



# OAKLANDS FARM SOLAR PARK

Applicant: Oaklands Farm Solar Ltd

Environmental Statement Addendum – Cumulative Effects Update  
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# Cumulative Effects Update

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**Final report**

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# Chapter 1

## Introduction

**1.1** The schemes identified for the cumulative assessment presented in the Environmental Statement (ES) submitted with the application for Development Consent ('the ES') have been updated due to the time which has passed since submission of the application.

**1.2** The Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment<sup>1</sup> states that *"Applicants should state the assessment cut-off date in the Environmental Statement. Where new other existing and, or approved development comes forward following the cut-off date, the Examining Authority may request additional information during the examination in relation to effects arising"*.

**1.3** The cut-off date for consideration of schemes in the cumulative assessment was 18<sup>th</sup> August 2023, and the Examining Authority has requested an update as part of the examination.

**1.4** This document therefore provides an update to the cumulative assessment and forms Supplementary Environmental Information to be read alongside the submitted ES.

**1.5** This report contains the following sections:

- An update to the list of schemes to be assessed in the cumulative assessment.
- An assessment of the cumulative effect of this updated list with commentary on whether this changes the conclusions of likely significant cumulative effects presented in the ES.

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<sup>1</sup> Planning Inspectorate (2024) Advice on Cumulative Effects Assessment. Available online: [https://www.gov.uk/guidance/nationally-](https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-cumulative-effects-assessment)

[significant-infrastructure-projects-advice-on-cumulative-effects-assessment](https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-cumulative-effects-assessment) [Accessed 05/11/24]

## Chapter 2

# Approach to the Assessment

**2.1** The full methodology for the cumulative assessment is set out in the Chapter 2 of the ES.

**2.2** Schemes considered for the updated cumulative assessment have been identified within 5km of Oaklands Farm Solar Park (the 'Proposed Development'). 5km is the distance beyond which significant landscape and visual effects are considered unlikely to occur and as such has informed the selection of cumulative schemes. Some cumulative schemes however fall outside the 5km buffer to account for other effects such as transport.

**2.3** The assessment considers schemes which are at EIA screening/scoping, application stage, consented, or under construction. This is consistent with the approach used in the original EIA and reported in the ES. Some schemes assessed in the ES have been refused. They have been kept in the assessment as several were refused against officer recommendations and there is potential for the applicant to appeal the decision

**2.4** The list of schemes for consideration in the cumulative assessment was updated through:

- Review of schemes identified by interested parties through representations submitted during the Examination.
- Undertaking an updated search of planning application portals (for South Derbyshire District Council, Derbyshire County Council and neighbouring local authorities<sup>2</sup>).
- Review of the schemes originally assessed in the ES to check for updates to their status.

**2.5** The updated list of schemes for consideration in the cumulative assessment is presented at **Appendix 1**. It has been shared with South Derbyshire District Council and Derbyshire County Council for comment.

**2.6** **Table 1.1** provides the original schemes presented in the ES with updates to the status of these schemes. **Table 1.2** presents new schemes identified during council planning

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<sup>2</sup> East Staffordshire, NW Leicestershire and Lichfield

portal searches or via representations from interested parties at Examination.

**2.7** **Figure 2.1** included in Appendix 1 maps the complete list of schemes and is an update to Figure 2.1 in the submitted ES.

**2.8** The assessment updates in **Chapter 3** of this report have taken into account all of these schemes where they are relevant to the particular topic.

## Chapter 3

# Cumulative Assessment

**3.1** This chapter presents the assessment of the updated cumulative schemes for each specialist topic scoped into the EIA.

### Landscape and Visual

#### Relevant schemes from the updated list

**3.2** The schemes listed in **Table 1.2** of **Appendix A** that have been considered in this updated Cumulative Landscape and Visual Assessment (CLVIA) are as follows:

- BESS at Caldwell Road (DMPA/2024/0925, ref 23)
- BESS west of Rosliston Road (DMOT/2024/1104, ref 28)
- BESS south of Walton Road (DMPA/2023/1665, ref 30)
- Castle Gresley Gas Peaking Plant (9/2018/1107, ref 33)
- BESS on the former Drakelow Power Station (DMOT/2024/0152, ref 35).
- BESS on land at Barn Farm (DMOT/2024/1249, ref 37)

**3.3** Schemes outside of the 5km study area have not been considered in this updated CLVIA, as it is judged that significant cumulative effects will not occur as visual interaction between projects beyond 5km and the Proposed Development will be very limited.

**3.4** The proposed Battery Energy Storage facilities at Fairfields Farm (Ref: DMPA/2024/0789) and on land to the north of the Royle Farm Business Park, Drakelow (Ref: DMPA/2024/0499) are listed in **Table 1.2** in **Appendix A**. However, both schemes have already been considered in the original CLVIA as they are the same applications as DMOT/2023/0621 and DMPA/2024/0499 respectively (which are listed in **Table 1.1** in **Appendix A**). Therefore, they have not been considered further in this updated CLVIA.

#### Cumulative assessment of updated schemes

##### Landscape

**3.5** Most of the additional schemes considered in the updated CLVIA are located within the Village Estate Farmlands LCT and to the north of the Proposed



Development. These consist of four battery energy storage facilities, and a solar farm and battery energy storage facility proposed at the former Drakelow Power Station, which would further increase the presence of industrial elements within the northern part of the Village Estate Farmlands LCT.

**3.6** The four proposed battery energy storage facilities (Refs: DMPA/2024/0925, DMOT/2024/1104, DMPA/2023/1665 and DMOT/2024/1249) are located at a distance of over 2.2km from the Oaklands Farm landholding (where the proposed solar PV panels will be located). The solar farm and battery energy storage facility at the former Drakelow Power Station (Ref: DMOT/2024/0152) is located approximately 1.8km from the Proposed Development.

**3.7** The Castle Gresley Gas Peaking Plant (Ref: 9/2018/1107) is located 4km from the Oaklands Farm landholding (where the proposed solar PV panels will be located), on the settlement edge of Castle Gresley. It will introduce additional development to the Coalfields Village Farmlands Landscape Character Type (LCT).

**3.8** Considering the additional schemes, together with the schemes considered in the original CLVIA, cumulative interactions with the Proposed Development will be limited due to the distance between the Proposed Development and the cumulative schemes, in addition to intervening vegetation and buildings which will limit views of them. The introduction of the Proposed Development will still result in a large scale of landscape effect to the Site and its immediate surroundings and a low level of landscape effect for the wider LCT when considered against a cumulative baseline (ie with the additional schemes in place), so there will be no additional cumulative effects over and above those set out in the LVIA.

## Visual

**3.9** The six additional schemes considered in this updated CLVIA will potentially be visible by visual receptors within the northern half of the study area, as follows:

- From the **local community of Swadlincote** there may be some glimpsed views of the three proposed battery energy storage facilities (Refs: DMPA/2024/0925, DMOT/2024/1104 and DMPA/2023/1665) and the Castle Gresley Gas Peaking Plant (Ref: 9/2018/1107) located to the north-east of the Site, in addition to the schemes that have already been considered in the original CLVIA. However, the Proposed Development will still result in a barely perceptible scale of visual effect to the local community when considered against a cumulative baseline (i.e. with the additional schemes in place), so there will be no additional cumulative effects over and above those set out in the LVIA.

- For **users of PRowS within 2.5km of the Site (located north of the Cross Britain Way/ National Forest Way route)** there is likely to be occasional sequential views with the proposed battery energy storage facility on land south of Walton Road (Ref: DMPA/2023/1665) from Drakelow Footpath 5 (SD16/5/1) (in addition to the schemes that have already been considered in the original CLVIA), as this scheme is located approximately 100m from the northern end of this footpath. However, there will be a relatively long period of time lapse between views of this scheme and the Proposed Development, as the latter will be visible from the southern end of the footpath. The footpath is approximately 1.8km in length. There may also be occasional sequential views with the proposed battery energy storage facility on land along Caldwell Road (Ref: DMPA/2024/0925) and the Castle Gresley Gas Peaking Plant (Ref: 9/2018/1107), in addition to the schemes that have already been considered in the original CLVIA, when viewed from Drakelow Footpath 5 (SD16/5/1). However, at a distance of 0.3km and 4km respectively, , views of these schemes will be limited by intervening vegetation. The introduction of the Proposed Development will still result in a small scale of visual effect over a small geographical extent when considered against a cumulative baseline (i.e. with the additional schemes in place), so there will be no additional cumulative effects over and above those set out in the LVIA.

- For **users of PRowS within 2.5-5km of the Site (located north of the Cross Britain Way/ National Forest Way route)** there may be intermittent glimpsed views of the six additional schemes, in addition to the schemes that have already been considered in the original CLVIA, from local footpaths within 2.5-5km from the Site. However, the introduction of the Proposed Development will still result in a barely perceptible scale of visual effect when considered against a cumulative baseline (i.e. with the additional schemes in place), so there will be no additional cumulative effects over and above those set out in the LVIA.

**3.10** The introduction of the six additional schemes considered in this updated CLVIA will not alter the levels of effects that the assessors have reached in the original CLVIA for all other visual receptors.

## Conclusions

**3.11** Although the introduction of the six additional schemes would inevitably increase the amount of development in the landscape around the Site, the schemes would not interact with the Proposed Development to the extent that there would be any additional cumulative effects on landscape character

and on visual amenity. There would be no additional cumulative effects over and above those set out in the LVIA, and no significant cumulative effects.

## Ecology

**3.12** As specified by CIEEM guidelines<sup>3</sup>, cumulative ecological effects can result from individually insignificant but collectively significant actions taking place over a period of time or concentrated in a location. Ecological features may be already exposed to background levels of threat or pressure and may be close to critical thresholds where further impact could cause irreversible decline. Cumulative effects can also make habitats and species more vulnerable or sensitive to change. The guidance specifies that different types of actions can cause cumulative impacts and effects:

- Additive/incremental – multiple activities/projects (each with potentially insignificant effects) added together to give rise to a significant effect due to their proximity in time and space. The effect may be additive (1+1 = 2) or synergistic (1+1 = 3).
- Associated/connected – a development activity enables another development activity.

### Relevant schemes from the updated list

**3.13** Relevant schemes include those which could result in an effect (adverse or beneficial) on the same ecological receptor either spatially (e.g. same zone of influence or population) or temporally (e.g. temporary effects during construction, or residual during the operational component). Schemes considered in detail focus primarily on those located within 2.5km of the Site because this broadly aligns with the 2km Study Area specified for protected species and non-statutory designated site data, as specified in the ES Chapter. Relevant schemes include:

- Solar and BESS at Drakelow Power Station (DMOT/2024/0152, ref 35)
- BESS at Land South of Walton Road (DMPA/2023/1665, ref 30)
- BESS at Caldwell Road (DMPA/2024/0925, ref 23)
- BESS at Fairfields Farm (DMPA/2024/0789, ref 24)

### Cumulative assessment of updated schemes

**3.14** Of the schemes listed above, it is assumed that each will apply avoidance and mitigation to ensure that effects on

ecological receptors are avoided or reduced to non-significant levels.

**3.15** None of the schemes from the updated list will result in an effect upon an ecological receptor within the same space or time, or within overlapping zones of influence, those predicted as part of the Oaklands Farm Solar Park project are not significant at any geographic level during construction. Significant adverse effects during the construction or operational phases will effectively be avoided through the application of embedded and additional mitigation, and as a result, no cumulative effects (either adverse or beneficial) could occur.

## Conclusions

None of the schemes from the updated list will affect the same ecological receptor, either temporally or spatially and therefore there is no mechanism by which cumulative effects could occur which are different from those presented in the ES.

## Historic Environment

### Relevant schemes from the updated list

**3.16** The following schemes have been considered in this updated Cumulative Historic Environment Assessment

- Ref 23 - BESS at Land at SK2419 3740, Caldwell Road, Drakelow, Burton-on-Trent, DE15 9TX (Planning ref. DMPA/2024/0925)
- Ref 24 - BESS at Fairfields Farm, Rosliston Road, Walton-on-Trent, Swadlincote, DE12 8LR (Planning ref. DMPA/2024/0789)
- 28 - BESS at Land to the West of Rosliston Road, Drakelow (Planning ref. DMOT/2024/1104)
- 30 - BESS at Land South of Walton Road, Drakelow (Planning ref. DMPA/2023/1665)
- 35 - Solar Farm and BESS at Former Drakelow Power Station, Walton Road, Drakelow, Burton-on-Trent, Derbyshire. (Planning ref. DMOT/2024/0152)

**3.17** These schemes: have been included due to their proximity to the following heritage assets, which were identified as susceptible to effects related change in the setting as a result of the Proposed Development

- Oaklands Farm farmhouse and storage range
- Oaklands Farm Cottages

<sup>3</sup> <https://cieem.net/wp-content/uploads/2018/08/EcIA-Guidelines-v1.3-Sept-2024.pdf>

- Church of St Mary, Rosliston, (NHLE 1159242) Grade II\* listed building
- Church of St Mary, Coton in the Elms (NHLE 1096452), Grade II listed building

**3.18** Schemes outside of the 2.5km study area have not been considered in this updated assessment, as it is judged that significant cumulative effects will not occur due to the intervening topography, screening vegetation and distance.

**3.19** As with those applications identified in the main ES, the Proposed Development does not spatially overlap with any of the additional cumulative schemes. As such, there is no potential for direct physical effects from cumulative schemes upon those heritage assets identified as liable to such effects from the Proposed Development, and the following assessment reviews significant setting effects only.

#### Cumulative assessment of updated schemes

##### **BESS off Caldwell Road, Drakelow DMPA/2024/0925 (ref 23)**

**3.20** The application comprises a BESS and associated infrastructure, situated c.371 m east of the Proposed Development. The supporting Heritage Assessment (Pegasus 2024) did not identify any adverse effects to the significance of designated heritage assets as a result of the Drakelow BESS (ref 23). Setting assessments upon non-designated heritage assets were not undertaken, however, due to the distance and extent of screening between the site and Oaklands Farm farmhouse and cottages, no significant adverse impacts are likely.

##### **BESS at Fairfields Farm, Walton-on-Trent DMPA/2024/0789 (ref 24)**

**3.21** The application comprises a BESS, substation, and associated ancillary infrastructure, situated c., 454 m west of the Proposed Development. Only one heritage asset was identified as susceptible to effects related to setting change by the archaeology and heritage assessment for the scheme (Wardall Armstrong, 2024). The assessment identified that Gate piers, adjoining walls and attached piers at Drakelow Lodge Entrance to Drakelow Power Station (NHLE 1158871) would be subject to temporary adverse setting change during construction only due to visual, noise, lighting and air quality impacts. The application would not affect any of the assets identified as experiencing effects from the Proposed Development.

##### **BESS West of Rosliston Road, Drakelow DMOT/2024/1104 (ref 28)**

**3.22** The application comprises a BESS and associated works, situated c. 270m north-east of the Proposed Development. No supporting heritage assessment has been provided with the screening request, however it does not

consider that the ref 28 proposals would likely give rise to any significant effects on cultural heritage. The screening request however did identify the Grade II listed Royle Farmhouse (NLHE 1311290), and Grade II listed Stableblock and Cottages to Former Drakelow Hall (NHLE 1096454) as being within 1 km of the site, and these may be subject to setting changes as the result of development. The application would not affect any of the assets identified as experiencing effects from the Proposed Development.

##### **BESS South of Walton Road, Drakelow DMPA/2023/1665 (ref 30)**

**3.23** The application comprises a BESS and associated ancillary works, c. 963 m north-east of the Proposed Development. The application was refused, however the Cultural Heritage Desk Based Assessment (CFA 2023) did not identify the potential for any adverse setting impacts as a result of any development on the site, and would therefore not affect any of the assets identified as experiencing effects from the Proposed Development.

##### **BESS at Former Drakelow Power Station, DMOT/2024/0152 (ref 35)**

**3.24** The application comprises a Solar Farm and associated BESS, situated c. 300m north-west of the Proposed Development. No supporting heritage assessment has been provided with the screening request, however, it is acknowledged that the Gate piers, adjoining walls and attached piers at Drakelow Lodge Entrance to Drakelow Power Station (NHLE 1158871) are located approx. 200m to the east of the site. Due to the extent of existing energy infrastructure, is not anticipated that the development would result in significant effects to the listed building, nor affect any of the assets identified as experiencing effects from the Proposed Development.

#### Conclusions

**3.25** The introduction of additional energy schemes would not result in interactions with the Proposed Development to the extent that there would be any additional cumulative effects on the Historic Environment, and there would be no additional cumulative effects to those presented in the ES.

## Water Resources and Flood Risk

#### Relevant schemes from the updated list

**3.26** DMPA/2024/0789 and DMOT/2024/0152 are relevant as they abut or potentially affect or are affected by the same watercourse as has been modelled for the Application Site.

**3.27** The other schemes are not relevant due either to their distance from the Site and/ or fall within different hydrological catchments.

### Cumulative assessment of updated schemes

**3.28** DMPA/2024/0789 has included a flood risk assessment which shows a narrow corridor of Flood Zone 2/3 along the watercourse. They have not undertaken a sequential test but have sequentially tested the site layout.

**3.29** DMOT/2024/0152 is only at screening stage but they have committed to an Exception Test, Sequential Test, Flood Risk Assessment and Drainage Strategy to be provided as part of any future planning submission.

### Conclusions

**3.30** Assuming that these applications are assessed in the same manner as the Site by the Environment Agency and Local Lead Flood Authority in terms of flood modelling and sequential testing then no changes to the potential cumulative effects as presented in the ES are expected. This is due to the fact that each surrounding cumulative scheme will be required to demonstrate that they do not increase flood risk to off-Site receptors and that all drainage is designed in accordance with current standard practice including the requirements of the NPPF and non-statutory guidance including the SuDS Manual.

## Ground Conditions

### Relevant schemes from the updated list

**3.31** DMOT/2024/0152 (Solar and BESS at Drakelow) is relevant as a potentially significant brownfield site close to the Application Site.

**3.32** The remaining schemes are considered to be either too far from the Site or, in the wider area, to be located on greenfield/ agricultural land and therefore unlikely to be significantly contaminated.

### Cumulative assessment of updated schemes

**3.33** The aforementioned scheme is only at screening stage but may have a net beneficial impact on the local ground and groundwater conditions.

### Conclusions

**3.34** For the aforementioned site, it is reasonable to assume that future application(s) and, if required, Environmental Statement will include ground conditions as it is a long-term brownfield site. Therefore, future assessments will consider the potential for adverse ground conditions including mining and contamination. Through the development process, suitable investigations and, if required, potential remediation may have beneficial effects on the local ground conditions. The full details are unknown, and at an early stage.

**3.35** Overall, there are considered to be no changes to the potential cumulative effects as presented in the ES.

## Transport and Access

**3.36** The operational phase of the Proposed Development was scoped out of the Transport and Access assessment (presented in the ES) as likely to have no more than a negligible effect. Therefore, this updated cumulative assessment considers only the construction phase of the proposed development.

**3.37** Subsequent to the submission of the ES, a number of the assessed developments have been updated and have submitted new transport information to the planning authorities. In addition, new planning applications have been submitted which have the potential to generate additional traffic on the highway routes agreed for the proposed development. This has necessitated a detailed review of the updated list set out in **Appendix B** to extrapolate the transport metrics to determine if there has been a change to the ES cumulative assessment. The following section sifts through the transport data extrapolated from the updated list to inform a cumulative assessment later in this chapter.

### Relevant schemes from the updated list

**3.38** The planning applications which were considered in the ES submission are set out in **Table 1.1** of **Appendix A**. The developments which were included in the original cumulative assessment and subsequently have been amended are discussed as follows:

- **Ref 2 Land at Barr Hall Farm, Drakelow (Planning Ref. DMOT/2023/0621)**. The screening opinion is superseded by planning application (Planning Ref. **DMPA/2024/0789**) and this new planning application is described as Fairfields Farm, Rosliston Road, Walton-on-Trent, Swadlincote, DE12 8LR. The development has proposed access off Walton Road and estimates 5,694 two-way HGV movements over an undefined construction period. This development is located in close proximity to Oaklands Farm Solar Park development site, and several potentially shared highway links have been identified including Walton Road, Rosliston Road, A5189 and A444. As such, this new planning application **is included in the cumulative assessment**.
- **Ref 5 Land north of Royle Farm Business Park, Caldwell Road, Burton-on-Trent (Planning Ref. DMPA/2021/1221)**. This scheme was consented on 03.03.22 and the planning application superseded by an updated planning application consented on 02.07.24 (Planning Ref. **DMPA/2024/0499**). The Transport Statement (March 24) associated with the updated planning application estimates 2,708 two-way

movements over 18-month construction period (average of 35 HGVs per week and seven HGVs per day). This site is located in close proximity to Oaklands Farm Solar Park development, with potentially several shared highway links identified including A444 and A5189. As such, this planning application **is included in the cumulative assessment.**

- **Ref 14 Land off Mount Road, Castle Gresley, South Derbyshire (Planning Ref. DMOT/2024/0874),** Subsequent to the submission of the ES, a Construction Traffic Management Plan (June 24) was made available, which sets out a 200-day construction programme over a 12 month period. The CTMP sets out a total of 880 two-way HGV trips (26 daily two-way HGV movements) and 20 two-way trips. Potential shared highway links have been identified (A444 and A5189) , and as such this planning application **is included in the updated cumulative assessment.**

**3.39** With reference to **Table 1.2 in Appendix A**, all the planning applications relating to new developments were reviewed and are discussed as follows:

- **Ref 23 Land at SK2419 3740, Caldwell Road, Drakelow, Burton-on-Trent DE15 9TX (Planning Ref. DMPA/2024/0925)** is a planning application currently pending consideration by planning committee and to be determined 27<sup>th</sup> November 2024. The Construction Traffic Management Plan (June 2024) indicates access for the development off Walton Road in the vicinity of the proposed access to Oaklands Farm Solar Park development. The construction period associated with this new scheme, as set out in the CTMP, extends over a seven-month (30-week) period with no defined programme commencement. The CTMP identifies a total of 383 HGV movements (approx. three daily trips) and 30 daily staff trips which would be managed through minibuses and car sharing and other travel plan measures set out in the CTMP to mitigate the traffic impact associated with the construction phase of this new development. Operational traffic is negligible. Potential shared links of Walton Road, Rosliston Road and A444 are identified. This planning application **is included in the cumulative assessment.**
- **Ref 24 Fairfields Farm, Rosliston Road, Walton-on-Trent (Planning Ref. DMPA/2024/0789)** This planning application supersedes Planning Ref. DMOT/2023/0621 (as set out in Appendix A, Table 1.1 #2). The proposed scheme is located to the east of the proposed Oaklands Farm Solar Park development, with access onto Main Street/ Walton Road. The Transport Statement (June 2024) sets out a 24-month construction programme with undefined commencement date. The CTMP estimates a total of 11,387 HGV movements, with an average daily total of 60 LVs and 22 HGVs are estimated, assuming a 22-day working month. The construction traffic routing identifies shared highway links on Walton Road, , Rosliston Road, and A444. As such, this new development **is included in the cumulative assessment.**
- **Ref 25 Land north of Twyford Road, Twyford, Derby (Planning Ref. DMPA/2024/0664).** The Construction Traffic Management Plan (CTMP) (April 2024) indicates a seven-month (30 weeks) construction programme and indicates a total of 744 two-way HGV movements and approximately 60 daily two-way LV movements. This site is located more than 10kms from the Oaklands Farm Solar Park, and no shared highway links have been identified. As such, this development **is not be included in the cumulative assessment.**
- **Ref 26 Land at SK3229 8968, unnamed road from Twyford Road to Buckford Lane, Stenson, Derby.** The site is located approximately 20kms from Oaklands Farm Solar Park, and no shared highway links have been identified. As such, this development **is not included in the cumulative assessment.**
- **Ref 27 Land at Derby Road, Egginton, Derby, DE65 6HL..** The site is located approximately 18kms from the Oaklands Farm Solar Park and no relevant highway links have been identified. As such, this development **is not included in the cumulative assessment.**
- **Ref 28 Land to the West of Rosliston Road, Drakelow (Planning Ref. DMPT/2024/1104).** The development is located in close proximity to the Oaklands Farm Solar Park development, and relevant highway links have been identified including Rosliston Road, A5189 and A444. In the absence of transport related documents and construction traffic data, the cumulative impact of this new development cannot be assessed **and is not included in the cumulative assessment**
- **Ref 29 Landown Farm, Bakeacre Lane, Findern, Derby DE66 6BH (Planning Ref. DMOT/2024/0552).** The development is located approximately 11km from the Oaklands Farm Solar Park development. There are no transport documents available and as such, the cumulative impact of this new development cannot be assessed **and is not included in the cumulative assessment**
- **Ref 30 Land south of Walton Road, Drakelow (Planning Ref. 2023/1665).** The proposed scheme is located to the north of Oaklands Farm Solar Park development, with a proposed access junction on Walton Road in close proximity to the Oaklands Farm

Solar Park development. The Transport Statement (December 2023) sets out the estimated 20-month construction programme with undetermined commencement date. The estimated construction traffic comprises a total of 5,070 two-way HGV movements which peaks 350 HGV movements. The average daily HGV movements range from a minimum of seven to maximum of 16 two-way trips. The average daily staff related trips during the construction period ranges from a minimum of eight to a maximum of 15 two-way trips. Operational traffic will be negligible. Several shared links have been identified as Walton Road, Rosliston Road, A5189 and A444. As such, this new development **is included in the cumulative assessment.**

- **Ref 31 Land north of Royle Farm Business Park, Drakelow (Planning Ref. DMPA/2024/0499).** The planning application supersedes **DMPA/2021/1221 (as set out in Appendix A Table 1.1 #5)**. This site is located in close proximity to the Oaklands Farm Solar Park development, with several shared highway links identified including Walton Road, Rosliston Road, A5189 and A444. The Transport Statement (March 2024) sets out an 18-month construction programme and estimates 2,708 two-way movements over an 18-month construction period (an average weekly HGV movements are of 35 HGVs per week and seven HGVs per day). This new development **is included in the cumulative assessment.**
- **Ref 32 Hoon Hay Manor, Marston Lane, Hatton, Derby, DE65 5EA (Planning Ref. DMPA/2021/1585).** This development is located **approximately** 14km from the Oaklands Farm Development Park. There are no transport documents available and as such, shared highway links have not been identified. In the absence of construction traffic data, the cumulative impact of this new development cannot be assessed **and is not included in the cumulative assessment**
- **Ref 33 Castle Gresley Gas Peaking Plant (Planning Ref. 9/2018/1107).** There are no transport documents available for this development, but a review of the location on Google Earth indicates that this development is located **approximately** 8km southeast of Oaklands Farm Solar Park, south of the A444. As such, the shared links would include A444 and A5189. In the absence of construction traffic and operational traffic data, the cumulative impact of this development cannot be assessed **and is not included in the cumulative assessment.**
- **Ref 34 Land at Highfields Farm Clifton Lane, Tamworth, Staffordshire B79 0AQ (Planning Ref. 22.00110/FULM).** The Transport Assessment (January 2022) associated with this development indicates a 24-week construction programme with undetermined commencement date. The construction traffic daily average is twelve two-way HGV movements (six HGVs) and there is no information relating to LVs and staff trips. Access to the development is approximately 14kms from the Oaklands Farm Solar Park development and no shared links have been identified. As such, this development **is not included in the cumulative impact assessment.**
- **Ref 35. Former Drakelow Power Station, Walton Road, Drakelow (Planning Ref. DMOT/2024/0152).** Located on the former Drakelow power station, in close proximity to Oaklands Farm Solar Park development. The potential shared links have been identified as Walton Road, Rosliston Road, A5189 and A444. There are no transport related documents or construction programme available, and the quantum of associated construction traffic cannot be determined. As such, the cumulative impacts of this proposed development with Oakland Farm Solar Park cannot be assessed **and is not included in the cumulative assessment**
- **Ref 36 Land at Park Road, Overseal, Swadlincote (Planning Ref. DMPA/ 2024/ 1131).** This planning application is located approximately **5km** to the southeast of the Oaklands Farm Solar Park development, with access off Park Road, Swadlincote. There are no transport related documents available, and the planning statement (August 2024) associated with the scheme indicates an 18-month construction period, with an undetermined commencement date. The planning statement indicates a low volume of traffic during the construction phase, which will be managed through a CTMP, and negligible operational traffic. Given the location of the development, it is likely that shared highway links would include the A5189 and A444. In the absence of transport data, the cumulative impacts of this development with Oaklands Farm Solar Park cannot be assessed **and the proposed development is not included in the cumulative assessment.**
- **Ref 37. Land at Barn Farm, Caldwell Road, Drakelow, DE15 9TX.** This development is located off Walton Road and in close **proximity** to the Oaklands Farm Solar Park development. Potential shared highway links could include Walton Road, A5189 and A444. There are no transport related documents available and in the absence of traffic data, the cumulative impact of the development with Oaklands Farm Solar Park cannot be assessed **and the proposed development is not included in the cumulative assessment.**

### Cumulative assessment of updated schemes

**3.40** Table 1.3 in Appendix B summarises the sifted ‘short-list’ of the cumulative developments which have the potential to cumulatively impact with the Proposed Development, identifies the shared highway links and details the discrete development’s daily traffic demand.

**3.41** The principal guidance for the assessment of traffic effects is *the Guidelines for the Assessment of Traffic and Movement, Institute of Environmental Management and Assessment (IEMA), 2023*. These Guidelines have been applied to the assessment of cumulative effects.

**3.42** The IEMA guidelines recommend the application of two broad rules of thumb for determining the scale and scope of assessment as follows:

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%).
- Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more.

**3.43** By definition, highway links that fall below Rule 1 and Rule 2 criteria are deemed to not likely give rise to significant effects.

**3.44** Table 1.4 in Appendix B compares the total traffic demand from the shortlisted schemes (assuming there is a temporal overlap) plus the Oaklands Farm Solar Park development traffic against the background average daily traffic flow for the shared highway links to determine the cumulative magnitude of change to baseline conditions.

**3.45** It can be noted from Table 1.4, the percentage change and increase in traffic on all shared links is below 10%. Therefore, applying IEMA Rule 1 and Rule 2 it can be assessed that the cumulative effects are negligible (not significant in EIA terms).

**3.46** It is noteworthy that there are a number of developments that have traffic data gaps or are in an early stage of application. To address the potential that further traffic data could emerge (giving rise to cumulative effects) the Oaklands Farm Solar Park Outline Construction Traffic Management Plan (OCTMP) makes provisions to engage with statutory stakeholders formally throughout construction duration via a ‘Traffic Management Group (TMG)’. This will provide the mechanism to review cumulative developments and co-ordinate emerging traffic peaks and roadworks, thereby addressing any uncertainties and data gaps identified in this cumulative assessment (and future changes to the transport metrics identified).

### Conclusions

**3.47** The cumulative traffic demand resulting from the updated development list plus the Proposed Development traffic is assessed as negligible based on the traffic metrics that have been submitted by the discrete developments.

**3.48** The Oaklands Farm Solar Park OCTMP has provisions to manage changes to cumulative traffic demand to ensure large scale impacts are not introduced.

**3.49** It is therefore concluded, that the assessment of cumulative effects presented in this section does not change the significance of cumulative effects presented in the ES. For Transport and Access these remain negligible .

### Noise

#### Relevant schemes from the updated list

**3.50** The schemes considered for cumulative effects are considered separately for construction traffic noise, construction noise from activity on site, and operational noise.

#### Cumulative assessment of updated schemes – Construction traffic noise

**3.51** The following schemes are considered for potential cumulative construction noise effects. These have been considered individually with the Proposed Development as they may share sections of proposed construction vehicle routes, if the construction of the developments occurs at the same time. It is considered highly unlikely that the construction traffic generated during peak activity for each scheme would coincide.

**Table 3.1 Schemes considered for cumulative construction traffic noise**

Ref	Cumulative Development Scheme
23	BESS at Land at SK2419 3740, Caldwell Road, Drakelow, Burton-on-Trent, DE15 9TX (Planning ref. DMPA/2024/0925)
24	BESS at Fairfields Farm, Rosliston Road, Walton-on-Trent, Swadlincote, DE12 8LR (Planning ref. DMPA/2024/0789)
28	BESS at Land to the West of Rosliston Road, Drakelow (Planning ref. DMOT/2024/1104)
30	BESS at Land South of Walton Road, Drakelow (Planning ref. DMPA/2023/1665)

Ref	Cumulative Development Scheme
31	BESS at Land to the north of the Royle Farm Business Park, Drakelow, Swadlincote (Planning ref. DMPA/2024/0499)
35	Solar Farm and BESS at Former Drakelow Power Station, Walton Road, Drakelow, Burton-on-Trent, Derbyshire (Planning ref. DMOT/2024/0152)

### BESS off Caldwell Road, Drakelow (ref 23)

**3.52** There is a potential cumulative effect if construction traffic associated with the Proposed Development uses Scenario 2a (as shown in Figure 10.3 of ES), where both schemes would use a section Walton Road / Main Street affecting properties such as within the new Drakelow Park and properties on the edge of Stapenhill, for example, Fallow Drive / Drakelow House.

**3.53** The Construction Traffic Management Plan submitted with the BESS scheme off Caldwell Road indicates there may be 2 or 3 weeks of 20 two-way HGV movements between 10:00 and 17:00 during site setup and approximately 30 workers on site each day. If it is assumed that there may be 3 HGV movements per hour, and all workers arriving between 07:00 and 09:00 and leaving between 17:00 and 19:00, the total predicted cumulative increase in road traffic noise level is up to 0.7 dB in the worst hour, which remains as a Minimal magnitude of effect, and Negligible significance to any properties.

### BESS at Fairfields Farm, Walton-on-Trent (ref 24)

**3.54** There is a potential cumulative effect if construction traffic associated with the Proposed Development uses Scenario 2a (as shown in Figure 10.3 of ES), where both schemes would use a section Walton Road / Main Street affecting properties such as within the new Drakelow Park. If the Fairfields Farm secondary construction route is adopted, which uses more of Walton Road, this may also affect properties on the edge of Stapenhill, for example, Fallow Drive / Drakelow House.

**3.55** The Transport Statement for the Fairfields Farm scheme indicates 22 HGVs over a 08:00 to 18:00 period, with 60 cars or vans arriving and leaving site. If it is assumed that there are 3 HGV movements an hour, and all workers arriving between 07:00 and 09:00 and leaving between 17:00 and 19:00, the total predicted cumulative increase in road traffic noise level is up to 0.7 dB, which remains Minimal magnitude of effect, and Negligible significance to any properties.

**3.56** Where the preferred construction traffic route for the Proposed Development is adopted (Scenario 1: as shown in Figure 10.2 of the ES) there is a short section of Walton Road that could combine with the Fairfield Farm scheme route which could affect properties including Grove Lodge, and The Lodge off Walton Road, Park Farm Cottages and Warren Hill. The highest potential cumulative change in road traffic noise is estimated at up to 0.9 dB, which remains a Minimal magnitude of effect, and Negligible significance to any properties.

### BESS West of Rosliston Road, Drakelow (ref 28)

**3.57** There is no information on construction traffic volumes or construction traffic routes provided with the screening request, except that it is intended to restrict HGV deliveries outside peak traffic times and stating that *“Construction traffic would utilise main roads and avoid populated areas where practicable. It is not expected that the proposed development would generate sufficient levels of construction traffic to result in significant noise effects”*.

**3.58** Given the site’s proximity to the main road of Walton Road, this is presumed to be the HGV route. Therefore, there is a potential cumulative effect if construction traffic associated with the Proposed Development uses Scenario 2a (as shown in Figure 10.3 of ES), where both schemes would use a section of Walton Road / Main Street affecting properties on the edge of Stapenhill, for example, Fallow Drive / Drakelow House.

**3.59** It is reasonable to assume that there will be less than 5 HGV movements per hour outside of peak hours and less than 60 works arriving and leaving site per day and therefore the total predicted cumulative increase in road traffic noise level will be less than 1dB in any hour, which remains a Minimal magnitude of effect, and Negligible significance to any properties.

### BESS South of Walton Road, Drakelow (ref 30)

**3.60** There is a potential cumulative effect if construction traffic associated with the Proposed Development uses Scenario 2a (as shown in Figure 10.3 of ES), where both schemes would use a section Walton Road / Main Street affecting properties such as within the new Drakelow Park and properties on the edge of Stapenhill, for example, Fallow Drive / Drakelow House.

**3.61** The Transport Statement submitted with the BESS scheme South of Walton Road indicates there may be 12 months of 13-16 two-way HGV movements between 10:00 and 17:00. If it is therefore assumed that there may be 2 HGV movements per hour and in the region of 30 workers per day arriving before and leaving after working house, the total predicted cumulative increase in road traffic noise level will be up to 0.7dB in the worst hour, which remains a Minimal



magnitude of effect, and Negligible significance to any properties.

#### **BESS North of Royle Farm Business Park, Drakelow (ref 31)**

**3.62** This is a revised application for a similar scheme to that previously consented (ref. 5 in Appendix A). The scheme is consented as of July 2024 and is therefore likely to have been built prior to the Proposed Development.

**3.63** If the scheme construction was to coincide with the Proposed Development, there is a potential cumulative effect if construction traffic associated with the Proposed Development uses Scenario 2a (as shown in Figure 10.3 of ES), where both schemes would use a section Walton Road / Main Street affecting properties on the edge of Stapenhill.

**3.64** The Transport Statement for the Royle Farm scheme indicates the most intense period is likely to be in the first few weeks, where there are some 112 HGV movements indicated (Mobilisation, Temporary fence delivery, and welfare setup). This equates to around 7 HGV movements per day, and therefore assumed to be up to 2 per hour. The total predicted cumulative increase in road traffic noise level will be less than 0.7dB in the worst hour, which remains a Minimal magnitude of effect, and Negligible significance to any properties.

#### **Solar Farm and BESS at Former Drakelow Power Station (ref 35)**

**3.65** There is no information on construction traffic volumes or construction traffic routes provided with the screening request. Given the site's proximity to the main road of Walton Road, this is presumed to be the HGV route. Therefore, there is a potential cumulative effect if construction traffic associated with the Proposed Development uses Scenario 1 or 2a (as shown in Figure 10.3 of the ES), where both schemes would use a section of Walton Road / Main Street.

**3.66** It is reasonable to assume that there will be less than 5 HGV movements per hour outside of peak hours and less than 60 works arriving and leaving site per day and therefore the total predicted cumulative increase in road traffic noise level will be less than 1dB in any hour, which remains a Minimal magnitude of effect, and Negligible significance to any properties.

#### **BESS at Land at Barn Farm, Drakelow (ref 37)**

**3.67** There is limited information provided with the screening request. It is assumed that the scheme will use Walton Road for construction traffic and therefore there is a potential cumulative effect if construction traffic associated with the Proposed Development uses Scenario 1 or 2a (as shown in Figure 10.3 of ES), where both schemes would use a section Walton Road / Main Street.

**3.68** It is reasonable to assume that there will be less than 5 HGV movements per hour outside of peak hours and less than 60 works arriving and leaving site per day and therefore the total predicted cumulative increase in road traffic noise level will be less than 1dB in any hour, which remains a Minimal magnitude of effect, and Negligible significance to any properties.

#### **Cumulative assessment of updated schemes – Construction noise on site**

**3.69** Cumulative construction noise effects from construction works on site are considered unlikely as noticeable construction activity is only likely to occur when working within around 150-300m of noise sensitive receptors, which typically occurs for relatively short periods at a time, where negligible to minor significance effects have been predicted from the Proposed Development. The nearest scheme to the Proposed Development is the Solar Farm and BESS at the Former Drakelow Power Station (ref 35), which is some 200m from Grove Lodge, however predicted construction noise from the Proposed Development is low at receptors near Grove Lodge, as discussed at 3.703.69. The next nearest scheme is at Fairfields Farm (ref 24) which is approximately 450m from the nearest point of the Proposed Development, with a cable route within approximately 350m of Park Farm.

#### **Solar Farm and BESS at Former Drakelow Power Station (ref 35)**

**3.70** The scheme is some 200m from Grove Lodge, and 350m from Park Farm Cottages. The only construction activity from the Proposed Development affecting Grove Lodge and Park Farm Cottages is use of the farm track as a haul road, with Negligible significance. Park Farm House is screened from the Former Drakelow Power Station and some 400m away and therefore unlikely to be significantly affected by construction activity on the Former Drakelow Power Station site. Cumulative construction noise on site is therefore likely to remain Negligible significance.

#### **Cumulative assessment of updated schemes – Operational noise**

**3.71** Potential cumulative operational noise effects are considered for the scheme at Fairfields Farm (ref. 24). All other schemes in the new list at Appendix A are more than 1km from the noise sensitive receptors considered for operational noise from the Proposed Development.

#### **BESS at Fairfields Farm (ref 24)**

**3.72** This is a subsequent application for the previous Screening Opinion for Land at Barr Hall Farm

(DMOT/2023/0621), which was previously considered at paragraphs 11.151 to 11.154 of the main ES.

**3.73** The scheme is less than 300m from the residential property at Fairfields Farm, approximately 500m from Corner Farm, and approximately 600m from Old Barn Farm, which are noise sensitive receptors considered for operational noise from the Proposed Development.

**3.74** The noise assessment submitted with the Fairfields scheme indicates predicted noise levels of up to 36 dB(A) at the house at Fairfield Farm and, by extrapolating the contours further south, indicates noise levels of up to approximately 35 dB(A) at Corner Farm and Old Barn Farm. The assessment assumes that the sources of sound power levels are designed to meet those set out in the report. The predicted levels are stated as being an overprediction and “*unlikely to happen in reality*”.

**3.75** These predicted levels are for light down wind conditions as per the methodology in ISO 9613-2:1996, which is considered to be the worst case for noise assessment. The Fairfields scheme is north of the common receptors identified above, whereas the Proposed Development is to the south and therefore the two cannot be downwind at the same time. The difference between light upwind and light downwind conditions over propagation distances of around 500m is in the order of 8dBA (using CONCAWE<sup>4</sup> with appropriate assumptions for the two schemes). For calm conditions noise levels will be in the order of 3dBA lower than for light downwind conditions over 500m, and 2dB over 300m. Therefore, the worst case for cumulative noise would be for calm conditions. The combined worst case rating noise levels for the two schemes has been estimated for calm wind conditions as per the tables below:

**Table 3.2 Worst case cumulative operational daytime noise level under calm wind conditions**

Receptor	Oaklands Farm Solar rating level, dBA	Fairfields BESS rating level, dBA	Combined rating level, dBA
Fairfields Farm	29	34	35
Old Barn Farm	26	32	33
Corner Farm	33	32	36

**Table 3.3 Worst case cumulative operational night-time noise level under calm wind conditions**

Receptor	Oaklands Farm Solar rating level, dBA	Fairfields BESS rating level, dBA	Combined rating level, dBA
Fairfields Farm	31	<34	36
Old Barn Farm	26	<32	33
Corner Farm	32	<32	36

**3.76** The assessment for significance of effect for the worst case combined rating levels remain at negligible (not significant) for each receptor.

### Conclusions

**3.77** The assessment of cumulative effects presented above does not change the significance of cumulative effects presented in the ES. For noise these remain at Negligible significance for construction and operation.

## Socio-Economics and Recreation

### Relevant schemes from the updated list

**3.78** All schemes identified in Appendix A are considered relevant to Socio-economics and Recreation.

### Cumulative assessment of updated schemes

**3.79** It is likely that there could be cumulative beneficial effects on local employment and direct and indirect spend in the local economy during construction, with the creation of construction jobs, along with parts and materials which could be sourced locally. However, it is not possible to quantify the effect at this stage as there is not enough information available for the other schemes, and the proportion of jobs or spend that would be directed at the local economy.

**3.80** A few of the cumulative developments about Public Rights of Way (PRoWs)<sup>5</sup> though these are outside of the red line boundaries. Development ref 32 has a PRoW running through the site like the Proposed Oaklands scheme. There is the potential for adverse effects on the use of these PRoWs during construction of the developments. However, it is considered likely that developments would prioritise keeping

<sup>4</sup> CONCAWE report 4/81 *The Propagation of Noise from Petroleum and Petrochemical Complexes to Neighbouring Communities*

<sup>5</sup> Development refs 27, 29, 32, 34

PRoWs open, as per the Proposed Development, or keeping diversions to a minimum. The Planning Statement for development ref 32 confirms that the PRoW running through the site will remain unobstructed during construction and operation.

**3.81** 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, or simply due to their presence in the local area once operational. However, the Construction Traffic Management Plan for the Proposed Development requires coordination with the relevant Highway Authorities, and will include a mechanism to avoid clashes of network availability and ensure alignment of CTMP measures. Once operational, the schemes are highly unlikely to have a cumulative effect on tourism in the area as they are likely to be screened from local roads and therefore most visitors to the area won't register them in the landscape.

### Conclusions

**3.82** The assessment of cumulative effects presented above does not change the significance of cumulative effects presented in the ES. For Socio-economics and Recreation, the cumulative effect in relation to local employment and spend at construction would remain minor beneficial (not significant) on the local economy and employment, but a negligible effect (not significant) at the regional level. For recreation and tourism, these would remain negligible (not significant).

## Climate Change

### Greenhouse Gas Emissions (GHG)

**3.83** For the GHG emissions assessment, we would not consider the new schemes shown in Table 1.2 of Appendix A to affect the assessments of significance concluded in the ES.

**3.84** This because, as stated in the main ES Chapter (paragraph 13.98), the assessment methodology uses relevant UK National Carbon Budgets as a proxy for the identified receptor of the global climate, in line with IEMA guidance. Effects of GHG therefore cannot be geographically constrained.

**3.85** Furthermore, any cumulative GHG emissions from other schemes would also be considered by the UK carbon budgets. This approach is inherently cumulative, since it accounts for national budgets that are managed centrally by the Government.

**3.86** It should also be noted that other schemes falling under the EIA Regulations will also need to consider climate change assessment within their own planning or DCO application.

### Adaptation

#### Relevant schemes from the updated list

**3.87** All schemes identified in the cumulative assessment in Appendix A: Updated Schemes are considered relevant to Climate Change adaptation.

#### Cumulative assessment of updated schemes

**3.88** Other schemes are assumed to have taken into account climate change adaptation in their design and comply with regulatory standards and relevant planning policy. As such significant cumulative effects are not considered likely.

### Conclusions

**3.89** The assessment of cumulative effects presented above does not change the conclusion of no significant cumulative effects presented in the ES.

## Glint and Glare

#### Relevant schemes from the updated list

**3.90** The new schemes relevant to glint and glare are the proposed solar farm schemes (ref 32, 34 and 35). However, these are all located beyond 1km from the Proposed Development solar panels and therefore outside the area within which cumulative effects are assessed.

#### Cumulative assessment of updated schemes

**3.91** For ground-based receptors, the 1km assessment areas for the Proposed Development and new schemes would not overlap, meaning none of the assessed receptors for the Proposed Development would require assessing for the new schemes simultaneously as interactions at those distances are highly unlikely to occur.

**3.92** For aviation receptors, the Proposed Development would need to be within close proximity (~50m) to the new schemes in order to be considered as a single combined area when calculating the glare intensity. Otherwise, they would be considered different glare sources with separate glare intensities..

### Conclusions

**3.93** The cumulative assessment presented in the ES, of no cumulative effects, does not change.

## Agriculture and Land Use

### Relevant schemes from the updated list

**3.94** All of the additional schemes are relevant to the agricultural topic as they are all relating to solar and battery energy storage.

### Cumulative assessment of updated schemes

**3.95** The cumulative assessment in the ES (January 2024) concluded that the solar farm at Haunton (scheme ref 4) involved the largest quantum of BMV, but that the cumulative effect was likely to be minor adverse.

**3.96** The additional schemes identified involve numerous BESS proposals, which collectively involve of the order of 42 ha of best and most versatile agricultural land (BMV), plus some unknown agricultural land qualities (scheme refs 27 and 28). With careful soil management and handling these areas can potentially be restored to the same grade, but it is not known whether or not this will be possible in all cases.

**3.97** Therefore, the cumulative impact of these schemes could potentially be negligible or minor, but it could be major adverse if restoration is not possible (a high magnitude impact on resources of high or very high sensitivity).

**3.98** The contribution of the Proposed Development to the cumulative effect is negligible. Since submission of the ES, the soil storage areas have been confirmed, and the Oaklands project will be able to restore all land to the pre-construction grade.

### Conclusions

**3.99** Other schemes may result in a cumulative impact of negligible to major adverse significance, depending upon the details of soil handling and restoration, but the contribution of the Oaklands scheme to this effect is negligible. There would be no significant cumulative effects as presented in the ES on this basis.

## Major Accidents and Disasters

### Relevant schemes from the updated list

**3.100** All of the new cumulative schemes identified in Appendix A, are considered most likely to contribute towards or be affected by cumulative effects as they are battery energy storage and solar energy schemes.

### Cumulative assessment of updated schemes

**3.101** All these schemes will have had to undertake their own risk assessments and have plans in place to avoid, reduce and manage potential major accidents and disasters. It is therefore highly unlikely that there would be two major incidences, at two locations close to each other, at the same time. In the highly unlikely event that an incident did occur at one of the BESS they are sufficiently distant that they would not trigger an incident at the Oaklands BESS. As such significant cumulative effects are not considered likely.

### Conclusions

**3.102** The assessment of cumulative effects presented above does not change the conclusion of no significant cumulative effects presented in the ES.

## Air Quality

### Relevant schemes from the updated list

**3.103** The new schemes which have been considered for potential cumulative air quality effects are:

- 23 - BESS at Land at SK2419 3740, Caldwell Road, Drakelow, Burton-on-Trent, DE15 9TX (Planning ref. DMPA/2024/0925)
- 24 - BESS at Fairfields Farm, Rosliston Road, Walton-on-Trent, Swadlincote, DE12 8LR (Planning ref. DMPA/2024/0789)
- 28 - BESS at Land to the West of Rosliston Road, Drakelow (Planning ref. DMOT/2024/1104)
- 30 - BESS at Land South of Walton Road, Drakelow (Planning ref. DMPA/2023/1665)
- 31 - BESS at Land to the north of the Royle Farm Business Park, Drakelow, Swadlincote (Planning ref. DMPA/2024/0499)
- 35 - Solar Farm and BESS at Former Drakelow Power Station, Walton Road, Drakelow, Burton-on-Trent, Derbyshire (Planning ref. DMOT/2024/0152)

**3.104.** These have been considered as they may share sections of proposed construction vehicle routes, if the construction of the developments occurs at the same time.

#### Cumulative assessment of updated schemes

**3.105** These new schemes would not change the findings of the cumulative assessment presented in the ES. Construction trip numbers for the Proposed Development remain below the screening criteria and are considered insignificant regardless of baseline traffic flows. The trips from any cumulative developments would not change the trip numbers due to the Proposed Development, which would remain below the screening threshold. Trips below the screening criteria thresholds are considered insignificant, and do not require assessment as detailed in IAQM guidance, and no significant effect is predicted.

**3.106** In respect of fugitive dust emissions, IAQM<sup>6</sup> guidance states that subject to the correct risk categorisation and therefore appropriate mitigation to that degree of risk, that dust effects can be considered insignificant. It is assumed these schemes would implement standard dust control measures so cumulative effects will not be significant.

#### Conclusions

**3.107** The assessment of cumulative effects presented above does not change the conclusion of no significant cumulative effects presented in the ES.

#### Waste

##### Relevant schemes from the updated list

**3.108** The battery storage and solar schemes identified in Appendix A, are considered most likely to contribute towards or be affected by cumulative effects due to the similar nature of the waste streams needing to be managed. This could place increased pressure on the capacity of local recycling plants or landfill sites.

##### Cumulative assessment of updated list

**3.109** It has been assumed that robust waste management plans will be prepared for the relevant cumulative schemes which will ensure adequate management of waste risings. It is therefore considered that cumulative effects would be **negligible (not significant)**.

#### Conclusions

**3.110** The assessment of cumulative effects presented above does not change the conclusion of no significant cumulative effects presented in the ES.

#### Human Health

##### Relevant schemes from the updated schemes

**3.111** All new schemes identified in Appendix A: Updated Schemes are considered relevant to Human Health.

##### Cumulative assessment of updated schemes

**3.112** Cumulative effects are considered in relation to:

- Noise and air quality: other schemes should have provision for mitigating and managing effects from noise and dust with robust Environmental Management Plans for their construction, operational and decommissioning phases. As such there would be no significant cumulative effects.
- Accessibility and active travel: it must be assumed that other developments will make provision for active travel and will ensure the development is accessible to current standards and requirements. As such there would be no significant cumulative effects.
- Access to open space and nature: it must be assumed that other developments interacting with the PRow network will ensure suitable management of effects such as diversions to ensure use of the network is not affected. As such there would be no significant cumulative effects.
- Crime reduction and community safety: all developments are required to design out crime. As such there would be no significant cumulative effects.
- Access to work and training: without access to the detail on construction costs and employment for all cumulative schemes, it has been assumed that there will be a not significant, cumulative, beneficial effect related to construction employment. Similarly, during operation, all developments are likely to provide some level of employment and as such beneficial cumulative effect are anticipated, though these are unlikely to be significant.

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<sup>6</sup> Institute of Air Quality Management (2024) Guidance on the assessment of dust from demolition and construction.

### Conclusions

**3.113**The assessment of cumulative effects presented above does not change the conclusion of no cumulative effects presented in the ES.

## Telecommunications, Television and Utilities

### Relevant schemes from the updated schemes

**3.114**All schemes identified in the cumulative assessment in Appendix A: Updated Schemes are considered relevant to Telecommunications, Television and Utilities.

### Cumulative assessment of updated schemes

**3.115**All developments need to factor in the location of utilities and telecommunications infrastructure prior to construction not only to protect these assets but to also ensure the safety of construction workers. It is expected that each development will undertake suitable surveys and identify design changes or mitigation to avoid adverse effects on such asset.

### Conclusions

**3.116**The assessment of cumulative effects presented above does not change the conclusion of no cumulative effects presented in the ES.

## Chapter 4

### Conclusion

**4.1** The assessments presented above conclude that the addition of the updated schemes to the cumulative assessment do not change the findings of the cumulative assessment presented in the ES.

# Appendix A

## Updated Schemes

**A.1** The following tables provide the schemes that are considered in this updated cumulative effect assessment.

**A.2** **Table 1.1** provides the original schemes presented in the ES with updates to the status of these schemes i.e. ongoing, permitted, refused etc. **Table 1.2** presents new schemes identified during council planning portal searches in October 2024 or via representations from interested parties at Examination.

**A.3** **Figure 2.1** maps all schemes presented in the Tables.



**Table 1.1: Original list of schemes included in the ES with updated status**

Ref.	Cumulative Development Location	Planning Reference	Status Update Since ES	Description
1	Land to the North West of Barn Farm and to the South of Walton Road and the Former Drakelow Power Station	DMPA/2023/0170 Screening Opinion: 2022/0629	Consented 21/07/23 (no change)	The installation of battery energy storage, substation, transformer stations, site access, internal access track, security measures, access gates, and biodiversity enhancements on Land to the North West of Barn Farm and to the South of Walton Road and the Former Drakelow Power Station.  [Note: Screening Request site address was Land at Barn Farm, Cauldwell Road, Drakelow, Burton on Trent, DE15 9TX. ]
2	Land at Barr Hall Farm, Drakelow, South Derbyshire	DMOT/2023/0621	Screening Opinion Issued – not EIA (no change)	Screening Opinion request under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to proposed development of an Energy Storage System (ESS) and substation development.  A subsequent application has been submitted (see Ref. 24).
3	Breach Farm, Cadley Lane, Caldwell, Swadlincote, DE12 6RJ	DMPA/ 2020/0542	Consented 06/08/20 (no change)	The variation of condition 5 of permission ref. 9/2018/0223 (relating to the construction of a 40MW energy storage scheme with 1 no. building (sui-generis use) to provide back up electricity services to the grid for a period of 25 years from the date of commission of the battery storage scheme) at Breach Farm, Cadley Lane, Caldwell, Swadlincote, DE12 6RJ.
4	Land South Of Main Road, Haunton, Tamworth, Staffordshire	20/01245/FULM	Under construction (no change)	Installation of a solar farm comprising ground mounted solar PV panels (143,000) with a generating capacity of up to 49.9MW, including mounting system, battery storage units, inverters, underground cabling, stock proof fence, CCTV, internal tracks and associated infrastructure, landscaping and environmental enhancements for a temporary period of 40 years and a permanent grid connection hub. Land South of Main Road, Haunton, Tamworth, Staffordshire.
5	Land to the north of the Royle Farm Business Park, Caldwell Road, Burton-on-Trent	DMPA/2021/1221	Consented 03/03/22 (no change)	The installation of a Battery Storage Facility with associated infrastructure and access, grid connection consisting of the erection of a substations, control buildings, communications cabinets, battery transformers, proposed boundary treatment and installation of CCTV with associated works.  Another application has been submitted for the same site (see Ref 31)

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Ref.	Cumulative Development Location	Planning Reference	Status Update Since ES	Description
6	Drakelow C Power Station, Walton Road, Drakelow	CW9/0420/7	Under Construction (no change)	Permission for the construction and operation of an 18MW Renewable Energy Centre and associated infrastructure on land at the former Drakelow C Power Station, Walton Road, Drakelow.
7	Banks House/Bretby View, Sabines Yard and Market Hall, Midland Road, Swadlincote, DE11 0AG	DMPA/2022/0844	Consented 16/09/22 (no change)	Demolition of buildings, and redevelopment of site to provide additional car parking spaces and urban park. Alterations to Market Hall, including removal of existing roof; erection of painted metal canopy, brickwork, fencing and solar panels; installation of lighting; and associated landscaping; to create a multi-functional space for 42 car parking spaces and events space for specialist markets and cultural events.
8	23 York Road, Church Gresley, DE11 9QG	DMPA/2021/0715	Pending (no change)	Approval of reserved matters (layout, scale, appearance and landscaping) pursuant to outline permission ref.9/2017/0244 for the erection of 10 dwellings with access, parking and associated works.
9	Land at SK1930 5342, Hawthorn Farm, Scropton Road, Scropton, DE65 5PR	DMOT/2022/1030	Consented 31/03/23 (no change)	The approval of detail reserved by condition nos. 8 (HGV route survey), 10 (temporary access track details), 11 (root protection area no-dig methodology), and 12 (public rights of way management during construction), 14 (solar panels, module frames, fencing; gates, CCTV poles, CCTV equipment, customer cabin, transformers, inverters and substation DNO details), 15 (equipment details), 17 (levels), 19 (lighting), 20 (CCTV active monitoring), 21 (archaeology), 22 (archaeology compliance), 23 (archaeology results analysis, publication and dissemination), 24 (tree protection), 26 (landscaping plan), 27 (Landscaping Management Plan), 28 (surface water drainage), 29 (surface water hierarchy), and 30 (construction surface water management) of permission ref. DMPA/2021/0315 (for the installation of up to 10MWp of solar photovoltaic panels and associated works, including substations, inverters, access tracks, security fencing and cameras).
10	Land off Church Street, Church Gresley, Swadlincote	9/2013/0946	Outline Permission Granted 31/03/15 (no change)	Outline application (all matters except for principle means of vehicular access to be reserved) for the residential development up to 306 dwellings, access, parking, public open space, landscaping and associated infrastructure.
11	Land Off Horner Avenue, Fradley, Lichfield, Staffordshire	22/00106/FULM	Now refused (potential for appeal unknown)	Full planning application for a residential development (109 units) with associated works and public open space, and access from Horner Avenue and Ward Close.

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Ref.	Cumulative Development Location	Planning Reference	Status Update Since ES	Description
12	Model Farm, Peggs Lane, Elford, Tamworth, Staffordshire, B79 9DR	22/01016/COUM	Now consented 18/10/23	Change of use from agriculture to holiday lodge including no25 holiday lodges and glamping pods and erection of reception / cafe / shop and storage with parking, EV charging/ cycle, equine provision, external play areas and associated landscaping, drainage and ecological enhancements. Model Farm Peggs Lane Elford Tamworth Staffordshire B79 9DR.
13	Land adjacent to Willshee's Waste And Recycling Limited, Keith Willshee Way, Swadlincote, DE11 9EN	CW9/1022/22	Now refused (no live appeal)	The proposed construction and operation of the Swadlincote Resource Recovery Park (SRRP) comprising an Energy Recovery Facility (ERF) and Aggregate Recovery Facility (ARF) together with ancillary infrastructure including grid connection cable and works, private electrical wire provision, substation, CHP off-take provision, internal vehicular circulation and yard areas, weighbridges, car parking, new access road, temporary construction compound and laydown area, security fencing and gates, drainage, landscaping and off-site habitat compensation.
14	Land off Mount Road, Castle Gresley, South Derbyshire	DMPA/ 2021/1698 DMOT/2022/1593 DMOT/2022/1356	Consented (no change)	An energy storage facility, together with associated equipment, infrastructure and ancillary works.  Approval of details required by condition 10 attached to ref. DMPA/2021/1698 (An energy storage facility, together with associated equipment, infrastructure and ancillary works). Approval of details required by condition 3 attached to ref. DMPA/2021/1698 (An energy storage facility, together with associated equipment, infrastructure and ancillary works).
15	Curborough North Site, Watery Lane Curborough Lichfield Staffordshire	23/00763/SCOPE	Decided 17/06/24 but no scoping opinion on council portal	Proposed development to create up to 2,350 residential units, either an all through school or a separate 2 form-entry primary school and an 8 form-entry secondary school, green infrastructure, sustainable urban drainage, a spine road and associated access.
16	Curborough South Site Watery Lane, Curborough, Lichfield, Staffordshire	23/00764/SCOPE	Decided 17/06/24 but no scoping opinion on council portal	Proposed development to create up to 1,150 residential units, a 3 form-entry primary school, a local centre, a care village and healthcare hub, green infrastructure, sustainable urban drainage, spine roads and associated access.
17	Land North Of Hay End Lane, Fradley, Burton Upon Trent, Staffordshire	22/01518/OUFMEI	Now refused (potential for appeal unknown)	Hybrid Planning Application comprising full application for the development of 500 dwellings, new accesses onto Hay End Lane and internal access, new sports provision consisting of playing fields, sports pavilion and associated parking, new open space, sustainable drainage, new ecology areas and woodland, landscaping and associated works; and an outline application for the development of a new primary school and associated works.

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Ref.	Cumulative Development Location	Planning Reference	Status Update Since ES	Description
18	Land At Harrier Centre And North Off Wood End Lane, Fradley, Lichfield, Staffordshire, WS13 8NG	23/00684/FULM	Now consented 19/04/24	Erection of an industrial building, split into two units with employment uses E(g), B2 & B8, together with ancillary offices, associated car parking, service areas and soft landscaping, the building having the provision to be built for single occupation without the ancillary offices to the second unit.
19	The National Memorial Arboretum, Croxall Road, Alrewas, Burton Upon Trent, Staffordshire, DE13 7AR	22/01612/FULM	Now consented 17/01/24	Creation of Memorial Woodland to include reworking ground levels, reshaping of the existing pond, food/drinks outlet, a multi use building, multi-user pathways, water features with associated landscaping and utilities.
20	Land Lying South Of Hay End Lane, Fradley, Lichfield, Staffordshire	23/00154/OUTM	Pending Consideration (no change)	Outline application with all matters reserved, except for access, for residential development of up to 43 dwellings.
21	Land Off Wellington Crescent, Fradley Park, Lichfield, Staffordshire	22/00532/OUTM	Pending Consideration (no change)	Outline application with all matters reserved for industrial units with B2, B8 and ancillary offices.
22	Midland Pig Producers Ltd, Hay End Lane, Fradley, Lichfield, Staffordshire, WS13 8NW	20/01031/OUTM	Appeal Lodged (no change)	Outline application with all matters reserved except for access for a Residential-led Mixed Use Development comprising, C2 Care and Assisted Living, C3 residential including self-build and bespoke. Neighbourhood Centre including Community Facilities, Open Space and Landscaping (Resubmission of application 18/00078/OUTME1).

**Table 1.2: New schemes to be considered in the updated cumulative assessment (searched up to 15/10/24)<sup>7</sup>**

Ref.	Cumulative Development Location	Planning Reference	Status	Description
23*	Land at SK2419 3740, Caldwell Road, Drakelow, Burton-on-Trent, DE15 9TX	DMPA/2024/0925	Pending Consideration	Erection of a Battery Storage System (BESS) and associated infrastructure. Also screening request under DMOT/2024/0072 (EIA not required). Neighbouring site to Land South of Walton Road (number 30).
24*	Fairfields Farm, Rosliston Road, Walton-on-Trent, Swadlincote, DE12 8LR	DMPA/2024/0789	Pending Consideration	Installation and operation of an Energy Storage System (ESS) including energy storage units, substation, site access, cable connection, landscaping and ancillary infrastructure.  This is the application for previous screening request (see Ref 2)
25	Land north of Twyford Road, Twyford, Derby (11km)	DMPA/2024/0664	Pending Consideration	Erection of a Battery Energy Storage System (BESS) with associated infrastructure. Screening application DMOT/2023/1538  Outside of 5km cumulative search area but may be relevant to other topics (particularly transport).
26	Land At Sk3229 8968, Unnamed Road From Twyford Road To Buckford Lane, Stenson, Derby (11km)	DMPA/2024/0586	Pending Consideration	Installation and operation of an Energy Storage System (ESS), including energy storage units, substation, site access, cable connection, landscaping and ancillary infrastructure.  Outside of 5km cumulative search area but may be relevant to other topics (particularly transport).
27*	Land at Derby Road , Egginton, Derby, DE65 6HL (11.92km)	DMPA/2024/0432	Pending Consideration	Erection of a Battery Energy Storage System (BESS), together with associated cable route and infrastructure, site levelling works, site access, landscaping, and ancillary works. Screening request DMOT/2024/0032.  Outside of 5km cumulative search area but may be relevant to other topics (particularly transport).
28	Land to the West of Rosliston Road, Drakelow	DMOT/2024/1104	Screening Request granted (EIA not required)	Screening request under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 relating to proposed Battery Energy Storage System (BESS)

<sup>7</sup> Schemes marked with an \* have been identified by interested parties

Cumulative Effects Update

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Ref.	Cumulative Development Location	Planning Reference	Status	Description
				and associated plant and equipment to allow for the storage, importation and exportation of energy to the National Grid, access, landscaping and associated works.
29	Landown Farm, Bakeacre Lane, Findern, Derby, DE65 6BH (11km)	DMOT/2024/0552	Screening Request decided according to council portal but decision on whether EIA required is visible	Screening request under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 relating to proposed Battery Energy Storage System (BESS) Including Associated Infrastructure, Landscaping and Access. Screening request DMOT/2024/0552.  Outside of 5km cumulative search area but may be relevant to other topics (particularly transport).
30*	Land South of Walton Road, Drakelow	DMPA/2023/1665	Refused (against officer recommendations (no live appeal) 12/11/24)	Proposed Battery Energy Storage System with associated access, landscaping and ancillary works. Also screening request DMOT/2023/1396 (EIA not required). Neighbouring site to Caldwell Road (number 23).
31	Land to the north of the Royle Farm Business Park, Drakelow, Swadlincote	DMPA/2024/0499	Consented 02/07/24	The installation of a Battery Energy Storage Facility with associated infrastructure, a grid connection route corridor, a DNO substation and connecting structure, a new internal site access, and associated works.  (This is the same site as Ref 5 included in the original ES)
32*	Hoon Hay Manor, Marston Lane, Hatton, Derby, DE65 5EA (10.5km)	DMPA/2021/1585	Consented 13/01/23	Development of a solar farm with ancillary infrastructure, security fence, access, landscaping and continued agriculture, to generate power to feed into the local distribution network.  Outside of 5km cumulative search area but may be relevant to other topics (particularly transport).
33*	Castle Gresley Gas Peaking Plant	9/2018/1107	Consented 13/03/19 – possibly now under construction	The construction and operation of a gas powered standby generation facility and associated infrastructure on land north west of electricity transformer station Mount Road Castle Gresley Swadlincote.

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Ref.	Cumulative Development Location	Planning Reference	Status	Description
34*	Land At Highfields Farm Clifton Lane Tamworth Staffordshire B79 0AQ (10km)	22/00110/FULM	Consented 11/06/23	Installation of a solar farm comprising ground-mounted Solar Photovoltaic panels (PV) with a generating capacity of up to 49.9MW together with all associated works, equipment and necessary infrastructure.  Outside of 5km cumulative search area but may be relevant to other topics (particularly transport).
35*	Former Drakelow Power Station, Walton Road, Drakelow, Burton-on-Trent, Derbyshire	DMOT/2024/0152	Screening decided – no decision notice whether EIA required on the council portal.	Screening Opinion request under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to proposed development of a Solar Farm and associated BESS.
36*	Land at Park Road, Overseal, Swadlincote (5.5-6km)	DMPA/2024/1131	Pending consideration	Erection of a Battery Storage Facility along with 8.41 Hectares of Native Woodland Habitat Enhancement  Outside of 5km cumulative search area but may be relevant to other topics (particularly transport).
37*	Land at Barn Farm, Drakelow	DMOT/2024/1249	Pending consideration	Screening request and scoping opinion relating to proposed development for a Battery Energy Storage System (BESS) on Land at Barn Farm ( <b>Note this is adjacent to scheme 35 and not near Barn Farm</b> ).

## **Appendix B**

### **Tables to Accompany Traffic and Transport Cumulative Assessment**



Table 1.3: Summary of Shortlisted Developments Included in the Traffic and Transport Cumulative Assessment

Ref	Description	Type	Shared Highway Links	Cumulative Assessment	
				ES Chapter	Post-Submission
2	DMOT/2023/0621 Land at Barr Hall Farm, Drakelow, South Derbyshire	BESS	Walton Road Rosliston Road A5189 A444	No transport data	<b>Construction Programme</b> Dependent on appointment of contractor, sourcing materials. <b>Metrics</b> See ref 24 for updated metrics
5	DMPA/2021/1221 Land north of Royle Farm Business Park, Caldwell Road, Burton-on-Trent	BESS	Walton Road Rosliston Road A5189 A444	<b>Construction Programme</b> 6 months (26 weeks) <b>Metrics</b> Average of 32 daily two-way HGV trips	See ref 31 for updated metrics
14	DMPA/2021/1698 Land off Mount Road, Castle Gresley, South Derbyshire  Info also contained in DMOT/2024/0874 discharge of conditions application.	BESS	A5189 A444	No data	<b>Construction Programme</b> 200-days over 12-month period. <b>Metrics</b> 880 two-way HGV trips 26 daily two-way HGV movements 20 daily two-way LV trips
23	DMPA/2024/0925 Land at SK2419 3740, Caldwell Road, Drakelow, Burton-on-Trent DE15 9TX	BESS	Walton Road Rosliston Road A5189		<b>Construction programme</b> Seven-months (30-week) period with no defined programme commencement. <b>Metrics</b>

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Ref	Description	Type	Shared Highway Links	Cumulative Assessment	
				ES Chapter	Post-Submission
			A444		Total of 383 HGV movements.  <b>Approx. three daily HGV two-way trips and 30 daily staff two-way trips</b>
24	DMPA/2024/0789 Fairfields Farm, Rosliston Road, Walton-on-Trent Supersedes DMOT/2023/0621	BESS	Walton Road Caldwell Road Rosliston Road A5189 A444		<b>Construction programme</b> 24-month with no defined commencement date.  <b>Metrics</b> A total of 11,387 two-way HGV movements.  Average daily totals of <b>44 two-way HGV movements</b> and <b>120 two-way LV movements</b>
30	DMPA/2023/1665 Land south of Walton Road, Drakelow	BESS	Walton Road Rosliston Road Caldwell Road A5189 A444		<b>Construction Programme</b> 20-month construction programme with undetermined commencement data.  <b>Metrics</b> Total 5,070 two-way HGV movements (peaks in month 13 with 350 two-way HGV movements).  <b>Average daily HGV two-way movements range from 7 – 16 and daily staff related two-way trips from 8 – 15.</b>

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Ref	Description	Type	Shared Highway Links	Cumulative Assessment	
				ES Chapter	Post-Submission
31	DMPA/2024/0499 Supersedes DMPA/2021/1221 Land north of Royle Farm Business Park, Drakelow	BESS	Walton Road Rosliston Road A5189 A444		<p><b>Construction Programme</b></p> <p>18-month construction programme (undetermined commencement date)</p> <p><b>Metrics</b></p> <p>2,708 two-way movements over an 18-month construction period.</p> <p>An average weekly HGV two-way movement of 35 HGVs trips and <b>seven daily HGVs two-way trips.</b></p>
				<b>Total cumulative daily traffic movements</b>	<p><b>HGV (26+3+44+16+7) = 96</b></p> <p><b>LV (20+30+120+15) = 185</b></p>

**Table 1.4: Cumulative Assessment and Percentage Change on the Network (Scenario 2A)**

Highway Link	Average 18-hr traffic flow	Total 18-hour HGV flow	Development Traffic			Cumulative Development			Total			Percentage change
			Average Daily Two-Way Trips*			Average Daily Two-way Trips			Average Daily Two-Way Trips			
			HGVs	LVs	Total	HGVs	LVs	Total	HGVs	LVs	Total	
Walton Road*	6,862	80	14	17	31	96	185	281	110	202	312	4.55%
Rosliston Road*	14, 939	486	14	17	31	96	185	281	110	202	312	2.09%
A5189*	32,454	1,058	14	17	31	96	185	281	110	202	312	0.96%
A444**	8,872	657	14	17	31	96	185	281	110	202	312	3.52%

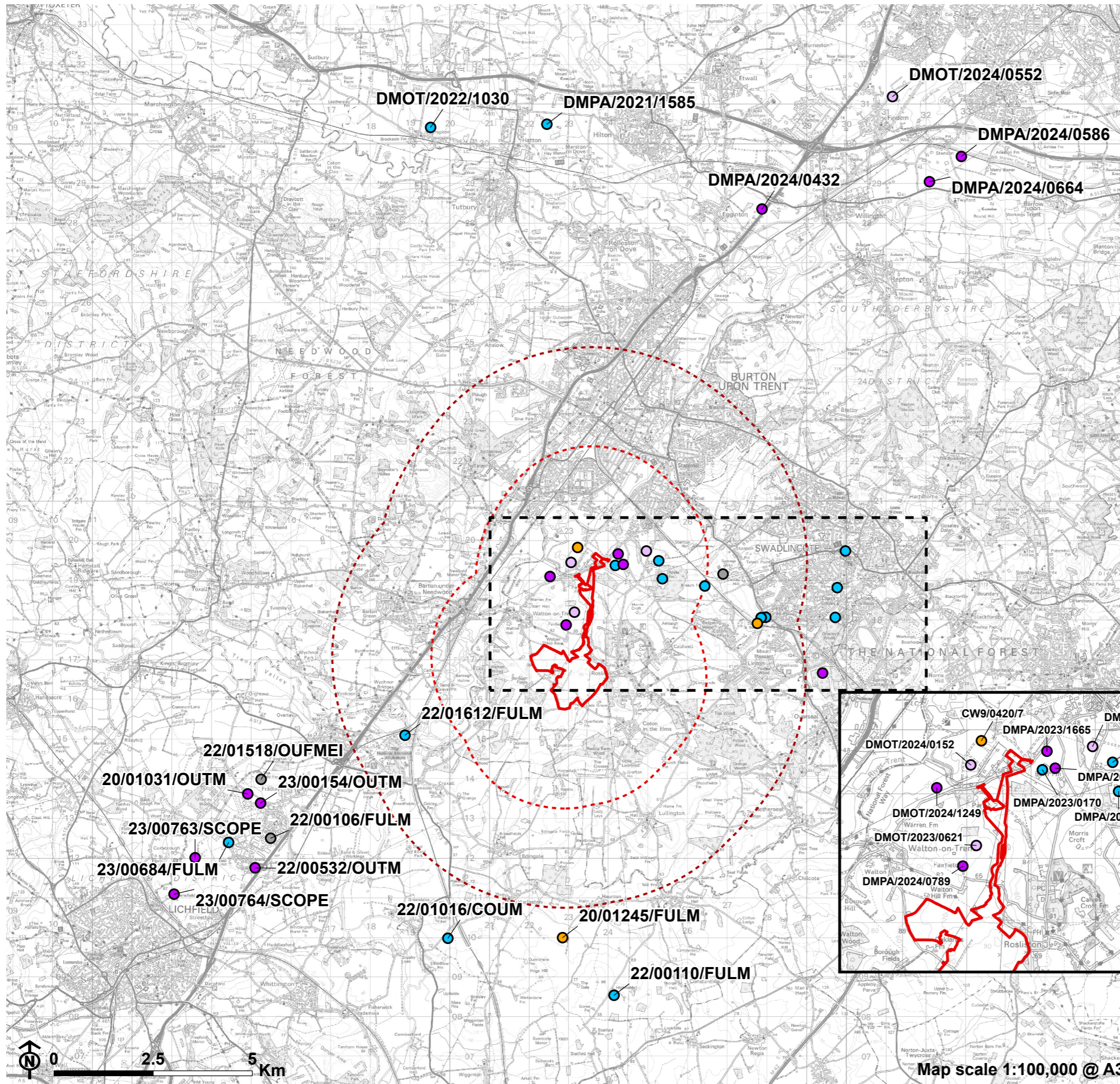
\* Table 10.22: Chapter 10 Transport and Access Oaklands Farm Solar Park (January 2024) [APP-155]

\*\* Road traffic statistics - Manual count point: 17109

A444 data is extracted from DfT AADT count. As such, a factor of 0.98 was applied to "Total vehicles" and a factor of 0.96 applied to HGVs to calculate the AAWT data.



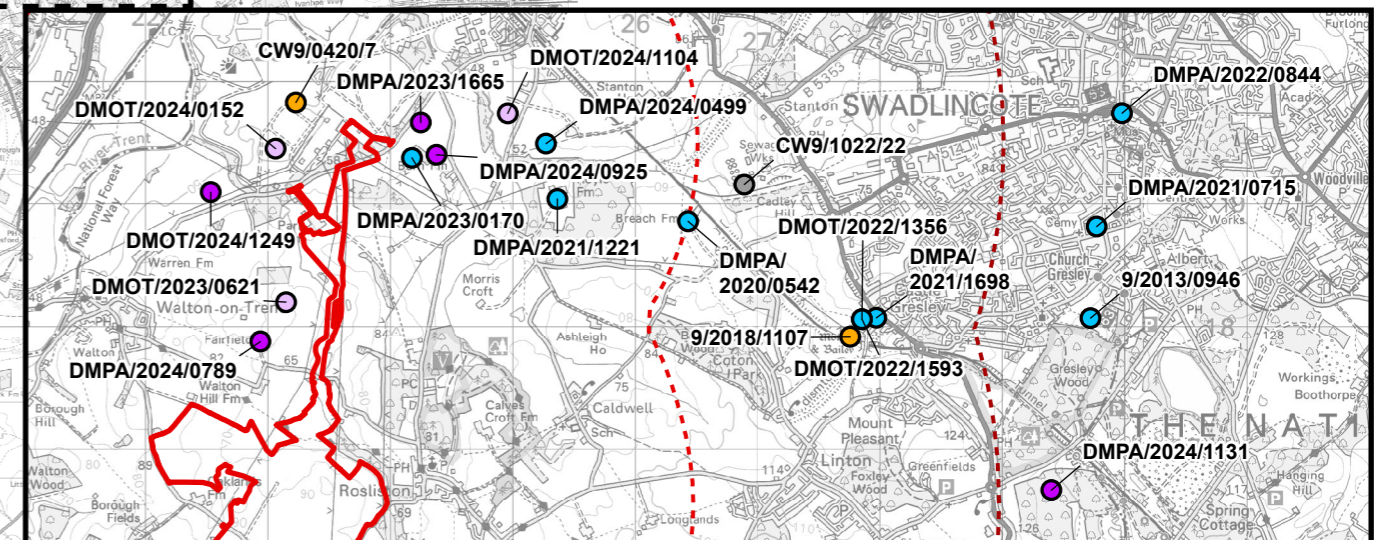
ES Figure 2.1: Updated cumulative developments (revised for Deadline 6)



- Order Limits / Site Boundary
- 2.5km from site boundary
- 5km from site boundary

**Proposed Developments**

- Application
- Consented
- Under Construction
- Refused
- Screening



Map scale 1:100,000 @ A3

PINS reference: EN010122

