



# Mallard Pass

Solar Farm

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### **Environmental Statement Volume 2 Appendix 6.5: Landscape and Visual - Amenity and Recreation Assessment November 2022**

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## Appendix 6.5 - Amenity and Recreation

### 1.1. Introduction

- 1.1.1. Amenity and Recreation (A&R) assessment relates to the disturbance of users of recreational resources comprising Public Rights of Way (PRoW) (public footpaths, bridleways, restricted byways and byways open to all traffic (BOAT)) [Ref 1, Ref 2], permissive footpaths, permitted access land, cycle routes, outside public recreational facilities, open access land, common land, nature reserves, public open space and water bodies used for recreation; from physical changes (e.g. diversions), and changes to views, intrusion from noise, dust and other emissions, traffic movements and numbers of people, arising from the Proposed Development.
- 1.1.2. There is no established methodological guidance for A&R assessment therefore the methodology deployed is informed by relevant legislation and policy and previous approaches to A&R undertaken by LDA Design.
- 1.1.3. A site visit was undertaken with officers from Rutland County Council and Lincolnshire County Council on 5<sup>th</sup> October where the approach to A&R assessment and potential effects to the amenity and recreational resource was discussed.
- 1.1.4. The A&R assessment identifies the sensitivity of the recreational amenity resources that may be affected by the Proposed Development, the potential magnitude of change to them and assess the likely resultant impact. Reference to Chapter 6: Landscape and Visual, and other relevant Environmental Statement (ES) Chapters such as **Chapter 7: Ecology and Biodiversity**, **Chapter 8: Cultural Heritage and Archaeology**, **Chapter 10: Noise and Vibration**, **Chapter 14: Socio-economics** and **Chapter 15: Other Environmental Topics** (including Air Quality and Glint and Glare, of the ES [EN010127/APP/6.1] should be made where appropriate when reading this report.

- 1.1.5. No survey counts of users was undertaken as the routes in question are not nationally designated (i.e. National Trails) and are mainly used by the local population. Night-time effects are also not assessed as no lighting is proposed apart from motion activated security lighting around the Onsite Substation and it is considered the principal A&R resource likely to be affect, namely the PRow network, is predominately used in the daytime.
- 1.1.6. The A&R assessment is supported by Figure 1 presented at the end of this report which illustrates the location of the A&R resource in relation to the Order limits.
- 1.2. Baseline Conditions**
- 1.2.1. The followings section provides an overview summary of the A&R resource within the Order limits and 500m radius A&R study area which has been identified based principally on findings of the LVIA of where the Proposed Development would be visible from and also other studies listed previously in terms of where impacts are identified and should be read in conjunction with Figure 1 which illustrates these spatially.
- 1.2.2. In overview, the recreational resource comprises a variety of byways, bridleways, the MacMillan Way long distance path, footpaths and one area of Forestry Commission open access land at Braceborough Great Wood (45ha). The amenity of these routes generally comprises rolling agricultural countryside characterised by agricultural fields, native woodland and hedgerows, and settlement in the form of farmsteads, villages and small towns. The presence of development and infrastructure such as the East Coast Mainline railway and industrial units at Essendine are regularly visible from the PRow network in certain locations.
- 1.2.3. Other recreational resources within the study area include formal playing pitches, playgrounds and parks/gardens, allotments, churchyards and incidental green spaces. As illustrated in Figure 1, these features are

located within the settlements Essendine, Ryall, Carlby and Greatford and would not be affected by the Proposed Development.

1.2.4. It is also noted that, although not designated as PROW or recognised cycle networks (such as National Cycle Network), many of the local roads and lane network are used by walkers and cyclists for the purposes of recreation.

1.2.5. **Table 1** below details A&R resources within the Order limits including areas proposed for mitigation and enhancement.

**Table 1: A& R Resources within the Order limits**

A&R Resource	Reference	Route	Length within the Order limits	Location within the Order limits	Total Length
MacMillan Way Long Distance Path	N/A	Boston, Lincolnshire to Abbotsbury, Dorset	700m	Along existing lane	470km
Bridleway	E169	Stamford Road to B1176	1.1km	Solar PV Site	1.2km
Bridleway	E182 (BrAW/1/1)	Banthorpe Lodge to Carlby Road	2.1km	Solar PV Site	2.5km
Footpath	Carl/4/1 (BrAW/9/1)	Carlby to Braceborough	260m	Mitigation and Enhancement Area	2.8km
Footpath	BrAW/7/1	Carlby Road to Banthorpe Wood	250m	Mitigation and Enhancement Area	1.4km
Footpath	Uffi/5/1	Newstead Road to A1175	1.6km	Solar PV Site and Mitigation and Enhancement Area	2.5km

- 1.2.6. The amenity experience of these routes varies according to location, topography and vegetation, both between each route and along individual routes. Bridleways such as BrAW/1/1 and E169 allow relatively middle and long distance views over the surrounding landscape whereas more vegetated routes such as the MacMillan Way and footpath BrAW/7/1 in the east of the Order limits are more enclosed and intimate. Photoviewpoints VP04, VP06 and illustrative view G in the LVIA illustrate the visual amenity of Bridleway BrAW/1/1 whilst photoviewpoint 12 provides an illustration of the amenity from bridleway E169.
- 1.2.7. In addition to the amenity resource within the Order limits, a number of recreational resources lie outside the Order limits boundary within the study area. As with routes within the Order limits the amenity of these routes varies considerably dependent on location, topography and vegetation, but is generally comprises of rolling agricultural landscape punctuated by woodland blocks, hedgerows and settlement. The presence of settlement and industrial features such as Essendine Industrial Estate and the East Coast Mainline are notable visible and audible features from this wider PRow network.
- 1.2.8. **Table 2** details A&R resources within study area where effects to the A&R may also occur as a result of the Proposed Development.

**Table 2: A&R Resources within the Study Area**

<b>A&amp;R Resource</b>	<b>Reference</b>	<b>Location</b>	<b>Total Area / Length</b>
Forestry Commission Open Access Land	Braceborough Great Wood	To the west of Braceborough	45.3ha
Byway Open to All Traffic (BOAT)	E123 ('The Drift')	Pickworth to B1176	2.61km

<b>A&amp;R Resource</b>	<b>Reference</b>	<b>Location</b>	<b>Total Area / Length</b>
Restricted Byway	Care/3/1	Aunby to Holywell	2.36km
Footpath	BrAW/3/1	Carlby Road to Braceborough	1.17km
Footpath	BrAW/7/2	Banthorpe Wood	150m
Footpath	E147	Belmesthorpe to Macmillan Way	720m
Footpath	E159	The Drift to Walk Farm	520m
Footpath	E166	Turnpole Wood	1.92km
Footpath	E168	The Drift to Tolethorpe Oaks	1.55km
Footpath	E170	Essendine to Manor Farm	485m
Footpath	E171 / Carl/1/1	Broadholme Farm to Carlby	1.08km
Footpath	Carl/942/1	Carlby to West Glen River	400m

1.2.9. Through consultation as part of the DCO process, the identification of three Definitive Map Modification Orders (DMMOs) applications within the study area have also been identified. These are shown on Figure 1 and comprise:

- DMM O440TJ – Gravel Pit Road: Application for a cul-de-sac restricted byway from Carlby Road in a southerly direction.
- DMM O451AP – Claimed BOAT connecting Belmesthorpe Road and the ford at West Glen River.
- DMM 0188KB – Application for a public bridleway along Cobbs Nook Lane to the south of Belmesthorpe linking into Rutland public bridleway.

1.2.10. At present these DMMOs remain as applications and have not been statutory confirmed and adopted as part of the definitive PRow map. Two of the DMMOs (DMM O451AP and DMM 0188KB) relate to existing PRow

and have been considered as part of the design response to recreational routes and their confirmation would not be affected by the Proposed Development.

1.2.11. DMM O440TJ is located within the Order limits in Field 36 to the east of Bridleway BrAW/1/1 and south from Carlby Road. Whilst the northern part is within a proposed Mitigation and Enhancement area, the southern section of the DMMO lies within the Solar PV Site. Should the Proposed Development be consented, the southern area of the DMMO application would conflict with this. As a result, the DCO proposes to confirm and then stop up this small area of DMMO. It is noted that this DMMO seeks to deal with historical mapping issues – there is no track and the suggested route is not used as a route by non-motorised users.

1.2.12. The provision of a total of 8.1km of permissive paths (which would be open to horse riders and cyclists) as part of the Proposed Development, and in particularly the Essendine Eastern Loop, which links into the existing PROW network. avoiding a 'cul-de-sac' route is considered a more suitable recreational opportunity than that proposed DMMO440TJ.

### **1.3. Embedded Mitigation and Enhancement**

1.3.1. The A&R resource has been taken into consideration as part of the design process. Embedded design mitigation measures include:

- The retention of all confirmed PRoWs within the Order limits maintaining their existing alignment.
- The offset of the Proposed Development, including solar arrays and supporting infrastructure, from A&R resources within and adjacent to the Order limits. All existing PRoW and proposed permissive paths have an offset of at least 15m either side of the route to the wooden post and wire mesh perimeter fencing.

- The alignment of internal tracks to avoid where possible existing PRoW and siting them sensitively to existing vegetation.
- The offset of inverters from existing and proposed permissive paths by at least 50m as part of the Design Principles set out within the ***Design and Access Statement (DAS)***.
- New and infill hedgerow planting along existing and proposed permissive PRoW within the Order limits as part of the ***Green Infrastructure Strategy (Figure 6.11 [EN010127/APP/6.3])*** providing visual screening.
- The provision of four new permissive path networks within the Order limits, of approximately 8.1km in total, connecting to the existing wider network and providing new opportunities for recreation. These routes are:
  - Essendine Western Loop – A circa 1.2km permissive path route creating a loop running northwest of Essendine linking back to the existing bridleway E169 and Carlby High Street and taking in the West Glen River to the north of Essendine.
  - West Glen River – A circa 2.9km permissive path link from Stamford Road south-eastward along river corridor to join MacMillan Way. The route would include a nature area, interpretation boards and seating.
  - Essendine Eastern Loop – a circa 3.2km permissive path route linking Essendine to the northern and southern ends of Bridleway E182 (BrAW/1/1).
  - The Drift Link – a circa 800m link from existing bridleway E169 running north parallel to the B1176 providing an offroad link to the Drift.



#### **1.4. Additional Mitigation**

1.4.1. In addition to embedded mitigation as part of the design, the following additional embedded mitigation measures are proposed to avoid and/or limit impacts on the A&R resource:

- An ***outline Construction Environmental Management Plan (oCEMP)*** [EN010127/APP/7.6], ***outline Demolition Environmental Management Plan (oDEMP)*** [EN01027/APP/7.8] and ***outline Landscape and Ecology Management Plan (oLEMP)*** [EN01027/APP/7.9] which incorporate measures to ensure disturbance to the A&R resource for the construction, operation and decommissioning of the Proposed Development are avoided / reduced as far as is practically possible.

1.4.2. No additional mitigation measures are required.

#### **1.5. Potential Effects**

1.5.1. Potential effects to the A&R resource include:

- physical changes to resources (e.g. changes to a PRow through diversions or temporary closures) No permanent closures are proposed;
- changes to the experience people have when using recreational resources due to perceptual or actual changes to views, noise, air quality or traffic movements in construction, operation and decommissioning; and
- changes to the experience people have when using recreational resources due to changes in the numbers of people using them and changes in user's behaviour.

1.5.2. Most effects are likely to arise to perceptual or actual changes during construction as a result of the construction activities such as operation of

plant and movement of materials. Effects would also occur during operation but are likely to be visual (i.e. potential views of the Proposed Development) with little to no impact as a result of noise and air quality factors. Decommissioning effects are likely to be similar to those of construction.

- 1.5.3. Physical effects (e.g. the extinguishment or permanent diversion of PRoW) to the A&R resource will not occur as no extinguishment or permanent diversions are proposed (apart from DMMO O440TJ if confirmed). Temporary closures or diversions may be required for a very limited time period during construction to establish internal access tracks within the Order limits where they cross PRoW but will be limited in extent and duration (it is likely to take just a few days to construct an access track across an existing PRoW). Based on the indicative layouts assessed as part of the ES, a total of 2 crossing points (Field 15 and Field 36) for internal access tracks across existing PRoW are needed. These diversions will be managed in accordance with the measures set out in the oCEMP such as providing clear signage to recreational users and banksmen to manage plant movements and crossing where appropriate.
- 1.5.4. Effects as a result of increases in numbers of users (potentially attracted by the new permissive paths) will also not have any notable effect, either as a result of displacement to other A&R resources in the area or as an increase in numbers to the existing A&R resource given the existing recreational resource principally comprises local resources that are not designated on a regional or national level.
- 1.5.5. During construction, the magnitude of change to the A&R resource within the Solar PV Site (Bridleways E169 and E182, the MacMillan Way, and footpath Uffi/5/1) is likely to be greatest given the proximity of these routes to construction. It should be noted however that this effect would be temporary, and construction would take place on a phased basis (within

the presumed two year programme) meaning it is unlikely that all routes would be affected at the same time.

- 1.5.6. For routes within mitigation and enhancement areas (Footpaths BRAW/9/1 and BrAW/7/1 and Uffi/5/1), the impact would be substantially reduced given their distance from construction operations and existing vegetation forming an effective filter and screen. These areas would remain as arable fields and experience little change to their amenity.
- 1.5.7. For operation, effects would again be greatest for those routes within the Solar PV Site although over time existing and new planting would temper impacts and change the character and amenity of some routes from open, long-distance views to more visually enclosed. Views of parts of the adjacent Proposed Development would be notable until planting matures and filtered views are likely to remain for the duration of operation.
- 1.5.8. **Table 3** provides a detailed description of the A&R resource baseline and the potential impact to it as a result of construction and operation of the Proposed Development.

**Table 3: Amenity and Recreation Significance of Effects**

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
<b>Within the Order limits</b>						
Macmillan Way	The Macmillan Way follows a lane in this part of the Order limits. The lane has wide grass verges bounded by mature clipped hedgerow either side. Lying within the West Glen River Valley, the route is relatively flat in	<b>Medium</b> (Local / District value / Medium susceptibility)	Glimpsed views to construction activities and the operational solar panels over the hedgerow aligning the lane which the route would be possible. Construction would also be audible and some impacts from dust may also occur. The route would potentially be crossed during construction in its eastern section.	<b>Low</b>  (Small scale/ localised extent)	<b>Slight</b> during construction and decommissioning reducing to <b>Minimal</b> for year 15 of operation  <b>Adverse</b>	<ul style="list-style-type: none"> <li>• oCEMP to reduce intrusion by construction activities.</li> <li>• Retention of existing hedgerows along the lane and management for visual screening under the oLEMP.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	this section with views contained by lining hedgerow vegetation. Glimpsed and filtered views to adjacent fields are possible		Once construction is completed there is likely to be little change to the character and recreational amenity of this route. Glimpsed views would be possible of solar panels in adjacent fields with visibility reducing over time as the hedgerow is allowed to grow out providing more visual screening.			
Bridleway E169	This bridleway runs westward from Stanford	<b>Medium</b> (Community value)	The route would experience substantial audible intrusion and visual effects as a result	<b>Medium</b> (scale/Wide extent)	<b>Major – Moderate</b> during construction and	<ul style="list-style-type: none"> <li>Provision of a minimum 15m buffer either side of the route to perimeter</li> </ul>

A&R Receptor	Baseline Description	Sensitivity (as per LVIA methodology)	Potential Effects	Magnitude (as per LVIA methodology)	Significance of Effect (as per LVIA methodology)	Mitigation Measures
	Road to the west of Essendine. The route passes between woodland adjacent to the road before following a mature field hedgerow to plantation and mixed woodland which it enters, dropping to meet the B1176. The amenity of the path is broadly	/ medium susceptibility)	of construction in adjacent field parcels. This would be set back from the path but the route would potentially be crossed by an internal access track in the locality of the plantation woodland track that would be used and also require temporary diversions whilst it is established.  Once planting has matured the character and amenity of the route would become more enclosed and intimate along its entire route rather		decommissioning reducing to <b>Moderate</b> post maturation of planting at year 15 operation  <b>Adverse</b>	fencing with hedgerow planting providing visual screening.  <ul style="list-style-type: none"> <li>Removal of the Solar PV Array from Field 12 to the south of the route.</li> <li>Provision of a permissive path northward from the route linking to Carlby High Street as part of the West Essendine Loop.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	characterised by open character in the east, with more intimate character in the west. The influence of the East Coast Mainline and overhead powerlines are discernible but overall the route retains a sense of countryside.		than just in the west. Glimpsed and filter views are likely to remain in places.			<ul style="list-style-type: none"> <li>• Provision of a permissive path at the western end of the bridleway parallel with the B1176 allowing an offroad connection to the Drift BOAT.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
Bridleway E182 (BrAW/1/1)	This route runs north to south in the eastern area of the Order limits linking Carlby Road to Greatford Lane. The route crosses both the East Coast Mainline and West Glen River outside of the Order limits Site observation and consultation has	<b>Medium</b> (Community value / medium susceptibility)	Views of construction would and operation be highly visible in views from this route set. The gradually falling topography to the West Glen River and existing woodland blocks would assist in breaking up views of construction and operation in the early years although there would be substantial change to the amenity of this route visually.	<b>High</b> (Large scale/Wide extent)	<b>Major</b> reducing to <b>Moderate</b> post maturation of planting at year 15.  <b>Adverse</b>	<ul style="list-style-type: none"> <li>Provision of a minimum 15m buffer either side of the route to perimeter fencing with new hedgerow planting providing visual screening.</li> <li>Removal of Solar PV Array from Field 33 and northern area of Field 36.</li> <li>New permissive paths at the northern and southern ends of the route as part of</li> </ul>



<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	indicated it to be a popular route for local riders and walkers. The route is elevated in the north with open views possible along much of its length before gradually dropping to the West Glen River in the south where it becomes more intimate and secluded. The route allows		The offset of the Proposed Development and new planting will in time mitigate to some extent the visual impact to the route and the siting of inverters away from it would reduce potential noise impacts to it. Nonetheless the character of the majority of the route would change substantially from open views over an agricultural landscape to enclosed views contained by planting with potential glimpsed views of the Proposed Development.			the East Essendine Loop.

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	views over the undulating countryside to the east of Essendine where a network of small woodland blocks, agricultural land and hedgerows is possible. Settlement and the built form of Essendine industrial estate and the East Coast Main Line		The openness of the route would be retained for the northern section where it joins Carlby Road within the Mitigation and Enhancement area which would remain as arable, with views of panels set behind new planting that would increasingly over time provide visual screening.			

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	railway are also characteristic of the view.					
Footpath Uffi/5/1	This footpath runs eastward from the MacMillan Way before turning south to the northern fringes of Uffington. It follows field hedgerows with middle distance	<b>Medium</b> (Community value / medium susceptibility)	<p>Visual effects and audible intrusion during construction are likely to be experienced by users of the route where in passes through Field 45, approximately 100m to the north of the route.</p> <p>Over time planting along the footpath and perimeter fencing would provide visual screening of the Proposed Development although</p>	<b>Low</b> (Small scale / localised extent)	<p><b>Slight</b> reducing to <b>Minimal</b> post maturation of planting at year 15.</p> <p><b>Adverse</b></p>	<ul style="list-style-type: none"> <li>• Removal of Solar PV Array from Fields 43 and 44 in which the footpath traverses.</li> <li>• Offset of the Proposed Development to the north of the footpath by approximately 100m (Field 45)</li> <li>• New hedgerow planting along PROW</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	views over adjacent fields.		<p>glimpses of panels may be possible.</p> <p>No impacts during construction nor operation would occur to the route in Fields 43 and 44 (refer to Figure 3.2 [EN010127/APP/6.3]) as the fields in which they are located are proposed as mitigation and enhancement areas which would remain as arable fields.</p>			<p>within the Solar PV Area and along the perimeter fencing for visual screening.</p>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
Footpath BrAW/9/1	This footpath runs from Carlby Road to Banthorpe Wood in the west of the Order limits. It traverses medium scale arable fields with established hedgerow and tree belt boundaries.	<b>Medium</b> (Community value / medium susceptibility)	This route lies entirely within an area proposed for mitigation and enhancement to remain as arable field. The Solar PV Site lies approximately 460m to the west screened by mature hedgerows and treebelts.	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>Removal of Solar PV Array from Fields 41 and 42 and use as a mitigation and enhancement area.</li> </ul>
Outside the Order limits within the Study Area						

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
Braceborough Great Wood	This is a large area of mixed broadleaf woodland located to the north of Carlby Road. It is owned by the Woodland Trust and registered open access land allowing public access all year route through a number of informal tracks. The amenity of	<b>Medium</b> (Community value / medium susceptibility)	Given the distance and intervening existing vegetation from the Solar PV area, the recreational amenity of Braceborough Great Wood would not be affected as a result of the Proposed Development. The wooded recreational amenity of Braceborough Great Wood would remain intact.	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>Removal of panels from Field 37 adjacent to the woodland and use as a mitigation and enhancement area.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	the area is centred around the woodland environment.					
MacMillan Way	As well as running for a short distance through the central area of the Order limits along an existing lane, the MacMillan Way also runs adjacent or near	<b>Medium</b> (Community value / medium susceptibility)	Given the distance and intervening existing vegetation providing screening the eastern section of MacMillan Way to the south of Field 42 would both be affected by either construction or operation of the Proposed Development.  For southern section of the MacMillan Way,	<b>Low</b> (Small scale/Localised extent)	<b>Slight</b> reducing to <b>Minimal</b> post maturation of planting at year 15.  <b>Adverse</b>	<ul style="list-style-type: none"> <li>Retention of existing vegetation along the MacMillan Way and set back of the Solar PV Array from it with new planting.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	<p>to the Order limits in the south (Fields 45, 46, 47 and 48) and also to the south of Field 42 in the east.</p> <p>The route benefits from an established vegetation network both aligning it and within its surrounds. Subsequently,</p>		<p>approximately 1.45km, the set back of panels from the route with the retention and strengthening of existing vegetation through new planting would mitigate potential impacts to the users of this route.</p> <p>Glimpsed views and some limited audible intrusion may occur during construction but these would be short term and operationally the Proposed Development would have very limited</p>			



<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	the countryside amenity of the route in this area is appreciated from its immediate locality.		impact that would further reduce as planting matures.			
Byway E123 ('The Drift')	The Drift is an ancient drove route running west from the B1176 to Pickworth. It is relatively flat and benefits from an	<b>Medium</b> (Community value / medium susceptibility)	There is likely to be some limited audible intrusion and visual effects to the amenity of the Drift during construction when near to in adjacent Fields 3 and 2. This would be for a short period and limited to when	<b>Low</b> (Small scale/Localised extent)	<b>Slight</b> reducing to <b>Minimal</b> post maturation of planting.  <b>Adverse</b>	<ul style="list-style-type: none"> <li>• No construction nor operation access along or from the Drift.</li> <li>• Retention of existing vegetation lining the Drift.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	established vegetative network of trees hedges that line it and lead to an enclosed and intimate character. Glimpsed views southward are possible from a field gateway and gaps in the vegetation.		<p>construction is nearer to the route.</p> <p>Field 2 in the east of the Drift is very visually contained by the existing hedgerow along the Drift whilst Field 3 is only visible from a glimpsed view northward through an existing gateway. Given the falling topography northward from the Drift views over the Little Warren valley, which is proposed as a mitigation</p>			<ul style="list-style-type: none"> <li>• Removal of the Solar PV Array from the eastern section of Field 1.</li> <li>• Creation of a c. 25m wide grassland corridor of calcareous species grassland and hedgerow planting providing visual screening.</li> <li>• Interpretation board on the Drift and offroad link to wider network via West Essendine Loop.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
			<p>and enhancement area would remain.</p> <p>The character of the route would remain and would be strengthened over time with the maturation of proposed planting.</p>			
Footpath E170	This is a short footpath in Essendine running north from Bourne Road to Manor Farm Lane. The southern section	<b>Medium</b> (Community value / medium susceptibility)	Although filtered views in the northern section to the Solar PV Array in Field 11 (approximately 700m to the west) would be possible, there would be very limited discernible change to the recreational amenity of this	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>• None specifically required.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	(approximately 200m) traverses through residential settlement, the northern section (approximately 230m) crosses two fields to Manor Farm Lane. The route is relatively flat and generally screened by built form and vegetation although longer		route as a result of the Proposed Development for both construction and operation due to distance and intervening vegetation in the form of woodland blocks and existing vegetation along the East Coast Mainline railway.			

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	views are possible in the northern section.					
Footpath E171 (Carl/1/1)	This route (approximately 700m in length) runs north to south connecting Carlby to Essendine . The path falls gently from Carlby to the West Glen River before rising again at	<b>Medium</b> (Community value / medium susceptibility)	There would be very limited discernible change to the recreational amenity of this route as a result of the Proposed Development for both construction and operation due to distance and intervening existing vegetation.	<b>Negligible</b>	<b>Minimal Adverse</b>	<ul style="list-style-type: none"> <li>Removal of the Solar PV Array from Fields 27, 28 and 29 to the east of Essendine.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	Essendine. Middle distance views over the agricultural landscape are possible with the settlements of Carlby and Essendine visible.					
Footpath Carl/942/1	This route (approximately 310m) runs south from Carlby to join the E171.	<b>Medium</b> (Community value / medium susceptibility)	Given intervening distance, topography and existing vegetation no impacts to this route are anticipated.	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>• None specifically required</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	Falling gently from the village to the West Glen River it is an intimate route characterised by the river setting.					
Restricted byway Care3/1/	This route runs west from Aunby through countryside gradually climbing to Holywell.	<b>Medium</b> (Community value / medium susceptibility)	Given intervening distance, topography and existing vegetation no impacts to this route are anticipated.	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>• None specifically required.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
Footpath E147	This footpath runs southeast from Belmesthorpe to join the MacMillan Way adjacent to the Order limits. The route is relatively flat passing through a series of paddocks and arable fields.	<b>Medium</b> (Community value / medium susceptibility)	Given intervening distance, existing topography and vegetation no impacts to this route are anticipated.	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>Retention and new planting with offset of Solar PV Array east of MacMillan Way.</li> </ul>



<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
Footpath E159	This footpath runs for a short distance south from the Drift to the south of Order limits across gently undulating arable fields before joining Footpath E166.	<b>Medium</b> (Community value / medium susceptibility)	Given intervening distance, existing topography and vegetation no impacts to this route are anticipated.	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>None specifically required.</li> </ul>
Footpath E166	At the very edge of the A&R study area in the west, this footpath runs	<b>Medium</b> (Community value)	Given intervening distance, topography and existing	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>None specifically required.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	south from Footpath E159 across undulating arable fields.	/ medium susceptibility)	vegetation no impacts to this route are anticipated.			
Footpath E168	This footpath runs southeast from the Drift dropping into a dry valley before rising to Ryhall Grange and falling again to meet the B1176. Longer views of the undulating	<b>Medium</b> (Community value / medium susceptibility)	Given intervening distance, topography and existing vegetation no impacts to this route are anticipated.	<b>Negligible</b>	<b>Minimal Adverse</b>	<ul style="list-style-type: none"> <li>• None specifically required.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	agricultural landscape are possible from more elevated areas around Ryhall Grange.					
Footpath BrAW/7/2	This is a short footpath running west from footpath BrAW/7/1 at Banthrope to the east of the Order limits. The route is adjacent to	<b>Medium</b> (Community value / medium susceptibility)	Given intervening distance, topography and existing vegetation no impacts to this route are anticipated.	<b>Negligible</b>	<b>Minimal</b>  <b>Neutral</b>	<ul style="list-style-type: none"> <li>• None specifically required.</li> </ul>

<b>A&amp;R Receptor</b>	<b>Baseline Description</b>	<b>Sensitivity (as per LVIA methodology)</b>	<b>Potential Effects</b>	<b>Magnitude (as per LVIA methodology)</b>	<b>Significance of Effect (as per LVIA methodology)</b>	<b>Mitigation Measures</b>
	Banthorpe Wood which lies to the north between the route and the Order limits.					

## 1.6. Monitoring

- 1.6.1. No monitoring specific to A&R beyond that set out within the Outline Management Plans is required.

## 1.7. Cumulative Effects

- 1.7.1. As with the LVIA, no cumulative development proposals have been identified that would have an in-combination cumulative effect on the amenity and recreational resource.
- 1.7.2. In terms of 'intra' cumulative effects, the Proposed Development has potential to affect the amenity experienced by users of recreational resources due to perceptual or actual changes to views, noise, or air quality. These effects within this assessment have been considered drawing on the following assessments:
- ***Landscape and Visual*** (Chapter 6 of the ES);
  - ***Ecology and Biodiversity*** (Chapter 7 of the ES);
  - ***Cultural Heritage and Archaeology*** (Chapter 8 of the ES);
  - ***Highways and Access*** (Chapter 9 of the ES);
  - ***Noise and Vibration*** (Chapter 10 of the ES);
  - ***Socio-Economics*** (Chapter 14 of the ES);
  - ***Air Quality*** (Chapter 15 of the ES); and
  - ***Glint and Glare*** (Chapter 15 of the ES).
- 1.7.3. The A&R Assessment is therefore inherently an in-combination assessment. All of these ES Chapters except Chapter 6: Landscape and Visual record that, subject to appropriate mitigation, no significant impacts to receptors within these disciplines would occur. The Glint and Glare, Noise and Air Quality assessments all record that subject to appropriate mitigation measures, residual impacts as a result of the construction,

operation and decommissioning of the Proposed Development would not be significant.

## 1.8. Conclusion

- 1.8.1. This Amenity and Recreational Assessment considers the impact of the Proposed Development on users of the recreational resource which include open access land, byways, bridleways and footpaths. A total of 6 PROW pass through the Site and a further 12 within the A&R study area. Three DMMO applications have also been considered but as these are yet to be confirmed are not statutorily protected and only one of which (DMMO 440TJ) would, if confirmed, have an implications for the Proposed Development which could be easily addressed via the removal of the Solar PV Array from this area.
- 1.8.2. The amenity and recreational resource has been considered as part of the design evolution of the Proposed Development. No physical effects (i.e. permanent extinguishment or permanent diversion) to the amenity is proposed and where PROW traverse through solar development areas a number of design parameters have been adopted including the set back of panels and built infrastructure from routes, retention of existing vegetation and new planting for screening purposes.
- 1.8.3. No significant impacts are anticipated to the recreational amenity beyond those to Bridleways E169 and BrAw/1/1 which traverse through the Solar PV Area. The mitigation proposed for these routes would alter the current visual amenity of these routes, with proposed planting creating a more enclosed route in places. This is characteristic of other PROW within the area and would reduce the operational impact once planting has matured to **Moderate** and **Adverse** which is not considered to be a significant impact.

- 1.8.4. Whilst glimpsed / filtered views and audible intrusion to other nearby routes close to the Proposed Solar PV Area would be possible during construction, these would be short term in duration as part of phased construction buildout and only result in **Minimal** and **Adverse** effects.
- 1.8.5. The impacts on the recreational amenity of Braceborough Great Wood (an area of open access land owned by the Woodland Trust), the MacMillan Way (a long distance trail) and the Drift (a historical drove route) would not be significantly affected and new planting as part of the Proposed Development would strengthen the character and biodiversity connectivity of these features.
- 1.8.6. A total of 8.1km of new permissive paths are proposed as part of the Proposed Development, creating new recreational opportunities in hitherto non publicly accessible land and linking to the wider PRoW network to provide offroad alternatives. In addition, along these new routes new nature areas, interpretation boards and wayfinding signs are proposed encouraging engagement and understanding of the natural environment.

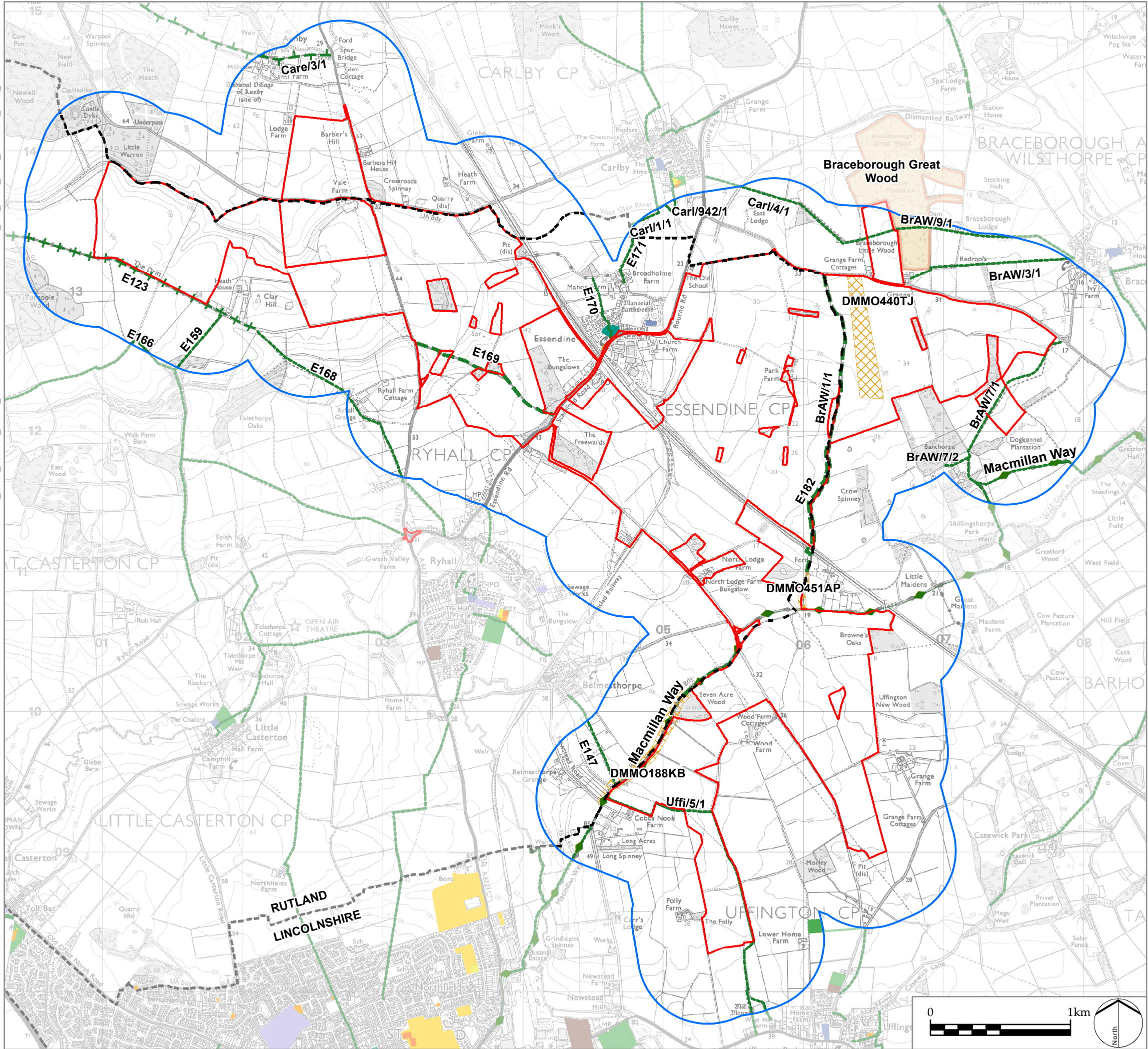
## 1.9. References

Ref 1 Lincolnshire County Council Electronic Working Copy Definitive Map

Ref 2 Rutland County Council Definitive Map



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Infrastructure Planning (Applications:  
Prescribed Forms and Procedure) Regulations 2009  
APFP Regulation: 5(2)(a)

PINS REFERENCE NUMBER  
EN010127

LEGEND

- Order limits
- Study Area (500m)
- District Boundary
- Open Access Land
- Definitive Map Modification Order (DMMO) Application (note: applications are unconfirmed at current time)
- Public Rights of Way
  - Footpath
  - Bridleway
  - Restricted Byway
  - Byway open to all traffic
  - Long-distance footpath
- Allotments Or Community Growing Spaces
- Bowling Green
- Cemetery
- Other Sports Facility
- Play Space
- Playing Field
- Public Park Or Garden
- Religious Grounds
- Tennis Court

P0 DCO Submission  
REV. DESCRIPTION

RP 22/11/22  
APP. DATE



PROJECT TITLE

MALLARD PASS SOLAR FARM

DRAWING TITLE

Figure 1: Amenity and Recreation

ISSUED BY Oxford  
DATE November 2022  
SCALE @A3 1:27,000  
STATUS Final

T: 01865 887050  
DRAWN KPr  
CHECKED BCr  
APPROVED RP

DWG. NO. 7863\_111 REV: P0

No dimensions are to be scaled from this drawing.  
All dimensions are to be checked on site.  
Area measurements for indicative purposes only.

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Sources: Ordnance Survey, Natural England, Sustrans



