plans and planting to screen them from key viewpoints.

Proposed Mitigation

12.117 No additional mitigation is required.

Residual Cumulative Effects during Operation

12.118 Residual cumulative effects would remain as presented above.

Combined Effects

12.119 Combined effects of the Proposed Development (also known as intra-project effects) on users of PRoW and on tourism could arise as a result of the combination of noise, dust, visual and traffic effects during construction and operation. Further consideration and assessment of potential combined effects is provided below, drawing on the specialist topic assessments in the ES.

Construction

Recreation

12.120 The Air Quality Assessment in **Appendix 15.1: Air Quality Assessment** concluded that dust impacts would be negligible before mitigation and as such it is not considered likely for dust to adversely affect users of the PRoW, though standard best practice dust suppression measures would be implemented in the CEMP. The construction assessment in **Chapter 11: Noise**, concludes that construction effects would be negligible to minor at the closest properties to the Site. Footpaths are identified in the noise assessment as being locations where distraction or disturbance from noise is minimal and are therefore identified as having low sensitivity. Any noise impact on users of the PRoW would be short term, for limited sections of PRoW. It is considered that effects would not be significant and effects on users of the PRoW network have been scoped out of that Chapter.

12.121 Table 5.9: Summary of Visual Effects provides a summary of the predicted visual effect on users of the Cross Britain Way. For the Cross Britain Way it states that users would experience a short term major adverse (significant) visual effect during construction. For users of PRoW in the wider area the effect would be negligible to moderate adverse (significant) for PRoW to the south of Cross Britain Way / National Forest Way and within 2.5km of the Site.

12.122 The combination of these effects is anticipated to be **minor adverse (not significant)** for users of the PRoW network. These would be short term effects and only experienced when using the PRoW; they could be avoided by temporarily using other PRoW in the area during construction.

Tourism

12.123 Combined effects on tourism receptors could potentially arise from the combination of construction traffic effects and construction noise. In terms of traffic effects, the construction vehicle routing strategy is presented under three different scenarios:

- **Scenario 1:** Walton-on-Trent Bypass is built – all construction traffic routes through the bypass.
- **Scenario 2A:** Walton-on-Trent Bypass is not built – all heavy vehicles will route through Stapenhill via the A5189, and all Light vehicles are dispersed along different routes, including the Chetwynd Bridge.

- **Scenario 2B:** Walton-on-Trent Bypass is not built – all heavy vehicles will route through Coton in the Elms via Coalpit Lane, and all Light vehicles are dispersed along different routes, including the Chetwynd Bridge.

12.124 Under **Scenario 1**, all construction routes will pass through the bypass, meaning that the National Memorial Arboretum and Catton Hall will not be affected by passing traffic. Under **Scenario 2A and 2B**, with the absence of the Walton-on-Trent Bypass, there is the potential for light traffic (not HGVs) to pass the National Memorial Arboretum and Catton Hall. No vehicles will be routed past the entrance to the Rosliston Forestry Centre.

12.125 Chapter 10: Transport and Access has assessed the residual effect of construction traffic as negligible to slight and has noted that the Construction Traffic Management Plan (CTMP) to be submitted with the application will provide mitigation to ensure that construction traffic does not impact on the running of events at these locations.

12.126 In terms of noise, as discussed above, the construction assessment in **Chapter 11: Noise**, concludes that construction effects would be negligible to minor at the closest properties to the Site. It is considered that effects on tourism due to noise would also be **negligible**, due to the local tourist sites being further away from the Proposed Development than these closest properties.

12.127 The combination of these effects is anticipated to be **negligible (not significant)**.

Operation

Recreation

12.128 Operational noise is assessed as **negligible** in **Chapter 11: Noise** and operational dust impacts would be insignificant (see **Chapter 16: Other Issues**).

12.129 Operational visual effects as presented in **Table 5.6: Summary of Visual Effects** would be major adverse (significant) for users of the Cross Britain Way in year 1 of operation but reducing to moderate adverse (significant) at year 10 of operation once screening and planting has matured. For other PRow within 5km of the Site, visual effects would range from negligible to moderate adverse (significant) at year 1 of operation, reducing to **minor adverse** (not significant) at year 10. Landscape screening and enhancement of hedgerows which would mature during operation, would filter views and soften the impact of the Proposed Development to some extent.

12.130 Combined operational effects would be **minor adverse** (not significant) as noise and dust effects would be insignificant and only visual effects would be registered by users of the PRow.

Tourism

12.131 The source of potential effects on visitors to the area, such as noise and visual amenity are reviewed below to qualitatively assess combined effects. Levels of noise and traffic during the operational phase will be so low that they would not have a discernible effect on tourism and have not been considered further.

12.132 Visual effects have been assessed in **Chapter 5: Landscape and Visual** and the results of that assessment are considered below. Receptors of relevance from the LVIA include:

- Users of local PRow
- Rosliston Forestry Centre
- The National Memorial Arboretum
- Catton Hall

12.133 Users of the Cross Britain Way/National Forest Way long distance footpath, and other local PRow are covered under recreation above.

12.134 Chapter 5: Landscape and Visual Impacts confirms that visual effects are not anticipated on visitors of the Rosliston Forestry Centre and the National Memorial Arboretum. The Forestry Centre is located 0.7km to the east of the Site. Given the nature of this visitor attraction, views towards the Site are very limited by vegetation. The National Memorial Arboretum is located approximately 2km and 4km to the south-west of the Site and has very limited theoretical visibility. The limited views / visibility from both of these visitor attractions was confirmed through field work. Similarly, Catton Hall is located approximately 2.2km to the south-west of the Site and has no theoretical visibility according to the ZTV in **Figure 5.5a: PV Panels Zone of Theoretical Visibility (Bare Earth) and Viewpoints**. As such there would be no visual impact on the tourists visiting these attractions. It is therefore considered very unlikely that the presence of the Proposed Development would reduce the number of visitors to these attractions, and therefore a **negligible (not significant)** effect on those locations would occur as a result of the operation of the Proposed Development.

Further Survey Requirements and Monitoring

12.135 As set out in **Chapter 5: Landscape and Visual** and **Chapter 6: Ecology**, monitoring of the implementation of mitigation, such as the Landscape and Ecological Management Plan (**Appendix 5.6: Outline Landscape and Ecological Management Plan**), will be required to ensure the measures address the significant effects as predicted.

Summary of Effects

12.136 Table 12.12 summarises the predicted effects of the Proposed Development on socio-economics, recreation, tourism and land use.

Table 12.12: Summary of Effects

Predicted Effect	Significance	Mitigation	Significance of Residual Effect
Construction			
Direct employment and economic benefits	Minor beneficial (local economy) (not significant)	None required	Minor beneficial (local economy) (not significant)
Indirect employment and economic benefits	Minor beneficial (local economy), negligible (regional economy) (not significant)	None required	Minor beneficial (local economy), negligible (regional economy) (not significant)
Recreation – temporary delay for PRow users crossing the Site	Minor adverse (not significant)	Site operative to monitor the PRow and escort walkers	Minor adverse (not significant)

Predicted Effect	Significance	Mitigation	Significance of Residual Effect
during construction of access tracks		safely across the Site.	
Recreation – delay for PRow users crossing the Site due to the passage of construction vehicles across the PRow	Minor adverse (not significant)	Measures to control the crossing of PRow by construction vehicles included in the CEMP.	Minor adverse (not significant)
Tourism – effect on tourism and local tourist accommodation in the area	Negligible (not significant)	Implementation of CTMP – mitigation for local events at Catton Hall and the National Memorial Arboretum.	Negligible (not significant)
Operation			
Provision of clean secure energy	Moderate to Major beneficial effect (significant) as concluded in Chapter 13: Climate Change	None required	Moderate to Major beneficial effect (significant) as concluded in Chapter 13: Climate Change
Recreation – vehicles crossing PRow	Negligible (not significant)	Site speed limits will be set out in Operational	Negligible (not significant)

Predicted Effect	Significance	Mitigation	Significance of Residual Effect
		Environmental Management Plan.	
Tourism	Negligible (not significant)	None required	Negligible (not significant)
Cumulative Construction			
Socio-economic effects – employment and local spend	Minor beneficial (local economy) and negligible (regional economy) (not significant)	None required	Minor beneficial (local economy) and negligible (regional economy) (not significant)
Recreation – users of PRow	Negligible (not significant)	Assumed all schemes will implement CEMP, CTMP and landscape/habitat management plan	Negligible (not significant)
Tourism – effect from construction traffic	Negligible (not significant)	Assumed all schemes will implement CEMP, CTMP and landscape/habitat management plan	Negligible (not significant)
Cumulative Operation			

Predicted Effect	Significance	Mitigation	Significance of Residual Effect
Socio-economic effects – employment and local spend	Negligible to minor beneficial (not significant)	None required	Negligible to minor beneficial (not significant)
Recreation and tourism	Negligible (not significant)	None required	Negligible (not significant)
Combined Construction			
Recreation - Noise, dust and visual effects on users of PRoW	Minor adverse (not significant)	None required Interpretation board will be provided on site through the Outline LEMP.	Minor adverse (not significant)
Tourism – Noise and traffic	Negligible (not significant)	None	Negligible (not significant)
Combined Operation			
Recreation - Noise, dust and visual effects on users of PRoW	Minor adverse (not significant)	None required	Minor adverse (not significant)
Tourism – Noise and traffic	Negligible (not significant)	None required	Negligible (not significant)