



Great North Road Solar and Biodiversity Park

Environmental Statement

Volume 2 – Chapters

Chapter 19 – Interrelationships

Document reference – EN010162/APP/6.2.19

Revision number 1

June 2025

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

Contents

19.1	Introduction	2
19.1.1	Summary of the Development.....	2
19.2	Consultation	3
19.3	Methods	6
19.3.1	Guidance	6
19.3.2	Identification of Effects	6
19.3.3	Assessment of Significance	7
19.3.4	Scope of Assessment	7
19.3.5	Development Parameters Assessed.....	9
19.4	Assessment of Interrelationship Effects	9
19.4.1	Summary of Non-negligible Impacts that could affect Local People.....	9
19.4.2	Construction Phase Potential Effects	15
19.4.3	Operation Phase Potential Effects	16
19.4.4	Decommissioning Phase Potential Effects	17
19.5	Summary.....	17

19.1 INTRODUCTION

- 1 This Chapter of the ES presents an assessment of likely significant effects of the Development on receptors that are subject to an additive effect from multiple impacts identified in other chapters of this ES.
- 2 The EIA Regulations¹, clause 5(2), states that,
- 3 *“the EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on the following factors—*
 - (a) population and human health;*
 - (b) biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC(14) and Directive 2009/147/EC(15);*
 - (c) land, soil, water, air and climate;*
 - (d) material assets, cultural heritage and the landscape;*
 - (e) the interaction between the factors referred to in sub-paragraphs (a) to (d).”* (our emphasis).
- 4 Interrelationships may occur where two or more effects arise that have the potential to impact on the same receptor during construction, operation or decommissioning. An effect taken in isolation may not have a significant effect on a receptor, but where several effects are considered in an interrelated manner, the resultant effect could then be considered significant.
- 5 Cumulative effects, considered here to be the effects of the Development on a receptor relative to a baseline including other proposed and consented (but not built) developments, are discussed in ES Chapter 2, EIA [EN010162/APP/6.2.2] and are assessed in the other technical chapters of the ES (7–18 [EN010162/APP/6.2.7–18]), and are not considered further here.

19.1.1 Summary of the Development

- 6 The Development would be located to the northwest of Newark, in the Newark and Sherwood district of Nottinghamshire, East Midlands. The Development would be within an area bound by the Order Limits. The Order Limits are to the west of the A1, north of the A617, east of Eakring, and south of Egmanton, to the north and northwest of Staythorpe.
- 7 The Development is described by ES Chapter 5, Development Description, [EN010162/APP/6.2.5], and briefly summarised here. The Development essentially consists of discrete land parcels proposed to be occupied by solar PV panels and associated infrastructure (Work no. 1), connected by cable route areas (Work no. 2). Up to 4 intermediate substations (Work no. 4) will be spaced around the solar areas, and a Battery Energy Storage System (BESS; Work no. 5a) and 400 kV Compound (Work no. 5b) will collate the electrical energy and step up the voltage before cabling it to the National Grid Staythorpe Substation (Work no. 6), likely via the Consented Staythorpe BESS (Work no. 7). Road works (Work no. 8; access) will be

¹ HMSO (2017). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. <https://www.legislation.gov.uk/uksi/2017/572/contents> [accessed on 17/11/2024].

undertaken, principally to create passing places and create or upgrade access points. Other areas within the Order Limits are identified for mitigation/enhancement (Work no. 3). The Work Areas are shown on ES Figure 5.1 [EN010162/APP/6.3.5.1] and a summary of mitigation/enhancement measures is shown on ES Figure 5.2 [EN010162/APP/6.3.5.2].

19.2 CONSULTATION

- 8 The principal stages of consultation with stakeholders through the EIA process are Scoping and the Preliminary Environmental Information Report (PEIR). Commentary has been provided by consultees, and a summary of comments and how they have been addressed is presented in Table 19.1. Chapter 3, Consultation, [EN010162/APP/6.2.3]. This summarises the consultation undertaken by the project as a whole, and full responses to all comments made during the statutory consultation process are provided in the Consultation Report [EN010162/APP/5.1].
- 9 Following the Applicant's issue of a Scoping Report [EN010162/APP/6.4.3.1] in November 2023, the Planning Inspectorate issued the Scoping Opinion [EN010162/APP/6.4.3.2] together with comments from consultees [EN010162/APP/6.4.3.3]. Relevant comments in the Scoping Opinion and comments from other consultees on the Scoping Report are referred to in Table 19.1 as 'Scoping' and comments on the PEIR are identified as 'PEIR'.

Table 19.1: Summary of Consultation Comments Relating to Interrelationship Effects

Consultee	Response	How Response has been addressed
Planning Inspectorate (Scoping)	<p>The Scoping Report indicates that the inter relationships chapter proposes to exclude Chapter 6 (Ecology, incorporating Ornithology), Chapter 8 (Cultural Heritage and Archaeology) and part of Chapter 10 (Recreation within Socioeconomics), as these chapters already contain inter relationships as part of the methodology.</p> <p>The Inspectorate considers that the scope of the assessment of interrelationships should be clearly defined in the ES. Where part of the assessment is contained in other chapters, there should be clear signposting to the relevant sections of those chapters.</p>	<p>The scope of this assessment is set out in Section 19.3.4.</p> <p>Signposting is provided in Table 19.2 in section 19.4.1 of this chapter, and throughout, where relevant.</p>
Planning Inspectorate (Scoping)	<p>It is unclear to the Inspectorate if Table 14.1 is an example table or represents the final scope of the assessment. It is noted that the chapters listed in this table do not include all the aspect chapters</p>	<p>Table 14.1 in the Scoping Report was an example of the type of structure that would be used, not the final</p>

Consultee	Response	How Response has been addressed
	<p>likely to be relevant to the assessment. The Inspectorate considers that all chapters, including Chapters 5, 7, 9, 10, 11, 12 and 13 which are not listed, should also be included in the table and the assessments of inter relationships. Table 14.1 identifies that the receptors assessed would be residents, schools and road users. For the avoidance of doubt, the interrelationships chapter should include all types of receptor included in individual chapters where meeting the inclusion criteria set out in paragraphs 656 and 657. This may include, but not be limited to, aviation, rail, walkers, cyclists, leisure users and horse riders.</p>	<p>scope. Table 14.1 in Scoping does not have an equivalent table in this chapter, but the same process has been followed, as explained in Section 19.3.2.</p> <p>The final scope is set out in Section 19.3.4, and is the same as set out in the PEIR and subject to statutory consultation.</p> <p>The assessment of interrelationships includes all types of receptor included in individual chapters, although some interrelationship effects are assessed elsewhere. This is made clear in Section 19.3.4.</p>
Planning Inspectorate (Scoping)	<p>Where the full results of individual chapters are not repeated in the inter relationships chapter, the ES should clearly signpost to where the assessments are undertaken. Whilst it is noted that a list of receptors included will be provided (paragraph 675), the Inspectorate considers that the interrelationships chapter should also specify what the effects that are being assessed are (e.g. naming the effect and assessed significance), as at present the Scoping Report states that effects will not be listed. The Applicant's attention is drawn to ID 3.15.1.</p>	<p>Signposting is provided in Table 19.2 in section 19.4.1 of this chapter, including specifying the nature and significance of effects that are being assessed, and throughout, where relevant.</p>
Planning Inspectorate (Scoping)	<p>The Scoping Report does not provide a justification or any criteria which would enable receptors to be grouped. The ES should provide this justification.</p>	<p>Following application of the methods set out in this chapter, only one group of receptors has been identified (local people) and justified in section 19.3.4.</p>

Consultee	Response	How Response has been addressed
Planning Inspectorate (Scoping)	Paragraph 667 of the Scoping Report states that the methodology for Chapter 9: Noise does not propose to use the significance matrix of negligible to major. This does not reflect the methodology given in Chapter 10 which indicates that the matrix (Table 9.6) will be used and a significance assigned.	Any effect identified to have a significance greater than “negligible”, after mitigation, has been considered in this interrelationships assessment. Where a range of significance has been assigned in a technical chapter, it has been used in this chapter. Noise, which was referred to in Chapter 9 of the Scoping Report, has been assessed (Chapter 12, Noise, [EN010162/APP/6.2.12], Section 12.4.9, with significance given a range of negligible through to major, and hence the comment at Scoping no longer applies. The general guidance on significance of effects set out in Section 2.3.5 of ES Chapter 2 [EN010162/APP/6.2.2] is applied where there is any potential for inconsistency between terminology used in assessment methods in different chapters.
Planning Inspectorate (Scoping)	The ES should ensure that any assessment undertaken within the interrelationships chapter is consistent with the methodologies and conclusions of the individual chapters.	The interrelationships chapter has been prepared with reference to the technical chapters in order to ensure consistency.
Newark & Sherwood District Council (Scoping)	The proposed approach to assessing interrelationship effects appears to be reasonable, although NSDC expects this to be reviewed with relevant consultation bodies as various assessments progress.	The proposed approach has been followed in this chapter. The preliminary assessment was set out in the

Consultee	Response	How Response has been addressed
		Preliminary Environmental Impact Assessment (PEIR) and subject to statutory consultation, and hence all consultation bodies were consulted on the approach.
NSDC (PEIR)	NSDC have no specific comments to make on this chapter.	This is noted. This chapter has been updated since PEIR to reflect changes made to the design and other technical ES chapters.

19.3 METHODS

19.3.1 Guidance

- 10 The assessment is consistent with Planning Inspectorate (PINS) Advice On Cumulative Assessments². The advice highlights the need to consider the potential for cumulative effects arising due to the interactions between different components of the development, as well as with other existing development and/or approved development (the latter of which is addressed in ES Chapter 2 [EN010162/APP/6.2.2]).

19.3.2 Identification of Effects

- 11 There are no specific, relevant guidelines on how the assessment of interrelationship effects should be undertaken, including in responses from consultees at the Scoping stage, and so the assessment has been undertaken on a qualitative basis using the results of the individual assessments, informed by professional judgement and based on the principles and general guidance set out in ES Chapter 2, EIA, [EN010162/APP/6.2.2] section 2.3.
- 12 Potential sources of environmental effect are not identified specifically in this chapter; this chapter instead relies on the other technical chapters (7 to 18, excluding those identified in Section 19.3.4) in this ES for the identification of receptors, potential effects and their assessment. Mitigation, where proposed in other technical chapters, is assumed to be implemented before consideration of the effects in this chapter, i.e., mitigated residual effects are considered here. Similarly, this chapter draws from the other technical chapters for descriptions of aspects of the baseline environment, where required.

² Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Available at: <https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-cumulative-effects-assessment> [accessed on 07/06/2025].

- 13 Effects assessed as “negligible” or “very low” (described generally as “no detectable or material change”, or “a barely discernible change” in other chapters are considered not to have the potential to contribute to interrelationship effects and are not considered in this chapter. For the avoidance of doubt, all effects not explicitly assessed elsewhere in the ES are considered to be negligible and are therefore not assessed. Effects have been considered only where they have been identified and assessed in other chapters of the ES.
- 14 Only receptor groups that are predicted to be the subject of more than one potential effect have been included in the assessment. Receptor groups predicted to be the subject of only a single effect are excluded because there is considered to be no potential for a cumulative interrelationship effect to take place. The cumulative interrelationship effect is the effect over and above the individual effects, to avoid double-counting.
- 15 The consideration of receptors in Section 19.3.4 replaces the need for a matrix (as proposed in the Scoping Report), which would have compared the receptors assessed as receiving greater than negligible effects in one chapter with those assessed in another chapter. The same method has been applied, but without the explicit use of a matrix.

19.3.3 Assessment of Significance

- 16 Following the identification of potential receptor groups, a description of the interrelationships has been undertaken for each receptor and a conclusion drawn, using experience and professional judgement, as to whether any receptor will be subject to significant effects as a result, in EIA terms.
- 17 The interrelationship effect is the effect over and above the individual effects assessed in other chapters and is described as the difference between the change caused to a receptor from one effect alone and the change caused to the receptor from all effects combined.
- 18 Significance of interrelationship effects has been determined by qualitative consideration of the sensitivity of receptors and the level of contributory effects assessed in the other, relevant chapters, using the following general criteria in accordance with Chapter 2, EIA, [EN010162/APP/6.2.2] section 2.3.5:
 - Negligible – no detectable or material change to a location, environment or species;
 - Minor – a detectable but non-material change to a location, environment or species;
 - Moderate – a material, but non-fundamental change to a location, environment or species; or
 - Major – a fundamental change to a location, environment or species.
- 19 Interrelationship effects assessed as Moderate or Major are treated as being significant in terms of the EIA Regulations.

19.3.4 Scope of Assessment

- 20 Certain chapters of this ES relate to a specific type of receptor and assess effects on those. These chapters are 8, Ecology and Biodiversity [EN010162/APP/6.2.8], 9, Water Resources [EN010162/APP/6.2.9], 11,

Cultural Heritage and Archaeology [EN010162/APP/6.2.11], 13, Socioeconomics and Tourism [EN010162/APP/6.2.13] and 18, Recreation [EN010162/APP/6.2.18]. Interrelationships with the potential to cause effect to those particular topic-specific receptors have been considered directly in the technical chapters of this ES, where applicable, and are not considered further here. These are:

- Effects on birds, such as noise, and changes in habitat, including effects on ornithological land designations, and on non-avian ecology (species and habitats), such as associated with construction dust, water pollution, noise, lighting, and changes in habitat, including effects on ecological land designations (assessed in Chapter 8, Ecology and Biodiversity, section 8.8);
- Effects on water resources (assessed in Chapter 9, Water Resources) do not have the potential to occur as a result of interrelationship effects;
- Primary effects³ on heritage features, such as visual and noise (assessed in Chapter 11, Cultural Heritage and Archaeology, section 11.8). Effects on archaeology and cultural heritage from potential changes in groundwater and traffic-caused vibration are assessed in 11.8.1;
- Interrelationship effects on socio-economics and tourism receptors, such as changes in land use, changes in visual environment and changes in recreation resources, are assessed in Chapter 13, Socioeconomics and Tourism, sections 13.8.4 and 13.8.5. Socio-economic and tourism changes may have indirect effects on the local population and these are included in the assessment in Table 19.2; and
- Primary effects on recreational receptors, including users of the Public Rights of Way (PRoW) through and close to the Development. Interrelationship effects on these included disruption during construction, visual changes, noise, glint and glare effects and the creation of new access routes within the site (assessed in Chapter 18, Recreation). Changes to recreation receptors may have indirect effects on the local population are these included in the assessment in Table 19.2.

- 21 Glint and glare effects on aviation and rail (the East Coast Main Line) are considered in Technical Appendix A16.1, Glint and Glare [EN010162/APP/16.4.16.1]. These receptors are considered for safety reasons rather than amenity, as rail or aviation users would be subject to, at most, glint or glare for a few seconds, which is negligible and does not require further consideration.
- 22 Other effects considered in this ES (e.g., visual, noise, air quality, glint/glare, traffic) assess effects on receptors who are people in the vicinity of the Development, who might experience more than one of these effects. The scope of the interrelationships assessment is therefore limited to consideration of the potential for multiple different effects to act on local people.
- 23 For the purposes of this assessment, local people are grouped together. It is acknowledged that this would not be an homogeneous groups; certain

³ A primary effect is one that affects the receptor in question (e.g., a Listed Building). A secondary effect is where an effect on a receptor (e.g., a Listed Building) itself affects a different receptor (e.g., the person living in the Listed Building).

individuals will live closer to or further from the construction routes, use the public rights of way network more or less, be (or be financially dependent on) a worker in the construction sector, live in a particular place (noting visual effects are not equal across the area, etc. However, these factors may vary for individuals over time, whereas for the group of “local people” it is likely that all these factors will be relevant. People in this group may therefore be walkers, horse or bike riders, users of schools, construction workers, live in close (or not so close) proximity to particular parts of the Development and/or the construction routes. These are assessed collectively in this chapter.

19.3.5 Development Parameters Assessed

- 24 Each chapter that contributes to this assessment has assessed a reasonable worst-case scenario, within the range of designs and parameter values allowed within the Rochdale Envelope set out in Chapter 5, Development Description, [EN010162/APP/6.2.5] and those chapters explain what that scenario was. In the majority of chapters, the worst-case parameter values, or extents allowed by the Work no. definitions, were used; in chapter 12, Noise and Vibration [EN010162/APP/6.2.12], the Illustrative Design was used, and mitigation was applied to ensure that effects from the detailed design of the Development would be no worse than the threshold values used for assessment purposes.
- 25 This chapter uses the results of those assessments and does not seek to identify its own worst-case scenario. As a result, this chapter may identify in-combination effects where the contributing effects are not based on the same scenario. If and where these situations occur, the assessment of in-combination effects would be overly worst-case. Professional judgement is used to moderate and interpret this.

19.4 ASSESSMENT OF INTERRELATIONSHIP EFFECTS

19.4.1 Summary of Non-negligible Impacts that could affect Local People

- 26 Table 19.2 identifies potential non-negligible effects that could act on local people and hence would require specific assessment. No effects on local people are anticipated to arising from impacts from the Development on climate change (Chapter 15 [EN010162/APP/6.2.15]) or ground conditions and agricultural land (Chapter 10 [EN010162/APP/6.2.10]). Where effects on local people could, in theory, arise from impacts on a type of receptor, the topic is included in Table 19.2; if the entry in the table is “none”, this implies that there were no non-negligible impacts that could affect local people.

Table 19.2: Summary of Non-negligible⁴ Impacts that could affect Local People

Chapter/Topic	Construction	Operation	Decommissioning
7: Visual (Tables 7.5 and 7.6)	<p>Major/moderate (significant) adverse visual effects on:</p> <ul style="list-style-type: none"> - PRow users between Micklebarrow Hill and Kelham - PRow users between Caunton to A617 - PRow users east of Eakring and around Maplebeck between Caunton, Eakring and Kneesall - Road users between Caunton, Eakring and Kneesall - PRow users between Kneesall, Caunton and Ossington Airfield - Road users between Kneesall, Caunton and Ossington Airfield - PRow users between A1, Ossington and Moorhouse - PRow users between Carlton-on-Trent, Ossington, Cromwell and Norwell - Road users in north of area between Carlton-on-Trent, Ossington, Cromwell and Norwell <p>Moderate (not significant) adverse visual effects on:</p> <ul style="list-style-type: none"> - Road Users, Caunton to A617 	<p>Major/moderate (significant) adverse visual effects on:</p> <ul style="list-style-type: none"> - PRow users between Micklebarrow Hill and Kelham - PRow users between Caunton and A617 - PRow users between Caunton, Eakring and Kneesall – east of Eakring and around Maplebeck - PRow users between Kneesall, Caunton and Ossington Airfield - PRow users between A1, Ossington and Moorhouse - PRow users between Carlton-on-Trent, Ossington, Cromwell and Norwell <p>Moderate (not significant) adverse visual effects on:</p> <ul style="list-style-type: none"> - Road users between Kneesall, Caunton and Ossington Airfield - Road users in north of area between Carlton-on-Trent, Ossington, Cromwell and Norwell <p>Moderate/minor (not significant) adverse visual effects on:</p> <ul style="list-style-type: none"> - Kersall <p>Minor (not significant) adverse visual effects on:</p> <ul style="list-style-type: none"> - PRow users around Kersall and Kneesall 	

⁴ The equivalent of “negligible” in chapter 7, landscape and visual, is “minimal”, and in chapter 11, archaeology and cultural heritage, is “not significant”.

Chapter/Topic	Construction	Operation	Decommissioning
	<ul style="list-style-type: none"> Road users between A1, Ossington and Moorhouse <p>Moderate/minor (not significant) adverse visual effects on:</p> <ul style="list-style-type: none"> Kersall PRoW users around Kersall and Kneesall Road users on the A616 Rail users on the East Coast Main Line PRoW users on the Robin Hood Way <p>Minor (not significant) adverse visual effects on:</p> <ul style="list-style-type: none"> Road users in south of area between Carlton-on-Trent, Ossington, Cromwell and Norwell Road users on the A1 Road users on the A617 	<ul style="list-style-type: none"> Road users between A1, Ossington and Moorhouse Road users on the A1 Road users on the A616 Rail users on the East Coast Main Line PRoW users on the Robin Hood Way 	
8: Ecology and biodiversity	None	None	None
9: Hydrology	None	None	None
11: Archaeology and cultural heritage ⁵	None	None	None
12: Noise and vibration (section 12.7 and Tables A12.2.8 and A12.2.9 of TA)	<p>Minor (not significant) effects:</p> <ul style="list-style-type: none"> Within 65 m of Work no.s 1, 4, 5a and 5b (1 property). Within 75 m of Work no. 1 (7 properties). 	<p>Minor (not significant) effects:</p> <p>16 out of 62 noise assessment locations within</p>	Same as during the construction phase

⁵ Impacts on archaeology are not considered to have an effect on the local population.

Chapter/Topic	Construction	Operation	Decommissioning
A12.2 [EN010162/APP/6.4.12.2])	<ul style="list-style-type: none"> • Within 80 m of Work no.s 4, 5a, and 5b 6 (no properties). • Within 80 m of Work no.s 6 and 7 (12 properties). • Within 55 m of Work no. 2 (13 receptors, in 2 locations; 12 of these are near Work no. 6 and 7). • Within 10 m of the construction traffic routes (as shown on Figure 14.1 [EN010162/APP/6.3.14.1]). 	500 m of Work no.s 1, 4, 5a and 5b are assessed as having “Low / Negligible” effects from noise at night time during the operational phase.	
13: Socioeconomics (Table 13.32)	<p>Moderate beneficial (significant) effect on local employment</p> <p>Moderate beneficial (significant) effect on local skills and qualifications</p>	<p>Minor beneficial (not significant) effect on local employment</p> <p>Moderate beneficial (significant) effect on local skills and qualifications</p>	Minor beneficial (not significant) effect on local employment
14: Traffic and transport (section 14.7)	<p>Adverse (not significant) effects on Non-Motorised User Delay of road links (as shown on Figure 14.1 [EN010162/APP/6.3.14.1]):</p> <ul style="list-style-type: none"> • 2: A616 Great North Road, c. 2.6 km from the A46 to South Muskham (Moderate); • 14: Moorhouse Road (Moderate); • 17: Carlton Lane (Moderate); • 4: A616 (Minor); • 6: Cauntton Road (North) (Minor); • 7: Maplebeck Road (Minor); • 8: Newark Road (Minor); 	None	Same as during the construction phase

Chapter/Topic	Construction	Operation	Decommissioning
	<ul style="list-style-type: none"> 9: Kersall Road (Minor); 13: Ossington Lane (Minor); and 15: Weston Road (Minor). <p>Adverse (not significant) effects on Non-Motorised User Amenity of road links:</p> <ul style="list-style-type: none"> 14: Moorhouse Road (Moderate); 17: Carlton Lane (Moderate); 6: Cauntton Road (North) (Minor); 7: Maplebeck Road (Minor); 8: Newark Road (Minor); 9: Kersall Road (Minor); 13: Ossington Lane (Minor); and 15: Weston Road (Minor). <p>Minor adverse (not significant) effects on road user and pedestrian safety on sections of the construction vehicle route where there are no pedestrian or cycling facilities.</p>		
16: Miscellaneous Issues ⁶ (section 16.4.7)	Minor adverse effect on health through emissions to air, within close proximity to the construction traffic routes.	None	Same as during the construction phase
18: Recreation (Table 18.5)	Minor, moderate or major adverse (not significant) effects on 55 local public rights of	Minor or moderate adverse (not significant) effects on 52 local public rights of way	Minor, moderate or major adverse (not significant) effect on 55

⁶ Note that air quality effects were screened out of needing further assessment, and hence are assessed as being negligible.

Chapter/Topic	Construction	Operation	Decommissioning
	way and 2 local wildlife sites within 250 m of the Order Limits.	and 2 local wildlife sites within 250 m of the Order Limits. Moderate beneficial (not significant) effect from 21 new permissive paths and 7 new permissive bridleways within the Order Limits, and major beneficial (significant) effect from 1 new circular long distance route.	local public rights of way and 2 local wildlife sites within 250 m of the Order Limits.

19.4.2 Construction Phase Potential Effects

- 27 The potential effects of the Development on local people during construction are:
- Major/moderate, moderate or minor adverse visual effects, at locations as set out in Table 19.2;
 - Moderate adverse noise effects, within 100 m of certain types of construction activity and within c. 10 m of the roads used by construction traffic;
 - Moderate beneficial effect on local employment;
 - Moderate beneficial effect on local skills and qualifications;
 - Moderate or minor adverse effects on pedestrian and cyclist delay and moderate or minor adverse effects on non-motorised users of 12 of the 17 sections of road used by construction traffic;
 - Minor adverse effects on road user and pedestrian safety on sections of the construction vehicle route where there are no pedestrian or cycling facilities;
 - Minor adverse effect on health through emissions to air, within close proximity to the construction traffic routes; and
 - Minor, moderate or major adverse recreational amenity effect on approximately half of the footpaths, bridleways and by-ways, and 3 local wildlife sites, within 250 m of the Order Limits.
- 28 These fall into three categories:
- Adverse effects on people living in close proximity to Development construction activity (visual and noise), which could combine to affect a sense of tranquillity;
 - Beneficial effects on workers (employment and skills and qualifications); and
 - Adverse effects on non-motorised users of public routes and residents in close proximity to the construction routes (recreational amenity on the construction routes and local PRow, and safety and air quality along the construction traffic routes).
- 29 Within each of these categories, the effects will combine, such that the people affected will be more aware of the construction of the Development than they would from one effect in isolation. Where people who live in close proximity to the construction works also use the Public Rights of Way network (including local roads) for non-motorised activities, they may again have increased awareness, for the time they're undertaking these activities at the locations affected.
- 30 Each of the individual assessments that identified the above effects has been carried out on a worst-case basis, as set out in Section 19.3.5. All of these effects will be short-term, lasting for a maximum of the construction period (24 months; see Section 5.5 of ES Chapter 5, Development Description [EN010162/APP/6.2.5]), but generally only for one phase of the construction period (typically 12 months), and often much less than that (e.g., where footpaths are impacted by works to install a cable, or where construction work is within 100 m of properties, this is likely to last for a few weeks at most).

- 31 As a worst-case, for short periods of time, in close proximity to the construction works and/or the construction vehicle routes, the in-combination effects on local people are assessed as a detectable but non-material change which is minor and **not significant** in terms of the EIA Regulations. In-combination effects on the large majority of local people, and for all local people for the large majority of the construction period, will be negligible, and **not significant**.

19.4.3 Operation Phase Potential Effects

- 32 The potential effects of the Development on local people during construction are:
- Major/moderate, moderate or minor adverse visual effects, at locations as set out in Table 19.2;
 - Minor adverse noise effects, within up to 500 m of Work no.s 1 (solar PV), 4 (intermediate substations), 5a (BESS) and 5b (400 kV compound);
 - Minor beneficial effect on local employment;
 - Moderate beneficial effect on local skills and qualifications;
 - Major, moderate or minor adverse effect on approximately half of the footpaths, bridleways and by-ways, and 2 local wildlife sites, within 250 m of Work no.s 1 (solar PV), 4 (intermediate substations), 5a (BESS) and 5b (400 kV compound); and
 - Moderate beneficial effect from 21 new permissive paths and 7 new permissive bridleways and 1 new circular long distance path.
- 33 These fall into three categories:
- Adverse effects on people living in close proximity to above-ground Development infrastructure (visual and noise);
 - Beneficial effects on workers (employment and skills and qualifications); and
 - Both adverse and beneficial effects on users of public routes (recreational amenity).
- 34 Within the first of these categories, the effects will combine, such that the people affected will be more aware of the Development than they would from one effect in isolation. Where people who live in close proximity to the Development's above-ground structures also use the Public Rights of Way network for recreational activities, they may again have increased awareness, for the time they're undertaking these activities, though in some cases the Development would provide benefits (i.e., from new recreational routes) that would act to off-set adverse in-combination effects.
- 35 Each of the individual assessments that identified the above effects has been carried out on a worst-case basis. Mitigation of adverse visual (Chapter 7 [EN010162/APP/6.2.7]) and recreational amenity (Chapter 18 [EN010162/APP/6.2.18]) effects is proposed in the form of new hedges and other planting, which will mature over time to screen views of the Development's above-ground structures, lessening any effect.
- 36 In-combination effects on the large majority of local people during the operational phase, will be negligible. As a worst-case, in close proximity to the above-ground structures in Work no.s 1, 4, 5a and 5b, from locations

where views are not screened, the in-combination effects on local people are assessed as a detectable but non-material change which is minor adverse and not significant in terms of the EIA Regulations.

19.4.4 Decommissioning Phase Potential Effects

- 37 The potential effects of the Development on local people during decommissioning are identified in Table 19.2 as being the same, or slightly less than, the effects during construction. The assessment of these effects is therefore also the same: in-combination effects on the large majority of local people, and for all local people for the large majority of the decommissioning period, will be negligible. As a worst-case, for short periods of time, in close proximity to the decommissioning works and/or the decommissioning vehicle routes, the in-combination effects on local people are assessed as a detectable but non-material change which is minor and not significant in terms of the EIA Regulations.

19.5 SUMMARY

- 38 Potential in-combination effects of the Development have been assessed. Such effects on all receptors except local people are considered in other chapters (e.g., Chapter 8, Ecology and Biodiversity, Chapter 11, Archaeology and Cultural Heritage).
- 39 Potential in-combination effects of the Development on local people have been assessed as negligible, in almost all cases, and as a worst-case minor, which is not significant in terms of the EIA Regulations.