Great North Road Solar and Biodiversity Park

Environmental Statement

Volume 2 – Chapters

Chapter 18 – Recreation

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18.1 INTRODUCTION

1 This chapter of the Environmental Statement evaluates the likely significant effects of the Development as described in ES Chapter 5, Development Description, [EN010162/APP/6.2.5] on publicly accessible recreation resources. Within and around the Order Limits, these are predominantly Public Rights of Way (PRoW), but also Local Wildlife Sites (LWS), Sites of Special Scientific Interest (SSSIs) and angling clubs. The scope of the assessment has been determined through consultation and professional judgement.

2 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.

3 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 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].

4 Eight PRoW would be fully or partially closed, with diversions put in place. Of these diversions, seven would be permanent, and one would be temporary, in place only during parts of the construction and decommissioning phases (as described in Table 18.6). New permissive routes have been proposed to increase the connectivity of the network during the operational phase, including ~~21~~22 new permissive footpaths, and six new permissive bridleways, creating ~~32.2~~34.8 km of new permissive route (as described in Table 18.7). A circular recreational route would be created around the Order Limits, covering 50.6 km, including 12.5 km of new permissive path.

5 This chapter is supported by the following figures:

- Figure 18.1: Recreation Study Area [EN010162/APP/6.3.18.1];
- Figure 18.2: Recreation Receptors [EN010162/APP/6.3.18.2];
- Figure 18.3: Proposed Recreation Changes [EN010162/APP/6.3.18.3]; and
- Figure 18.4: Recreation Cumulative Sites [EN010162/APP/6.3.18.4].

6 An outline Recreational Routes Management Plan (outline RRMP) has been prepared and is included as Technical Appendix (TA) A18.1 [EN010162/APP/6.4.18.1]. Following grant of the DCO, a final version of the RRMP (which will be in accordance with the outline) will be prepared and submitted to Newark and Sherwood District Council (NSDC) for approval. This will be secured through a DCO Requirement.

7 A Strategy for Diversions of PRoW and Creation of Permissive Routes has been prepared and included as TA A4.1 [EN010162/APP/6.4.4.1]. This document sets out the approach undertaken to manage changes to PRoW, including the diversion of existing footpaths and bridleways, as well as the creation of new permissive footpaths and bridleways.

8 A glossary of terms is provided in ES Chapter 20 [EN010162/APP/6.2.20].

18.1.1 Development Parameters Assessed

9 The Rochdale Envelope parameters for the Development have been considered with respect to the potential effects considered in this chapter, and worst-case values/scenarios for this are captured by the maximum parameter values allowed in Chapter 5, Development Description [EN010162/APP/6.2.20], as follows:

- It is assumed that the activities specified for Work No.s 1 (Solar PV), 4 (Intermediate Substations), 5a (BESS), 5b (400 kV Compound), 6 (National Grid Staythorpe Substation) and 7 (Consented Staythorpe BESS Connection) fully occupy, insofar as they are able to given the constraints set out in Table 5.1 of Chapter 5, the area covered by those Work No.s as shown on Figure 5.1 [EN010162/APP/6.3.5.1];
- It is assumed that cable routes (Work No. 2) use the maximum expected 30 m-wide corridor including a 12 m-wide trench for construction activity and that this area could be anywhere within the Work no. 2 area (which is generally 60 m wide);
- It is assumed that the activities specified for Work No. 8 (Access) include road widening and vegetation clearance only insofar as required to meet the traffic management aims, such as passing places involving widening the road by c. 3 m rather than for the full width of the adopted highway; and
- It is assumed that all parameters take the maximum of the range specified in the tables in Section 5.4.3 of Chapter 5.

10 Recreational features proposed as part of the Development are shown on the Masterplan, in Figure 5.2 [EN010162/APP/6.3.5.2], including changes to PRoWs and permissive routes (closures, diversions and new route creation) as well as proposed planting.

11 It is assumed that, following decommissioning, the proposed permissive routes will revert to private land with no public access, and that any PRoW that are diverted for the operation phase of the Development will remain diverted following decommissioning. The process for deciding exactly what will happen

at decommissioning is set out in the outline Decommissioning and Restoration Plan (DRP), provided as TA A5.6 [EN010162/APP/6.4.5.6]. The plan states that permissive paths that are to be created as part of the Development may be retained only if the landowner(s) at that time permit it. The Applicant will discuss each permissive path with the landowners, and present the outcome of this in the final DRP. Additionally, prior to issue of the final DRP, the Applicant will carry out a review of the PRoWs within the Order Limits, in consultation with Nottinghamshire County Council. Should it be deemed that any PRoW would better be re-located, whether back to their pre-Development locations or otherwise, the Applicant will apply for these changes to be made through the required process at that time.

18.2 CONSULTATION

12 An overview of the consultation responses relating to recreation up to the date of preparation of this ES Chapter is outlined within Table 18.1.

Table 18.1 Summary of Consultation Responses

Consultee	Response by Consultee	Application Response
Natural England Scoping response December 2023	Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced. Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and	The masterplan for the Development (shown in Figure 5.2) includes the proposals for changes to recreational routes resulting from a review of local routes and opportunities within the control of the Applicant, consideration of feedback from consultation and specific engagement with local walking groups and local parish councils. Further detail on this is provided in Section 18.6 (Development Design and Embedded Mitigation).

Consultee	Response by Consultee	Application Response
	providing potential pathways for movements of species.	
North Muskham Parish Council Scoping response December 2023	FP1 and FP 8 are incorrectly marked on the map. The many PROWs within the scoping area are high contributors to the attraction of the area for recreation and tourism. Many are ancient rights of way which are part of the culture of the area. The Council considers that stopping up and diversions will remove this historic link and legacy and the historic character of such rights of way should be considered and scoped in.	North Muskham Parish Council's map of footpaths has been reviewed. The footpaths are shown in the locations provided by Nottinghamshire County Council as the relevant authority. These are from the definitive map. The difference between routes shown on the two maps is sufficiently small that it would not affect the outcome of the assessment in this chapter. Proposals for closures and re-routing have been avoided where practicable. As set out on Figure 18.3 [EN010162/APP/6.3.18.3], diversions of PRoWs during the operation phase are limited to routes that cross arable fields. Whilst it is acknowledged that local people value access to local routes, it is considered that PRoW crossing arable fields generally retain limited historic character. The importance given to PRoW is set out in Section 18.4.4. PRoWs that follow tracks and hedgerows have been retained in their current positions, except one (NT|Sutton on Trent|BW14) that requires temporary diversion only during the construction and decommissioning phases.
Sutton on Trent Parish Council Scoping response December 2023	Sutton on Trent Parish Council would like to see the following areas including within the Scoping Report: Recreation – What are the benefits	This is addressed throughout this chapter, particularly in Section 18.7.
Laxton and Moorhouse Parish Council	Laxton and Moorhouse like many other countryside areas is popular for countryside	This is addressed within Section 18.4.1.

Consultee	Response by Consultee	Application Response
Scoping response December 2023	pursuits, in particular hunting with dogs and shooting. The Council proposes that the scope includes a study on the impacts of the loss of land for countryside pursuits.	
Sutton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	[Mitigation enhancement areas] These areas should become features in their own right, complementing the permissive footpaths with seating provided as part of a nature walk.	Picnic tables and information boards will be located in and around the Order Limits and final locations will be set out in the final RRMP, in accordance with the outline that is provided in TA A18.1 [EN010162/APP/6.4.18.1]
Sutton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The permissive footpaths need to be managed, and if the Site is to be promoted as a 'Biodiversity Park' further considerations to make more of a nature trail through/around the park should be secured so that existing and future residents can benefit from these features.	The Applicant will install the PRoW diversions. The Applicant will maintain the vegetation in accordance with the oLEMP [EN010162/APP/6.4.5.1]. The Applicant will install and maintain the proposed permissive routes for the lifetime of the Development and the temporary PRoW diversions for the lifetime of the diversion. The maintenance of the PRoW network will remain the responsibility of NCC. Public access within the Order Limits will be limited to PRoW, public highways and permissive paths. In addition to the existing PRoW within the Order Limits, new permissive routes have been proposed to increase the connectivity of the network during the operational phase, including ~~21~~22 new permissive footpaths, six new permissive bridleways, and a circular walking route (as described in Table 18.7).
North Muskham Parish Council	The Trent Vale Cycle Route (TVCR5) runs along some of the proposed construction route in Vicarage Lane. This further questions the	The construction route on Vicarage Lane was proposed to provide access to an area of Works Area 1, Solar PV. This area has since been removed,

Consultee	Response by Consultee	Application Response
PEIR – Phase 2 Statutory Consultation Response 2025	suitability of the construction route when combined with all of the other points above. The PC suggests that this is reviewed further and incorporated in the proposal.	and the road no longer forms part of the construction route strategy. Chapter 14, Traffic and Transport, [EN010162/APP/6.2.14] addresses potential effects of construction routes and traffic, and their effect on other users of these routes.
North Muskham Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	There is some very positive inclusions of additional permissive footpaths and bridleways within the current proposal and we welcome seeing them realised.	This is noted.
North Muskham Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	North Muskham Foot Paths No1 and No14 are key amenities for the villagers and it is requested that assurance be given that these will not be closed during the construction or at any time thereafter.	No closures are proposed for North Muskhan footpaths 1 and 14.
North Muskham Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	North Muskham Foot Path No1 is still shown in the wrong location.	North Muskham Parish Council's map of footpaths has been reviewed. The footpaths are shown in the locations provided by Nottinghamshire County Council as the relevant authority. These are from the definitive map. The difference between routes shown on the two maps is sufficiently small that it would not affect the outcome of the assessment in this chapter.
Carlton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The impact to all who wander out from the boundaries of the village, whether that be to walk their dogs, enjoy a countryside stroll, exercise, improve their mental health and wellbeing or even take a relaxing drive, will have their experience radically impeded.	~~32.2~~34.8 km of new routes will be created within the Development, enhancing the overall connectivity of the area, particularly between neighbouring villages. Where routes run adjacent to solar panels, there will be a minimum of ~~10 m~~10m (except for Permissive Path 22) between the centre of the route and solar PV panels. New and

Consultee	Response by Consultee	Application Response
		retained hedgerows will be maintained throughout the life of the Development, with new trees incorporated throughout where appropriate, screening views of panels from the route; detail on the vegetation proposals is set out in TA A5.1, outline Landscape and Ecological Management Plan (outline LEMP) [EN010162/APP/6.4.5.1].
Carlton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The large swathes of solar arrays which any visitor will have to drive through to enjoy these assets will significantly detract from any pleasurable excursion.	The majority of fields within the Order Limits are defined by mature hedgerows, which screen the majority of views from adjacent roads. Panels will be further screened by additional planting, as set out in TA A5.1, outline LEMP [EN010162/APP/6.4.5.1]. 31% of the Order Limits are Works Area 3, Mitigation/Enhancement.
Carlton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	Elements Green propose information boards around the solar park; these are an unnecessary blight on the countryside.	Information boards are generally seen as a positive addition to the experience of being in an area, offering readers the chance to find out more about the environment, including biodiversity, heritage and the solar park. Similar boards are already in place in the area, such as the Mill Field board at Laxton. The proposed boards will be limited to certain locations, as shown on the masterplan and described in the oRRMP [EN010162/APP/6.4.18.1].
Carlton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The village of Carlton on Trent is bounded to the east by the river Trent and has no specific recreational facilities provided for local inhabitants and children.	Areas to the east of Carlton on Trent are outside the Order Limits and the recreational study area. It is possible (though neither committed nor relied on in the assessment in this chapter) that funds from the 'NG+' community benefit scheme offered by the Applicant could be used to enhance

Consultee	Response by Consultee	Application Response
		facilities in the vicinity of the River Trent.
Carlton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	Recreational activities are based on access to the land around the village and the open countryside, public rights of way and bridleways this affords. In particular, the land to the west of the village and to the west of the A1 comprises the majority of this access. This is the area proposed for the solar panels.	The PRoW to the west of Carlton on Trent are within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Additionally, the proposed Permissive Footpath 5 would add 760 m of new pathway and further contribute to the connectivity of the existing network. The route is accessible from Carlton on Trent via the B1164. It would provide an alternative connection between the diverted route for NT|Carlton-on-trent|FP6/ NT|Carlton-on-trent|FP10 and NT|Carlton-on-trent|F11, creating a 1.3 km circular route.
Carlton on Trent Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The proposals require that existing footpaths be re-routed in large part and be screened from the solar farm facilities by fences, hedges and tree plantings. There is concern that the open views enjoyed by walkers, cyclists and horse riders will be lost for a very long period of time.	Where routes run adjacent to solar panels, there will be a minimum of 10 m (except for Permissive Path 22) between the centre of the route and solar PV panels. New and existing hedgerows will be maintained throughout the life of the development, with new trees incorporated throughout where appropriate, screening views of panels from the route. The additional routes will provide improved off-road connection to surrounding villages and improved access to open areas outside of works area 1, solar PV.
Nottinghamshire County Council PEIR – Phase 2 Statutory	Public Rights of Way (PROW) are the minor highway element of the public highway network and are afforded the same level of protection and control as the major highway	This is noted. Potential effects on PRoW are assessed in this chapter.

Consultee	Response by Consultee	Application Response
Consultation Response 2025	network (i.e. all classes of roads in including motorways). They are a material condition in the planning process and due attention should be made to the treatment of them in the application for development	
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	Although PRoW have been described under Chapter 18 Recreation, they are legal routes and must not be obstructed at any time without a legal order.	DCOs include standard powers to facilitate temporary and permanent closures and diversions of PROWs and that such powers negate the need for separate consents, subject to the Order's requirements and protective provisions .
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	The application has listed 131 PROW that are alongside or affected directly by the development. Detail has been provided but this will take some time to consider fully and therefore we respectfully ask for an extension of time to consider this properly and provide feedback to the applicant. It is recommended that a that further meeting is organised by the applicant with the NCC ROW Team to discuss the finer details after a full response on individual paths has been considered.	Additional time was agreed between the Applicant and NCC. Following this, three meetings were held to discuss proposed diversions to PRoW. The Applicant provided raw data and further clarifications on the proposed diversions.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	Rights of way may have a legally recorded width and this width must be adhered to. If a width is not recorded then we look at any feature on the ground that indicates the width (hedges, wall etc).	This is noted. Distances (e.g., separations) in this chapter have been quoted from the line of the route as provided by NCC.

Consultee	Response by Consultee	Application Response
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	If the path is crossfield or headland, there are default widths laid down in legislation, or if in other areas, we look at what the public have been used to using.	It is not expected that the minimum widths of PRoW will be impacted. Where routes run adjacent to solar panels, there will be a minimum of 10 m (except for Permissive Path 22) between the centre of the route and solar PV panels. New and existing hedgerows will be maintained throughout the life of the Development, with new trees incorporated throughout where appropriate, screening views of panels from the route.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	It is noted on inset 18.1 that in the drawing of a typical arrangement there is a tree within the corridor of the RoW and this should instead be within the hedge line. I suggest that this is altered to ensure it does not encroach on the ROW.	This is noted and has been updated within this chapter on Inset 18.8.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	Please confirm if the default surface is grass and that any other surface materials will be consulted upon prior to installation. Altering of the surface requires the permission of the Highways Authority (RoW) prior to any change to ensure it is not unsuitable for the class of users allowed on it	DCOs include standard powers to facilitate works to PRoWs and that such powers negate the need for separate consents, subject to the requirements and the Order's protective provisions. Any new surfacing would be set out within the final RRMP, in accordance with the outline that is provided in TA A18.1 [EN010162/APP/6.4.18.1], and submitted for approval to Newark and Sherwood District Council in consultation with NCC, prior to implementation.
Nottinghamshire County Council PEIR – Phase 2 Statutory	It is expected that a RoW would remain on its legal route, unless the development could not be constructed with it in place. If this is the case then it can be	As above, DCOs include standard powers to facilitate works to PRoWs and that such powers negate the need for separate consents, subject to the order's requirements and protective provisions.

Consultee	Response by Consultee	Application Response
Consultation Response 2025	diverted but the diverted route needs to be considered carefully, it should be commodious and no worse than the original route, in relation to surface quality, aspect or length.	No PRoW have been diverted or closed unless necessary. PRoW that will be diverted during the operational phase of the Development will have the diversion works completed prior to closure of the current route, to ensure that PRoW remain open. Diversions will be managed to the same or better physical standard than the current route.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	Any structures required as a result of the development are to be provided by the applicant e.g. bridges, waymarking, gates (if required for stock control) Stiles will only be authorised in exceptional circumstances.	As above, DCOs include standard powers to facilitate works to PRoWs and that such powers negate the need for separate consents, subject to the order's requirements and protective provisions. All necessary infrastructure would be provided by the Developer. This is secured within the outline RRMP (TA A18.1 [EN010162/APP/6.4.18.1]).
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	For construction works only and for the safety of the public. These close a RoW for a short period of time. An alternative can be provided by the applicant but as this is unlikely to be on highway / RoW, the liability for that route lies with the applicant. There is a lead-in time of 4-5 weeks for a closure and application is made to NCC RoW team.	All proposed diversions and temporary closures to PRoW will be permitted through the DCO, as drafted [EN010162/APP/3.1]. How the changes are carried out and communicated to the public will be set out in the final RRMP, in accordance with the outline that is provided in TA A18.1 [EN010162/APP/6.4.18.1]. This will be submitted to NSDC for approval in consultation with Nottinghamshire County Council.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	It is expected that a RoW would sit within a buffer some (which may help with the issue of width referred to above). This corridor is expected to be at least 6 - 10m for the RoW. If the corridor is hedged on both sides this will change the feel	Where routes run adjacent to solar panels, there will be a minimum of 10 m (except for Permissive Path 22) between the centre of the route and solar PV panels. New and existing hedgerows will be maintained throughout the life of the Development, with new trees incorporated throughout where

Consultee	Response by Consultee	Application Response
	of the path considerably if it previous had an open aspect, extra width will help mitigate this.	appropriate, screening views of panels from the route.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	It is recommended that these are clearly signed as permissive at all times to ensure clarity and prevent the public being able to claim them as RoW after decommissioning	Signage of the permissive routes is set out in Section A18.1.5.2 of the outline RRMP, TA A18.1 [EN010162/APP/6.4.18.1].
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	It is also recommended to deposit a Statutory Declaration 31(6) declaring that they are not dedicated as RoW to prevent future claims.	The applicant is aware of Section 31(6) and the protection it affords.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	Structures cannot be constructed on the line of the right of way without the prior authorisation of the Rights of Way team. It should be noted that structures can only be authorised under certain criteria and such permission is not guaranteed.	The DCO as drafted [EN010162/APP/3.1] would grant powers to carry out the proposed changes to PRoW locations/rights.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	If a structure is to be built adjacent to the public footpath, the width of the right of way is not to be encroached upon.	DCOs include standard powers to facilitate works to PRoWs and that such powers negate the need for separate consents, subject to the order's requirements and protective provisions. It is not expected that the width of PRoW will be impacted. Where routes run adjacent to solar panels, there will be a minimum of 10 m (except for Permissive Path 22) between the centre of the route and

Consultee	Response by Consultee	Application Response
		solar PV panels. New and existing hedgerows will be maintained throughout the life of the development, with new trees incorporated throughout where appropriate, screening views of panels from the route.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	Circular cycle path: It is assumed that this is on a combination of bridleways, Byways, Restricted byway, permissive paths and possibly some quiet roads? We would query whether the expectation of the public has been considered with regard to surfacing	The circular cycle path is not proposed in the Application. There was little support for it in response to statutory consultation and also a similar level of opposition to it.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	Please note that any proposed surfacing on RoW needs to be approved prior to construction to ensure it is suitable for the users allowed on it.	Any new surfacing would be proposed in the final RRMP, in accordance with the outline that is provided in TA A18.1 [EN010162/APP/6.4.18.1]. This will be submitted to NSDC for approval in consultation with Nottinghamshire County Council.
Nottinghamshire County Council PEIR – Phase 2 Statutory Consultation Response 2025	It is understood that all maintenance of the RoW within the red line boundary will be carried out by the applicant for the lifetime of the development. On decommission the responsibility will return to the new landowner and Highways Authority respectively as legally set down.	The Applicant will install the PRoW diversions. The Applicant will maintain the vegetation in accordance with the oLEMP [EN010162/APP/6.4.5.1]. The Applicant will install and maintain the proposed permissive routes for the lifetime of the Development and the temporary PRoW diversions for the lifetime of the diversion. The maintenance of the PRoW network will remain the responsibility of NCC.
Egmanton Parish Meeting	Daily, equestrians utilise Hagg Lane Bridleway, transiting a circular route from Egmanton Village. This route does fall into the order limits	NT|Egmanton|BW5 falls within the recreational study area and is assessed with this chapter. Moorhouse Road is within Works Area 8, Access, and is a planned

Consultee	Response by Consultee	Application Response
PEIR – Phase 2 Statutory Consultation Response 2025	and the use of Moorhouse Road (Link 11) as a transit path north of Hagg Lane will undoubtedly result in construction traffic coming into contact with horses. Our map shows the two Bridleways (marked in Purple) both intersecting Western Road and Hagg Lane. Indeed, Gypsy Lodge houses stable facilities permitting equestrian access directly onto Moorhouse Road.	construction route. Chapter 14, Traffic and Transport, [EN010162/APP/6.2.14] addresses potential effects of construction routes and traffic, and their effect on other users of these routes. An outline Construction Traffic Management Plan (oCTMP) sets out measures that are proposed. The Development will add a certain level of traffic to the baseline traffic levels, for the part of the construction phase when construction is occurring in the fields north and east of Moorhouse. Traffic will be limited to certain times of day and only weekdays and Saturday mornings.
Weston Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The only bridleway out of the village is along Wadnall Lane - This needs to remain open during the construction works or a suitable alternative found as at least 5 riders use this several times a week. Also, how will heavy construction traffic be made aware of horses crossing and riding around the area. Also, this bridleway would benefit with improvement and signage after the works have been completed.	NT|Weston|BW8 will remain open through the lifetime of the development. A cable, associated with Work no. 2, crosses the route at grid reference 476731E 367380N for 60 m of the 1 km route. These works would be of very short duration and would be managed such that the route remained open, in accordance with the outline RRMP that is provided in TA A18.1 [EN010162/APP/6.4.18.1]. Once works are complete and the cable trench is refilled, there would be no further direct effect.
Kneesall, Kersall and Ompton Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The fields to be panelled within the parish currently provide natural habitats for protected species which will be lost (ground nesting birds such as lapwing and skylarks) or severely altered. Although not a favoured pursuit of all, our land is used by the Readyfield bloodhounds and	Potential effects to wildlife, including ground nesting birds, are assessed in Chapter 8: Ecology and Biodiversity, [EN010162/APP/6.2.8] which includes details of mitigation, compensation and enhancement. The outline Construction Environmental Management Plan (oCEMP; TA A5.3 [EN010162/APP/6.4.5.3]) and oLEMP (TA A5.1 [EN010162/APP/6.4.5.1])

Consultee	Response by Consultee	Application Response
	also the Grove and Rufford hunt, this pursuit is part of our heritage and removing these panelled field from their rides restricts and puts more pressure on remaining land. We also have game bird breeding areas which might need relocating.	provide further details of these measures. Commentary on hunting is provided in Section 18.4.1.
Maplebeck Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The residents unanimously rejected the proposal for a visitors centre near the village (what three words location variation.confident.having) some park benches on some foot paths would be a more welcome proposal.	This is noted and the visitor hub proposal has been removed. Picnic tables and information boards will be located in and around the Order Limits, final locations will be set out in the final RRMP, in accordance with the outline that is provided in TA A18.1 [EN010162/APP/6.4.18.1]. No litter bins or parking will be provided and the community orchard will be gated and closed at night.
Maplebeck Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	It was acknowledged that introducing more footpath and bridleway was a good thing but access points to footpath and cycle routes should be via swing gates to allow disabled access whilst preventing use by motorbikes/ off road vehicles.	Gates and means of access will be set out in the final RRMP, in accordance with the outline that is provided in TA A18.1 [EN010162/APP/6.4.18.1], which will be submitted for approval to NSDC in consultation with Nottinghamshire County Council.
Averham, Kelham & Staythorpe Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The Averham footpaths 2, 6, Kelham footpath 4, 7 and bridleway 3 will all be impacted.	Each of these routes are assessed within this chapter.

Consultee	Response by Consultee	Application Response
Eakring Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	Eakring has an extensive network of Public Rights of Way (PROW) including lanes, tracks and footpaths associated with the long maintained open field system of farming. The Robin Hood Way, long distance path passes by the panels as does the existing footpath to Maplebeck a walk enjoyed by many generations of Eakring residents.	Each of these routes are assessed within this chapter.
Eakring Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The roads through Eakring particularly the proposed access route is regularly used for charity bike rides as it is part of a designated quiet cycle route. The PROW provide uninterrupted views across open countryside which will be lost by the proposed panels and infrastructure. Fencing, CCTV, panels and other industrial infrastructure associated with the solar farm will detract from the enjoyment of using the PROW and will negatively impact the wellbeing of our community.	The nature of current views and changes to the views arising from the proposed Development are considered in ES Chapter 7, Landscape and Visual [EN010162/APP/6.2.7]. Effects on recreational routes are assessed in this chapter.
Eakring Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	The Parish Council objects to the deletion of the footpath in field DB015 as it is a historic route.	A short section of NT|Eakring|FP13 is diverted to avoid Work no. 1, solar PV. NT|Eakring|FP13 would be partially closed and replaced with 220 m of footpath which would follow the edges of the solar PV area. The route would have the same start and end points as the original route. The entirety of NT|Eakring|FP14 is diverted to avoid Work no.1, solar PV.

Consultee	Response by Consultee	Application Response
		NT|Eakring|FP14 would be completely closed and replaced by 430 m of footpath which would follow the edges of the solar PV area. The start and end points of the route would change but continue to provide a connection to NT|Eakring|FP13 and NT|Eakring|FP16. Each of these routes are assessed within this chapter.
South Muskham and Little Carlton Parish Council PEIR – Phase 2 Statutory Consultation Response 2025	This [visitor hub in South Muskham] we understand will be an un-gated and unmanned open area with interpretive boards, a few picnic tables as well as a car park. This Parish Council and our Parishioners are totally against the positioning of this in its entirety. Experience over many years has taught us that an un-policed, unlocked areas in the countryside ,will attract anti-social behaviour, fly tipping and general uncollected rubbish, unauthorised traveller camps, access issues to other areas, loss of agricultural use of land and a negative cumulative impact of the area. Furthermore, there are no other amenities in the vicinity that would get anywhere near being of use to this fantasy. More alarming is that when we discussed this matter with Mark Noone at both the meeting held in the Parish in July 2024 and in subsequent conversations, we were assured that this visitor centre would not be in	The visitor hub was not proposed to be a visitor centre, but nonetheless all proposals for facilities in this area have been removed.

Consultee	Response by Consultee	Application Response
	the plan at the location shown or anywhere in or near this Parish. It needs to be completely removed.	
Newark & Sherwood District Council PEIR – Phase 2 Statutory Consultation Response 2025	The permissive routes form part of the Circular Route3 provided as a benefit of the scheme. The Circular Route has been described as utilising both permissive routes, roads, and existing PRoW to form a continuous circular route. If the permissive routes are removed at the decommissioning stage than the Circular Route would either be rerouted onto roads potentially becoming unsafe or would be incomplete in places. This has a potential knock-on effect to Interpretation Boards and carparking. Permissive Routes cannot be part of the Embedded Enhancement Measures4if they are to be removed. Further clarification on this is required.	All permissive routes and development infrastructure, including information boards, will be removed upon the decommissioning of the development. The diversions in place throughout the operational phase will remain following decommissioning and a review of whether any changes to the PRoW network within the Order Limits may be desirable will be included in the final Decommissioning and Restoration Plan (DRP) prior to decommissioning, in accordance with the outline DRP; TA A5.6 [EN010162/APP/6.4.5.6], in consultation with local authorities and landowners. The permissive routes proposed are for the duration of the operational phase, and are enhancement measures for that phase of the Development. They will not be an enhancement following decommissioning, when the assumption is that the landowners at that time will close the permissive routes.
Newark & Sherwood District Council	In respect of Recreation, as this chapter focusses on PrOW, we have agreed that NCC as the responsible authority for the definitive	This is noted.

Consultee	Response by Consultee	Application Response
PEIR – Phase 2 Statutory Consultation Response 2025	PrOW routes within the county will respond on this matter. NSDC would however ask that the Applicant also carefully consider any additional comments made from the local community on this issue and respond accordingly.	
Natural England PEIR – Phase 2 Statutory Consultation Response 2025	NE welcome the commitment to the provision of an outline Public Rights of Way Management Plan (PRoWMP) that will be prepared for the DCO application submission, as part of the ES.	The management of PRoW and permissive routes will be set out in the final RRMP, in accordance with the outline that is provided in TA A18.1 [EN010162/APP/6.4.18.1]. This will be submitted to NSDC for approval in consultation with Nottinghamshire County Council.
Natural England PEIR – Phase 2 Statutory Consultation Response 2025	We acknowledge and welcome section 18.6 which details that the layout of the development has been designed with the aim of minimising the effects on Public Rights of Way (PRoW).	This is noted.
Natural England PEIR – Phase 2 Statutory Consultation Response 2025	Natural England welcome the commitment to 'Embedded Enhancement Measures' within the Development design to enhance recreation receptors and/or the experience of using them, as detailed in Table 18.3. Enhancement Measures include the following; woodland, hedgerow and tree planting, circular route, permissive routes, interpretation (e.g. information boards), wayfinding and access, hubs, picnic areas and a community orchard.	This is noted.

Consultee	Response by Consultee	Application Response
Natural England PEIR – Phase 2 Statutory Consultation Response 2025	The value of these enhancement measures is recognised and encouraged by NE due to their ability for increased public understanding of the project and surrounding natural environment.	This is noted.
Natural England PEIR – Phase 2 Statutory Consultation Response 2025	NE have been engaged regarding the elements of the proposals, and indeed actions outside of the proposals, regarding connecting people with nature; whilst our statutory advice will not provide further comment on this, we remain keen to continue this non-statutory engagement, to help the opportunities for Connecting People with Nature to be realised.	This is noted.
Newark Rambles Group and Nottinghamshire Area Ramblers PEIR – Phase 2 Statutory Consultation Response 2025	Weston FP11 (DB032) – Approx 250 metres from SK762674 to SK761672 This section of FP runs across part of panel block DB032. The proposed diversion will be approx 250 metres long with panels on one side. We support this diversion, which will be less affected by panels. The diversion could be improved by moving it approx 50 metres east to run alongside the Beck	NT|Weston|FP11 is no longer proposed to be diverted.
Newark Rambles Group and	Laxton & Moorhouse FP11 (DB032) – Approx 300 metres from SK761672 to SK758671	The diversion of NT|Laxton and Moorhouse|FP11 has been reduced by 150 m and NT|Weston|FP9 and NT|Weston|FP11 would no longer be closed. As a result, it would no longer

Consultee	Response by Consultee	Application Response
Nottinghamshire Area Ramblers PEIR – Phase 2 Statutory Consultation Response 2025	This section of FP runs across part of panel block DB032. The proposed diversion will be approx 1,200 metres long with panels on one side. We support this diversion, which will be less affected by panels, The diversion could be improved if it is moved approx 100-50 metres east to run alongside the Beck	be possible to move the new diversion alongside Moorhouse Beck. A full description of the diversions is available in Table 18.6 of this chapter.
Newark Rambles Group and Nottinghamshire Area Ramblers PEIR – Phase 2 Statutory Consultation Response 2025	Kelham FP7A (DB006) – Approx 300 metres from SK745573 to SK745571 This section of FP runs across part of panel block DB006 with panels on both sides. This is an historical and logical route from Caunton to Averham and Upton. The proposed diversion will be approx 750 metres long with panels on one side. We object to this diversion. It is too long and involves walking round three sides of a field. It would be better to maintain the original line of the FP in a corridor between fences for this short section.	The diversion of NT|Kelham|FP7A remains part of the Development proposal. The 200 m NT|Kelham|FP7A route would be entirely closed and replaced with 460 m of footpath which would follow the edges of the solar PV area. If the route was to remain in situ, it would be surrounded by solar PV. The planned diversion would be 260 m longer, but would allow more open views to the west.
Newark Rambles Group and Nottinghamshire Area Ramblers PEIR – Phase 2 Statutory Consultation Response 2025	Existing Definitive Map Modification Orders (DMMOs) Four DMMOs that have been registered by Nottinghamshire County Council are affected by areas of panels. DMMO 1230: Norwell Woodhouse to Ossington Road.	The DMMOs have been considered within this chapter in Section 18.5.5.

Consultee	Response by Consultee	Application Response
	DMMO 1249: Maplebeck to Eakring BW DMMO 1203: Kersall to Caunton BW DMMO 1255: Winkburn BW9 to Hockerton BW8	

18.3 RELEVANT LEGISLATION AND POLICY

13 This section sets out legislation and policy that is relevant to the assessment of effects on recreation resources.

18.3.1 Legislation

14 Paragraph 4 of Schedule 4 to The Infrastructure Planning (Environment Impact Assessment) Regulations 2017 ('information for inclusion in environmental statements') states that an ES should contain:

15 *"A description of the factors specified in regulation 5(2) likely to be significantly affected by the development: population and human health"*

18.3.2 National Planning Policy

16 Relevant national planning policy comprises:

- Overarching National Policy Statement for Energy (NPS EN-1)[1];
- National Policy Statement for Renewable Energy Infrastructure (NPS EN-3)[2];
- National Policy Statement for Electricity Transmission Infrastructure (NPS EN-5)[3]; and
- National Planning Policy Framework (NPPF) (December 2024)[4].

[1] Department for Energy Security and Net Zero (2023). Overarching National Policy Statement for Energy (EN-1). Available at: https://www.gov.uk/government/publications/overarching-national-policy-statement-for-energy-en-1 [accessed 26/06/2025]
[2] Department for Energy Security and Net Zero (2023). National Policy Statement for renewable energy infrastructure (EN-3). Available at: https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3 [accessed 26/06/2025]
[3] Department for Energy Security and Net Zero (2023). National Policy Statement for electricity networks infrastructure (EN-5). Available at: https://assets.publishing.service.gov.uk/media/65a78a5496a5ec000d731abb/nps-electricity-networks-infrastructure-en5.pdf [accessed 26/06/2025]
[4] Ministry of Housing, Communities and Local Government (updated 2024). National Planning Policy Framework. available at: https://assets.publishing.service.gov.uk/media/675abd214cbda57cacd3476e/NPPF-December-2024.pdf [accessed 26/06/2025]

17 Consultation drafts of the NPSs have been issued (April 2025) in response to changing climate change policy, however, the content of these with respect to the topic covered in this chapter is materially unchanged from the adopted versions, and hence the adopted versions are referred to elsewhere in this chapter.

18.3.2.1 NPS EN-1

18 NPS EN-1 notes that:

19 *"5.11.6 The government's policy is to ensure there is adequate provision of high quality open space and sports and recreation facilities to meet the needs of local communities. Connecting people with open spaces, sports and recreational facilities all help to underpin people's quality of life and have a vital role to play in promoting healthy living.*

20 *5.11.9 Applicants will need to consult the local community on their proposals to build on existing open space, sports or recreational buildings and land. Taking account of the consultations, applicants should consider providing new or additional open space including green and blue infrastructure, sport or recreation facilities, to substitute for any losses as a result of their proposal.*
…

21 *5.11.30 Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way."*

18.3.2.2 NPS EN-3

22 Paragraphs 2.10.40 to 2.10.45 of NPS EN-3 address the potential interactions of solar farms with Public Rights of Way (PRoW), and EN-3 does not refer to other recreational resources in relation to solar farms. EN-3 notes that:

23 *"2.10.40 Proposed developments may affect the provision of public rights of way networks.*

24 *2.10.41 Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open during construction and protect users where a public right of way borders or crosses the site.*

25 *2.10.42 Applicants are encouraged to design the layout and appearance of the site to ensure continued recreational use of public rights of way where possible during construction, and in particular during operation of the site.*

26 *2.10.43 Applicants are encouraged where possible to minimise the visual impacts of the development for those using existing public rights of way, considering the impacts this may have on any other visual amenities in the surrounding landscape.*

27 *2.10.44 Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of permissive paths), taking into account, where appropriate, the views of landowners.*

28 *2.10.45 Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an outline Public Rights of Way Management Plan."*

18.3.2.3 NPS EN-5

29 NPS EN-5, section 2.9.19, sets out that Applicants should "*use space effectively to limit the area required for development consistent with appropriate mitigation measures and to minimise the adverse effects on existing land use and rights of way…*"

18.3.2.4 The National Planning Policy Framework (NPPF)[4]

30 Relevant NPPF policies relating to solar farms and recreation include:

31 *"96. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*

(a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through … street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods,…;

(b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

(c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, … and layouts that encourage walking and cycling."

32 *"98. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:*

(a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

(b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

(c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

(d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

(e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

33 *"99. Planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard."*

34 *"103. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate."*

35 *"104. Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:*

(a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

(b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

(c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use."

36 *"105: Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails."*

37 *106. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.*

38 *107. The Local Green Space designation should only be used where the green space is:*

(a) in reasonably close proximity to the community it serves;

(b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

(c) local in character and is not an extensive tract of land."

18.3.3 Local Planning Policy

39 Newark & Sherwood Local Development Framework Core Strategy & Allocations (Adopted March 2019)[5] includes the Amended Core Strategy DPD, which includes the following policies of relevance.

40 Spatial Policy 7 states that "*High quality, safe, cycle, footpath and bridleway networks will be safeguarded and extended to provide opportunities to reduce the number of short car journeys and for cycling, walking and horse riding for recreation in the countryside*".

41 Core policy 6 includes that "The economy of Newark and Sherwood District will be strengthened and broadened to provide a diverse range of employment opportunities by: … *Helping the economy of Rural Areas by rural diversification that will encourage tourism, recreation, rural regeneration, and farm diversification, and complement new appropriate agriculture and forestry development.*"

18.4 ASSESSMENT METHODOLOGY AND SIGNIFICANCE CRITERIA

42 The assessment has been carried out through desktop studies, as detailed in Section 18.5.

43 Recreation receptors are resources that are used by people for recreational purposes. Impacts on the amenity value of the recreation resources are assessed as effects on recreation receptors.

[5]Newark and Sherwood District Council (2019). Local Development Framework available at: https://www.newark-sherwooddc.gov.uk/ldf/ [accessed 26/06/2025]

18.4.1 Scope

44 Direct and indirect effects on recreation receptors are assessed for the construction, operation and decommissioning phases of the Development. Indirect effects are largely assessed in other chapters but are appropriately cross referenced in this chapter.

45 Effects on the users of roads, including regional and national cycle routes, are considered in Chapter 14, Traffic and Transport, [EN010162/APP/6.2.14].

46 Laxton and Moorhouse Parish Council identified in its response to scoping (see Section 18.2) that countryside pursuits, such as shooting and hunting, are a popular form of recreation within the Development area. The outmost extent of the Order limits encloses a total area of 19,406 ha, extending 12 km east-west and 15 km north-south. Within this, only 1,765 ha, or approximately 9% of that area, falls within the Order Limits due to the C-like shape of the Development. Within the Order Limits, only 1,061 ha, or 60% of the total area, will consist of above ground infrastructure during the operational phase. These areas would be disaggregated over a wide area, and would not create substantial barriers for movement (as shown by the Development layout in Figure 5.1 [EN010162/APP/6.3.5.1]). As a result, this will result in a minor loss of area for local countryside pursuits. In accordance with the assessment methods set out in Section 18.4.4, it is not a likely significant effect in terms of the EIA Regulations and is therefore not considered further in this chapter.

18.4.2 Study Area

47 For assessing recreation receptors, a study area including the Order Limits and land within 250 m outside of the Order Limits has been chosen, as it is considered that this is sufficient to identify the likely significant effects on recreation receptors arising from the Development. At distances greater than this, there would be no direct impacts, negligible indirect impacts from noise (see Chapter 12, Noise and Vibration [EN010162/APP/6.2.12]) and glint and glare (see TA A16.1, Glint and Glare [EN010162/APP/6.4.16.1]), leaving the only potential impact being the indirect impact from changes in views from the recreation receptors. Chapter 7, Landscape and Visual, [EN010162/APP/6.2.7] identifies in Section 7.7.8 that, where there is open and/or elevated views of solar panels, substations, or BESS, large and large/medium scale visual changes would be limited to 200 m, medium and medium/small scale visual changes would be limited to 800 m, and small and small/negligible scale visual changes would be limited to 1.5 km. Recreational amenity comprises many aspects, of which the visual environment is only one. In the interests of focusing on the likely significant effects, therefore, only recreation receptors within 250 m of the Order Limits are considered, which will capture all large and large/medium scale visual changes.

48 The area within the Order Limits and the 250 m zone outside the Order Limits is referred to in this chapter as “the Recreation Study Area”, which is shown on Figure 18.1 [EN010162/APP/6.3.18.1].

18.4.3 Nature of Effects

49 Potential recreation effects of the Development are categorised as:

- Direct effects: for example, construction activities physically affecting PRoWs; and
- Indirect effects: such as the effects of noise and changes in view for recreational receptor users. This chapter draws on the conclusions set out in other chapters for these effects as follows: visual effects are assessed in Chapter 7, Landscape and Visual [EN010162/APP/6.2.7]; noise effects are assessed in Chapter 12, Noise and Vibration [EN010162/APP/6.2.12]; traffic effects, including effects on pedestrians (on roads), road cyclists and national/regional cycle routes are assessed in Chapter 14, Traffic and Transport [EN010162/APP/6.2.14]; glint and glare impacts are modelled in Chapter 16, Miscellaneous Issues [EN010162/APP/6.2.16] (and specifically in Technical Appendix (TA) A16.1 [EN010162/APP/6.4.16.1]).

50 This chapter considers the additional “in combination” effects on recreational amenity that could be caused by these factors together, and how they impact recreational amenity.

18.4.4 Assessment Methodology

51 The scale of significance described below has been used to assess the potential and residual recreation effects of the Development when compared against baseline conditions. The assessment process aims to be objective and to quantify potential effects as far as possible; however, some effects can only be evaluated on a qualitative basis and rely on professional judgement.

52 Potential effects associated with the construction and decommissioning phases of the Development are temporary, short-term effects. Potential effects associated with the operation phase are reversible, long-term effects.

53 Potential effects are defined as:

- Beneficial effects: provide an advantageous or positive effect to an environmental resource or receptor, the significance of which may be “negligible”, “not significant” or “significant”;
- Neutral effects: have an effect on an environmental resource or receptor which is neither beneficial nor adverse; and
- Adverse effects: provide a disadvantageous or negative effect to an environmental resource or receptor, the significance of which may be “negligible”, “not significant” or “significant”.

54 The sensitivity of recreation receptors is assessed in accordance with their importance, which is set out in Table 18.2 below:

Table 18.2 Sensitivity of Recreation Receptors Based on Level of Importance

Sensitivity	Level of Importance	Examples
Low	Local	Includes most PRoW
Medium	Regional	Including routes and facilities known or promoted at a district or county level
High	National	Including routes and facilities known or promoted at a national level

55 The magnitude of potential effects is defined as:

Table 18.3 Magnitude of Potential Effects

Magnitude	Examples
Negligible / No effect	Either no change or no detectable change to a location, environment or sensitive receptor.
Minor	A detectable but non-material change to a location, environment or sensitive receptor.
Moderate	A material, but non-fundamental change to a location, environment or sensitive receptor.
Major	A fundamental change to a location, environment or sensitive receptor or in breach of recognised legislation, policy or standards.

56 There is no quantitative scale or guidance that defines whether the magnitude is negligible, minor, moderate or major and the conclusion made is based upon the exercise of professional judgement.

57 Significant effects are those where the Development would lead to material or fundamental impacts on receptors or where it would substantially affect recreation receptors that have more than local use or importance, in accordance with the general guidance set out in Chapter 2, EIA [EN010162/APP/6.2.2]. Where the magnitude of change is assessed as negligible, the significance of effect would also be negligible, and not significant in term of the EIA Regulations.

18.5 BASELINE CONDITIONS

58 Recreation receptors located within the Recreation Study Area were identified via data requests from Nottingham Country Council (definitive map), a review of mapping data, internet searches, and responses to consultation, and both direct and indirect effects on these receptors were assessed.

59 Recreation receptors include PRoW that pass within the Recreation Study Area, comprising Public Footpaths (FP), Public Bridleways (BW), Byway Open to All Traffic (BOAT), Restricted Byway (RB), and Long Distance Footpaths (LDFs).

Other recreation facilities within the Recreation Study Area are also considered as recreation receptors, as listed in the sections below.

60 Additional to the PRoW, other identified recreation receptors within the Recreation Study Area include two angling clubs, five Local Wildlife Sites (LWSs), and one Site of Special Scientific Interest (SSSIs) which are accessible via PRoWs, which are expanded upon in Sections 18.5.2 to 18.5.4.

61 All recreation receptors within the Recreation Study Area are assessed for both direct and indirect effects during operation, construction, and decommissioning.

18.5.1 PRoWs

62 There are 117 PRoWs within the Recreation Study Area, as listed in Table 18.4. These PRoW are made up of 95 FP, 18 BW, three BOATs and one RBs. The LDF is made up of other PRoW and roads but each are considered as a whole in the assessment.

63 There is one LDF within the Recreation Study Area. The Robin Hood Way, is a 107-mile LDF that runs from the centre of Nottingham to the Sherwood Forest Visitor Centre at Edwinstowe, briefly passing through the edges of the Order Limits around the south-eastern extent of the village of Eakring. The LDF is shown on Figure 18.2 [EN010162/APP/6.3.18.2].

64 The recreation receptors that have been identified are shown in Table 18.4. All receptors identified within the Recreation Study Area are shown on Figure 18.2 [EN010162/APP/6.3.18.2].

Table 18.4 Potential Recreation Receptors

Parish	Type	Name/Reference	
Averham	BW	BW1	
	FP	FP2	FP5
		FP3	FP6
		FP4	
	Local Wildlife Site (LWS)	Cheveral Wood	
Bathley	BW	BW12	
	FP	FP7	FP11
		FP8	
	RB	RB15	
	LWS	Moorhouse Lane Drain	
Carlton-On-Trent	BW	BW8	
	FP	FP6	FP10

Parish	Type	Name/Reference	
		FP7	FP11
Caunton	BW	BW13	
	FP	FP1	FP5
		FP2	FP6A
		FP3	FP9
		FP3A	FP11
		FP4	
Cromwell	Angling Club	Sapphire Lakes	
Eakring	BOAT	BOAT21	
	FP	FP8	FP13
		FP10	FP14
		FP11	FP16 (partially covers the Robin Hood Way LDT)
		FP17 (partially covers the Robin Hood Way LDT)	
	Site of Special Scientific Interest (SSSI)	Eakring and Maplebeck Meadows	
	SSSI	Redgate Woods and Mansey Common	
	LWS	Eakring Meadows	
Egmanton	BW	BW5	
	FP	FP4	
Kelham	BW	BW3	
	FP	FP1	FP6
		FP2	FP7
		FP4	FP7A
Kersall	BOAT	BOAT8	
	BW	BW3	
	FP	FP1	FP5A

Parish	Type	Name/Reference	
		FP2	FP6
		FP2A	FP6A
		FP4	FP7
		FP5	
Kneesall	FP	FP6	
Laxton And Moorhouse	BW	BW13	
	FP	FP10	FP13
		FP11	FP14
		FP12	FP15
	SSSI	Laxton Sykes	
Maplebeck	BOAT	BOAT11	
	BW	BW8	
	FP	FP1	FP6
		FP1A	FP7
		FP2	FP9
		FP3	FP10
		FP4	FP12
		FP5	
North Muskham	FP	FP1	
Norwell	FP	FP1	FP11
Ossington	BW	BW4	BW7
		BW5	
	FP	FP2	FP10
		FP8	FP11
		FP9	
	LWS	Lake Plantation	
Rufford	FP	FP15	
South Muskham	FP	FP1	FP2A
		FP1A	FP5
		FP2	FP6

Parish	Type	Name/Reference	
	LWS	Muskham Wood	
		Ollerton Road Grasslands	
	Angling Club	Nottingham Piscatorial Society	
Staythorpe	FP	FP1	FP3
		FP2	
	LWS	River Trent, Staythorpe	
Sutton On Trent	BW	BW14	BW18
		BW17	BW20
	FP	FP13	FP21
		FP19	
Weston	BW	BW8	
	FP	FP9	FP15
		FP10	FP16
		FP11	FP17
		FP12	FP13
Winkburn	BW	BW9	
	FP	FP2	FP4
		FP3	FP5

18.5.2 Local Wildlife Sites

65 There are 29 LWS within the Recreation Study Area, eight of which are within or partially within the Order Limits, however, only five are accessible to the public via PRoW and, therefore, this assessment considers only those five.

66 The descriptions of the Local Wildlife Sites outlined below were provided by Nottinghamshire Biological and Geological Records Centre (NBGRC) in January 2024.

18.5.2.1 Moorhouse Lane Drain

67 Moorhouse Lane Drain LWS is described in data provided by the NBGRC as a drain with a notable plant community. The LWS follows the boundary of the drain, running north to south, starting 800 m south-east of Bathley and ceasing 400 m north of South Muskham, being within the Order Limits south of Moorhouse Lane into field 140, which is associated with Works Area 3,

Mitigation. The LWS is crossed by NT|Bathley|BW12, which follows Moorhouse Lane.

18.5.2.2 Eakring Meadows

68 Eakring Meadows LWS is described in data provided by the NBGRC as an important sequence of wet meadows and scrub of considerable botanical interest, located 200 m south-west of Kersall. The LWS covers the same area as the Eakring and Maplebeck Meadows SSSI, with an extension to the north-east. The LWS is adjacent to the Order Limits, along a planned access route associated with Works Area 8, Access. There are multiple PRoW within the LWS, including NT|Eakring|FP12, NT|Maplebeck|FP3, and NT|Kersall|BW3.

18.5.2.3 Cheveral Wood

69 Cheveral Wood LWS is described in data provided by the NBGRC as a sizeable mature deciduous woodland, located 1 km north-east of Hockerton. The LWS is directly adjacent to the Order Limits, with Works Area 3, Mitigation, along its northern boundary, and areas of Works Area 1, Solar PV, within 20 m. The bridleway NT|Averham|BW1 passes through the LWS before entering the Order Limits.

18.5.2.4 The Lake Plantation

70 The Lake Plantation LWS is described in data provided by the NBGRC as a mature broadleaved plantation around Ossington Lake, 600 m north-east of Ossington. The LWS is directly adjacent to the Order Limits and overlaps the Order Limits in its most northernly section. The area is associated with Works Area 2, Cable. The footpath NT|Ossington|FP8 passes through the LWS before entering the Order Limits.

18.5.2.5 Muskham Wood

71 Muskham Wood LWS is described in data provided by the NBGRC as a good woodland habitat, lying 2 km south of Caunton. The LWS is directly adjacent to the Order Limits on its western and parts of its southern boarders. The footpath NT|South Muskham|FP6 passes through the LWS before entering the Order Limits.

18.5.3 Sites of Special Scientific Interest

72 There are two SSSI within the Recreation Study Area, however only one, Eakring and Maplebeck Meadows, is accessible to the public and is therefore considered in this assessment.

73 The SSSI is designated as one of the best remaining neutral grasslands in the country, with a notable wildflower population. The SSSI is located adjacent to the unnamed road, off Newark Road from Eakring. Two footpaths, NT|Eakring|FP12 and NT|Maplebeck|FP3 pass through the SSSI, but all other access is by permit only.

18.5.4 Angling Clubs

74 There are two Angling Clubs within the Recreation Study Area although outside the Order Limits which are to be considered in this assessment. Each are popular and recognised clubs providing high recreational amenity to the surrounding area.

18.5.4.1 Sapphire Lakes

75 Sapphire Lakes is a stillwater fishery comprising of three lakes, 700 m south-west of Cromwell. The amenity abuts the Order Limits on its southern border, which is associated with Works Area 3, Mitigation.

18.5.4.2 Nottingham Piscatorial Society

76 The Nottingham Piscatorial Society is a stillwater fishery comprising of six lakes 300 m south of South Muskham. The amenity is set back 20 m from the Order Limits, which is associated with Works Area 3 Mitigation, with the A616 intersecting.

18.5.5 Definitive Map Modification Orders (DMMOs)

77 There are seven DMMOs within the Recreational Study Area, all of which are within or partially within the Order Limits. Each route is currently awaiting determination by Nottinghamshire County Council[6] and is therefore not a legally recorded right of way. As a result, the DMMOs and their relationship with the Development are described below but are not assessed further within this chapter.

18.5.5.1 DMMO 1203

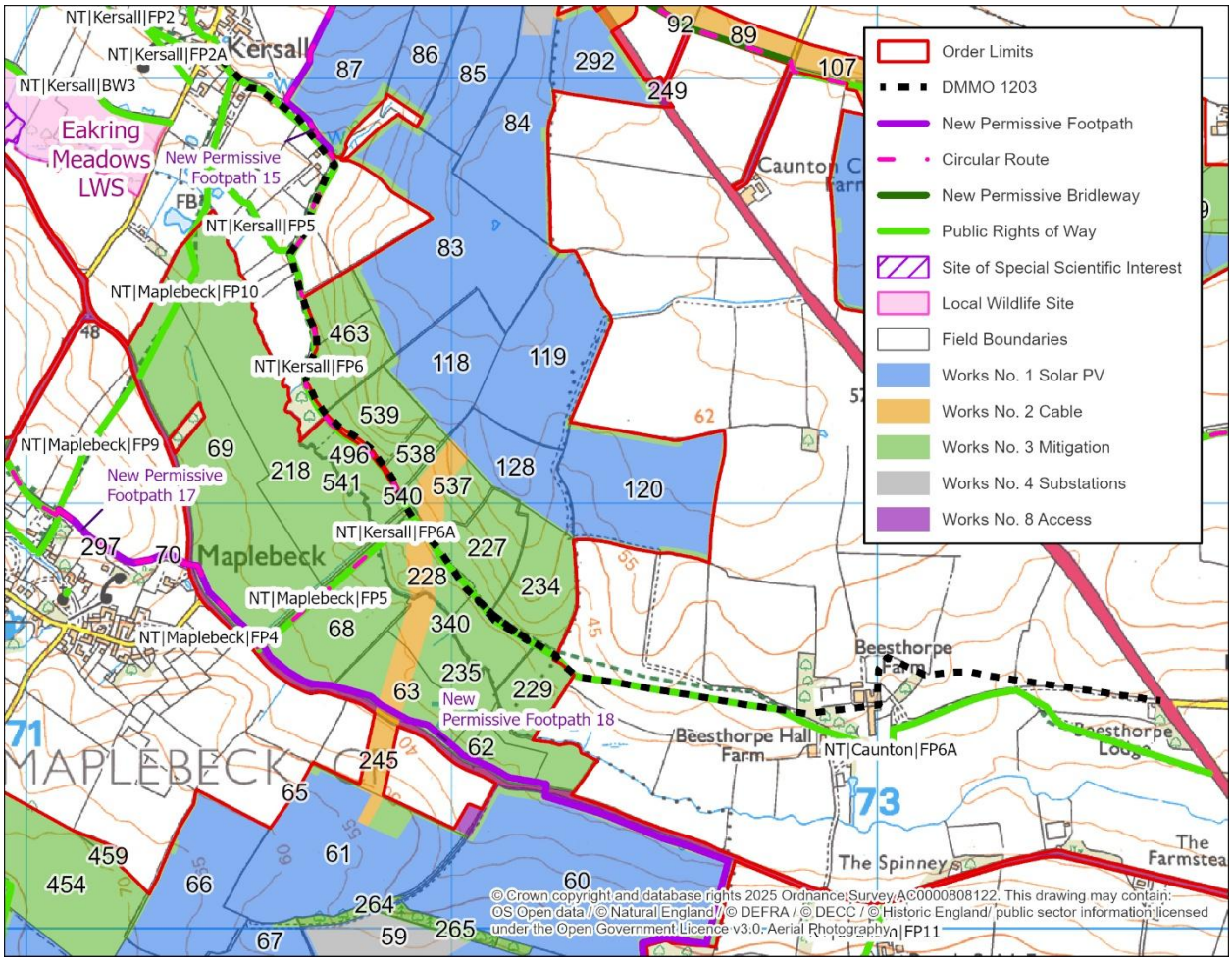
78 DMMO 1203's description on the modification order application register[6] is as follows:

79 *"Add a Bridleway from Newark Road (A616) at SK 736605 to the Kersall parish boundary at SK 719 606. Upgrade Kersall Footpath 6 from SK 719 606 to the western end of Wood Lane at SK 714 620."*

80 The DMMO is approximately 3.4 km in length and sits within Kersall and Caunton parish council boundaries. The DMMO follows the route of NT|Kersall|FP6 and NT|Caunton|FP6A when it is within the Recreational Study Area, as shown on Inset 18.1, and so impacts would be the same as those assessed in rows 56 and 26 of Table 18.7.

[6] Nottinghamshire County Council (2025). Modification Order Application Register. [Online]. Available at: https://www.nottinghamshire.gov.uk/planning-and-environment/walking-cycling-and-rights-of-way/rights-of-way/definitive-map-statement/modification-order-application-register. (Accessed 12/06/2025).

Inset 18.1: DMMO 1203



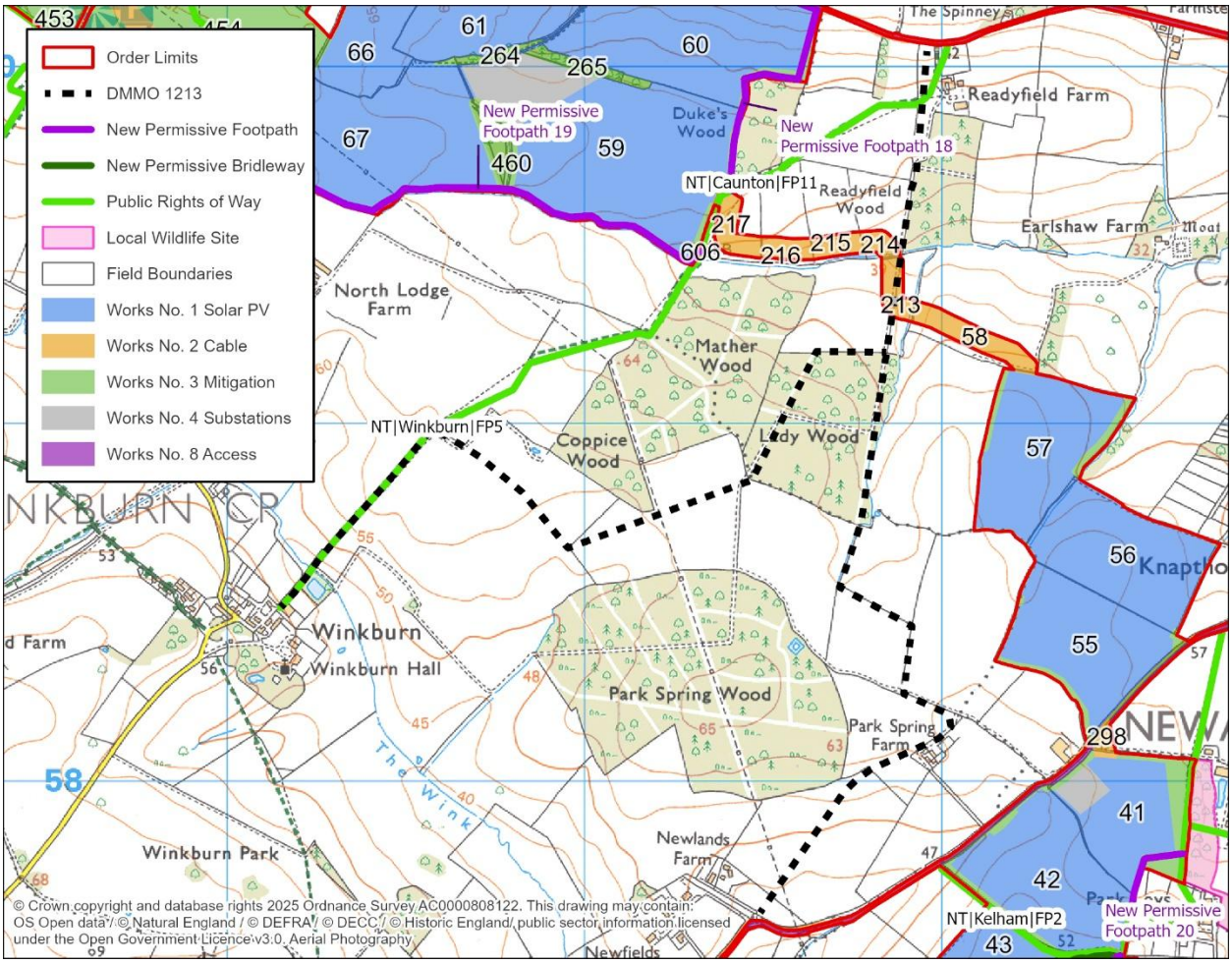
18.5.5.2 DMMO 1213

81 DMMO 1213's description on the modification order application register[6] is as follows:

82 *'Add a bridleway in Winkburn and Caunton from Maplebeck Road at SK 729 600 to Caunton Road at SK 724 576 and add a bridleway from SK 728 591 to Winkburn FP5 at SK 715 589 and upgrade Winkburn footpath 5 from SK 715 589 to SK 711 584'*

83 The DMMO is approximately 2.3 km in length and sits within Caunton and Winkburn parish council boundaries. The DMMO is within the Recreational Study Area for 1.9 km and intersects with the Order Limits for 170 m through Work no. 2, Cable, as shown on Inset 18.2. As a result, the DMMO would be affected by construction but construction works would be managed so as to keep the route open to users. A minor diversion may be required depending on the detailed design of the cable route in this area.

Inset 18.2: DMMO 1213



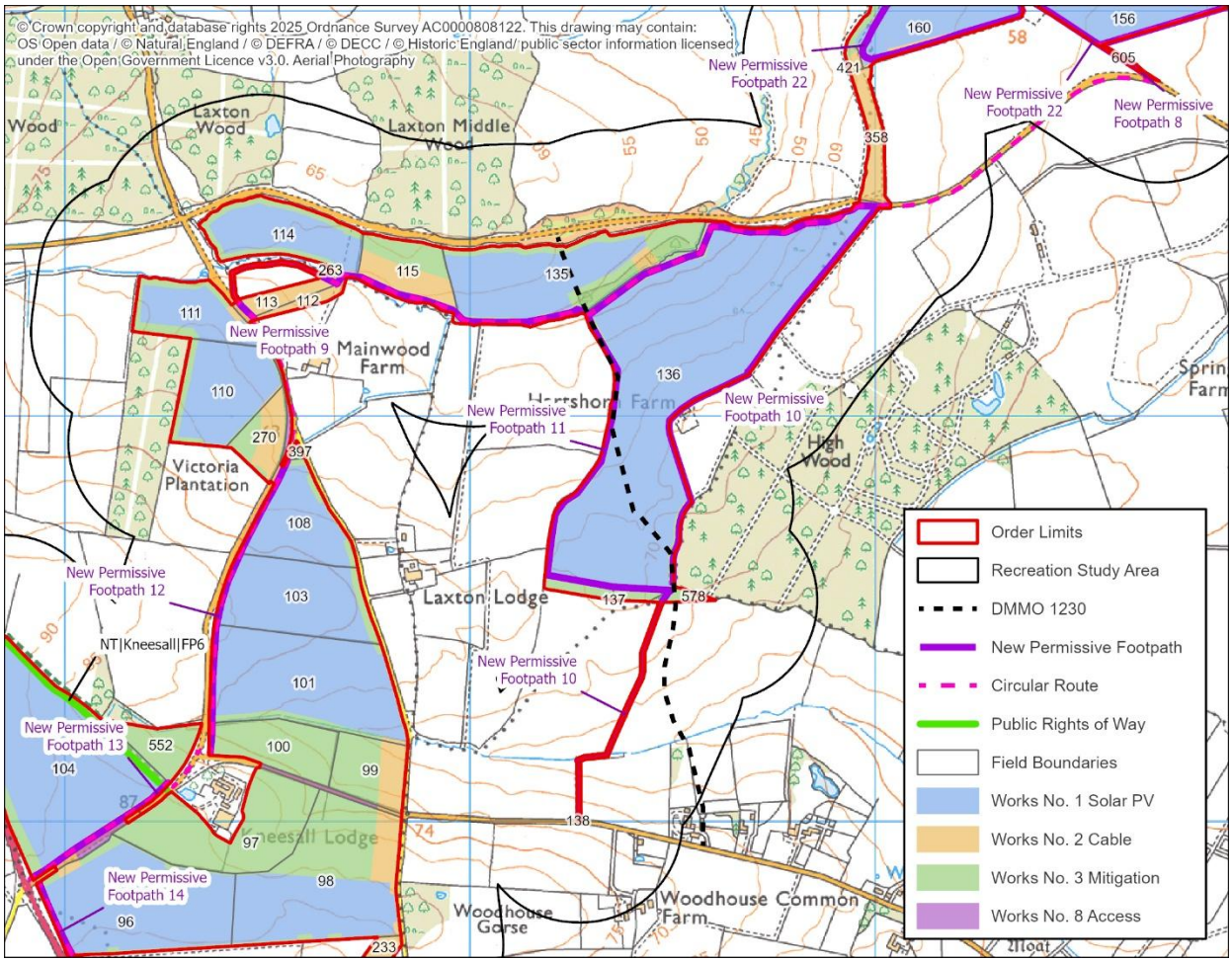
18.5.5.3 DMMO 1230

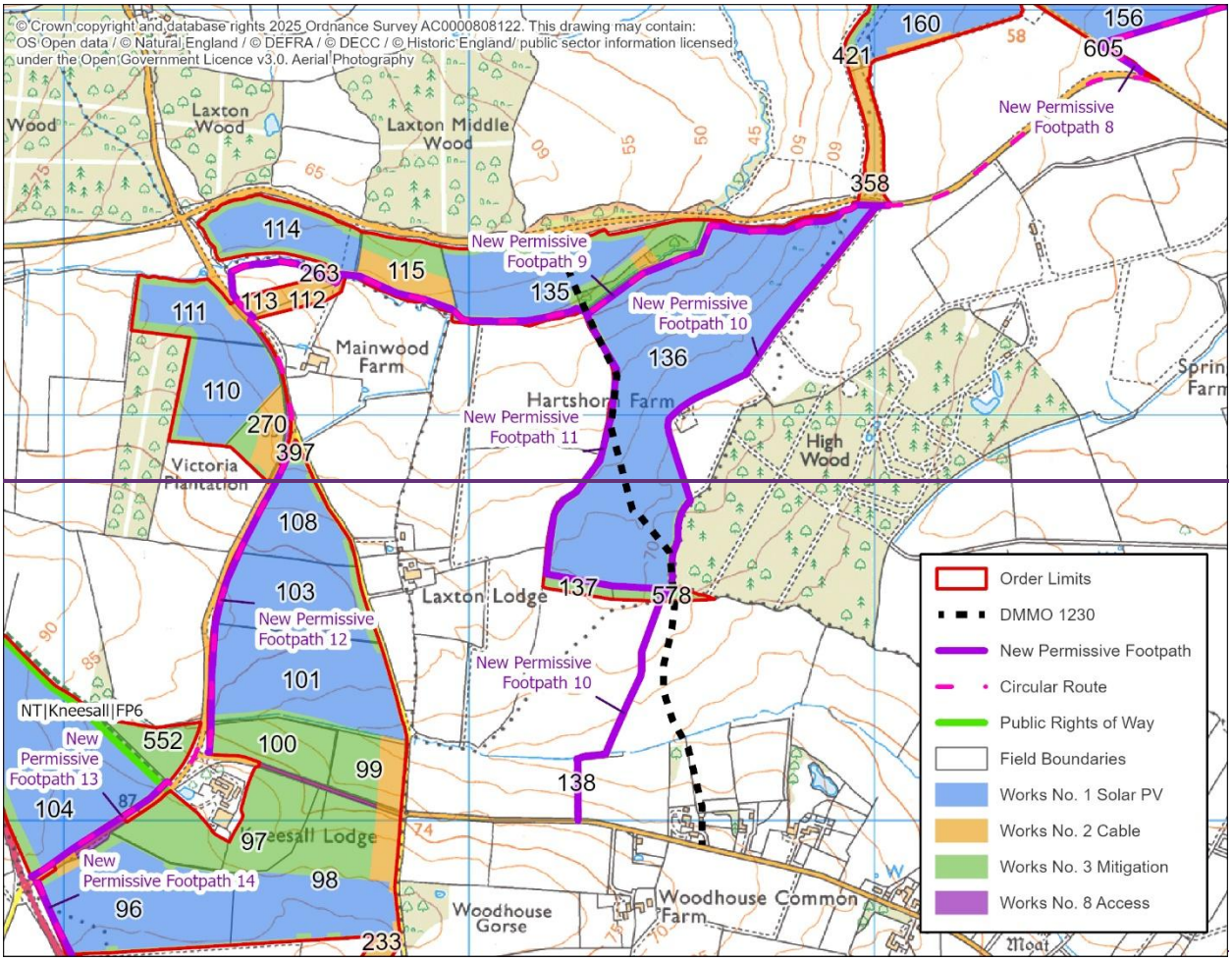
84 DMMO 1230's description on the modification order application register[6] is as follows:

85 *'Add a footpath from Norwell Road SK735629 to the parish boundary at SK735635 then to Ossington Road SK732644 and adding a footpath from Ossington Lane SK732644 to Kneesall Road SK724664.'*

86 The DMMO is approximately 1.6 km in length and sits within Norwell and Laxton and Moorhouse parish council boundaries. The DMMO is within an area planned for Work no.1, solar PV for a total of approximately 400 m, associated with fields 135 and 136. As a result, the DMMO would no longer be accessible in this area. A network of new permissive paths have been proposed here, which would continue to provide a connection between Norwell and Ossington Road, as shown on Inset 18.3. Permissive Footpaths 9, 10, 11, and 12 would provide additional connectivity and added opportunity for circular routes.

Inset 18.3: DMMO 1230





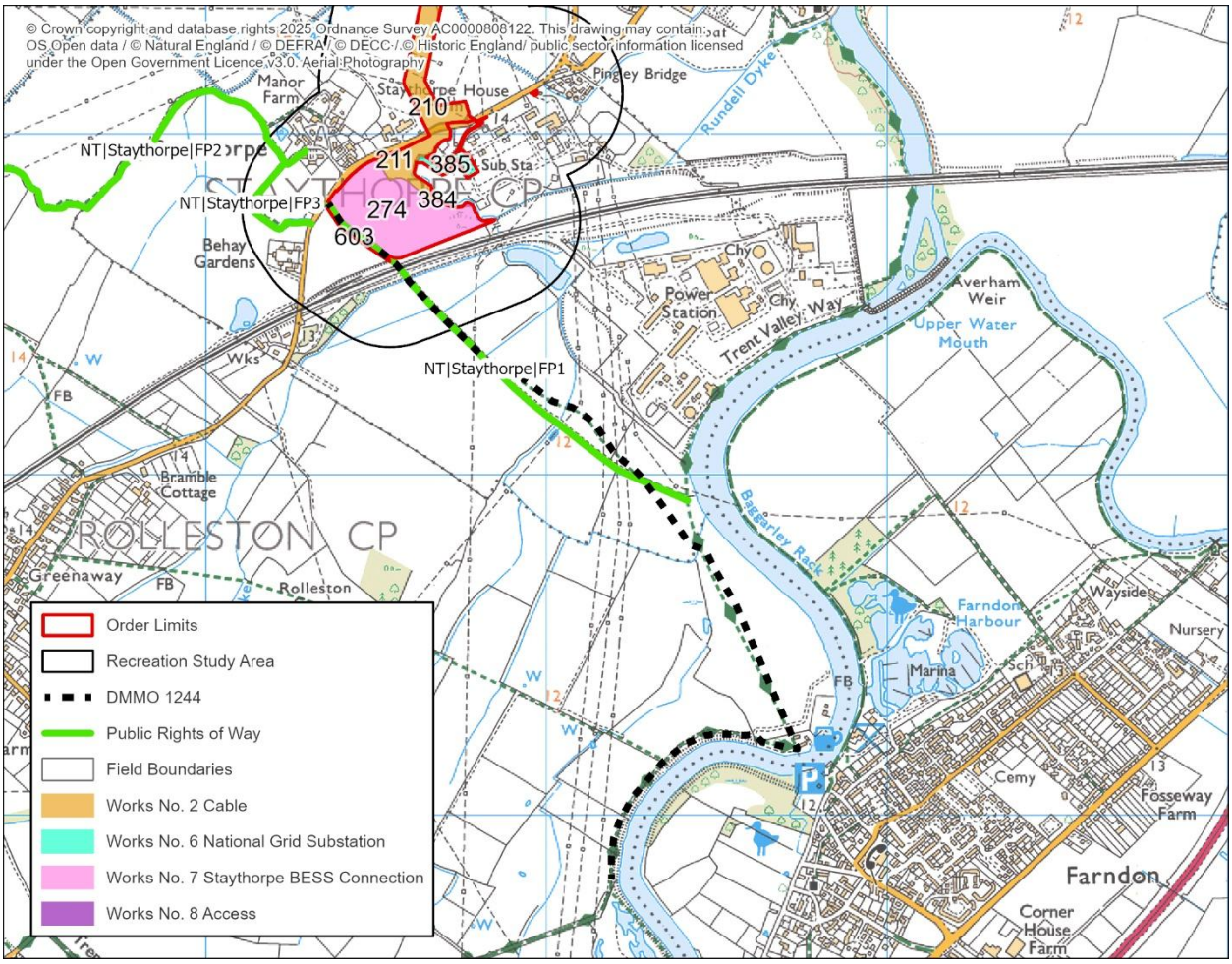
18.5.5.4 DMMO 1244

87 DMMO 1244's description on the modification order application register[6] is as follows:

88 *'Adding a bridleway from the junction of Rolleston FP2 and FP3 at SK763529 to Rolleston FP1 at SK767518, and adding a bridleway from Rolleston FP 1 at SK764527 to Staythorpe FP1 at SK758533, and upgrading to a bridleway the footpath known as Rolleston FP3 from the end of Rolleston BW12 at SK761518 to the junction of Rolleston FP2 and FP3 at SK763529, and upgrading to a bridleway the footpath known as Rolleston FP1 from SK767518 to Staythorpe FP1 at SK764527, and upgrading to a bridleway the footpath known as Staythorpe FP1 from SK758533 to Staythorpe Road, Staythorpe at SK753538'*

89 The DMMO is approximately 3 km in length and sits within Staythorpe and Rolleston parish council boundaries. The DMMO would follow the boundary of NT|Staythorpe|FP1 when it is within the Recreational Study Area, as shown on Inset 18.4, and so effects would be the same as those assessed in row 101 of Table 18.7.

Inset 18.4: DMMO 1244



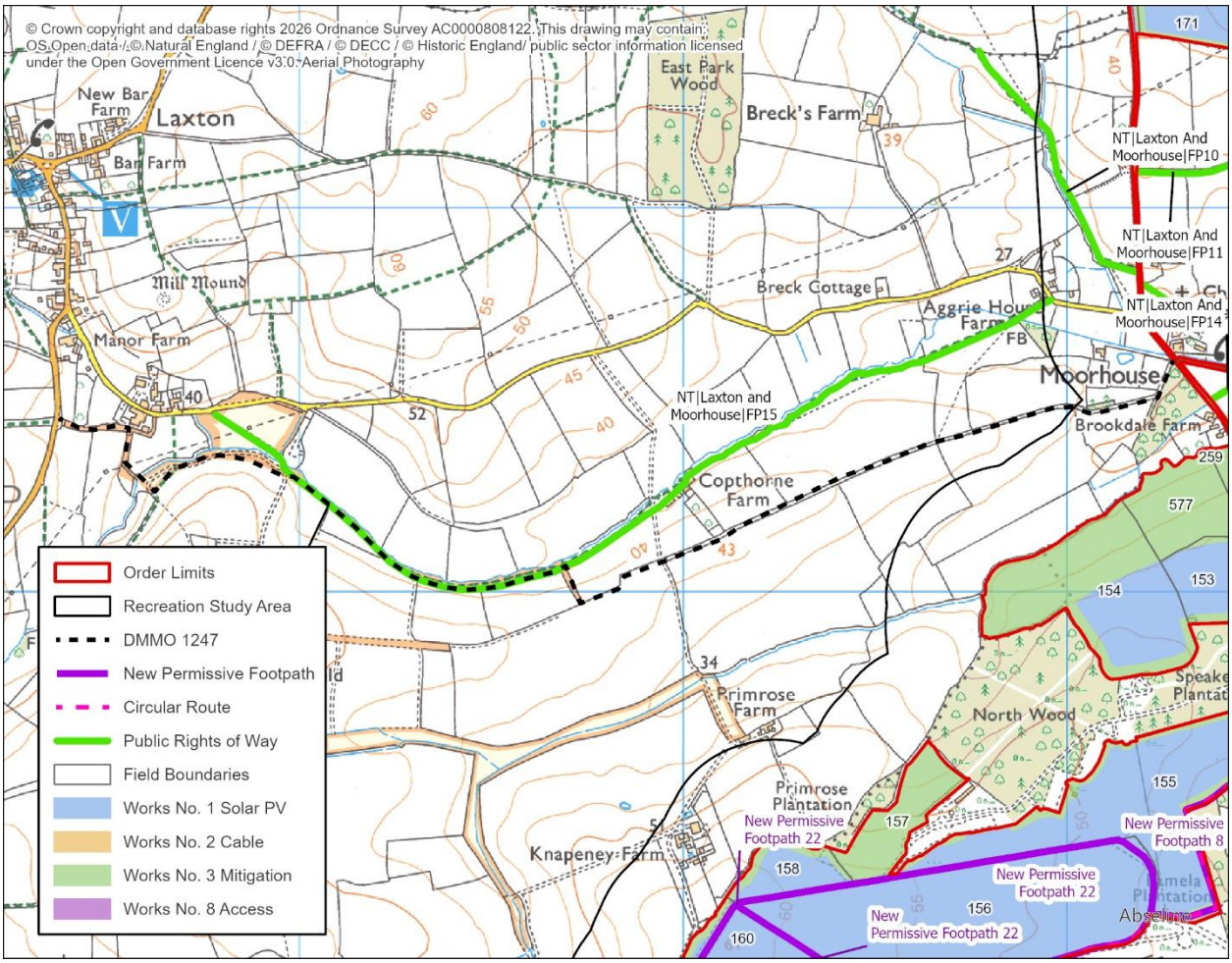
18.5.5.5 DMMO 1247

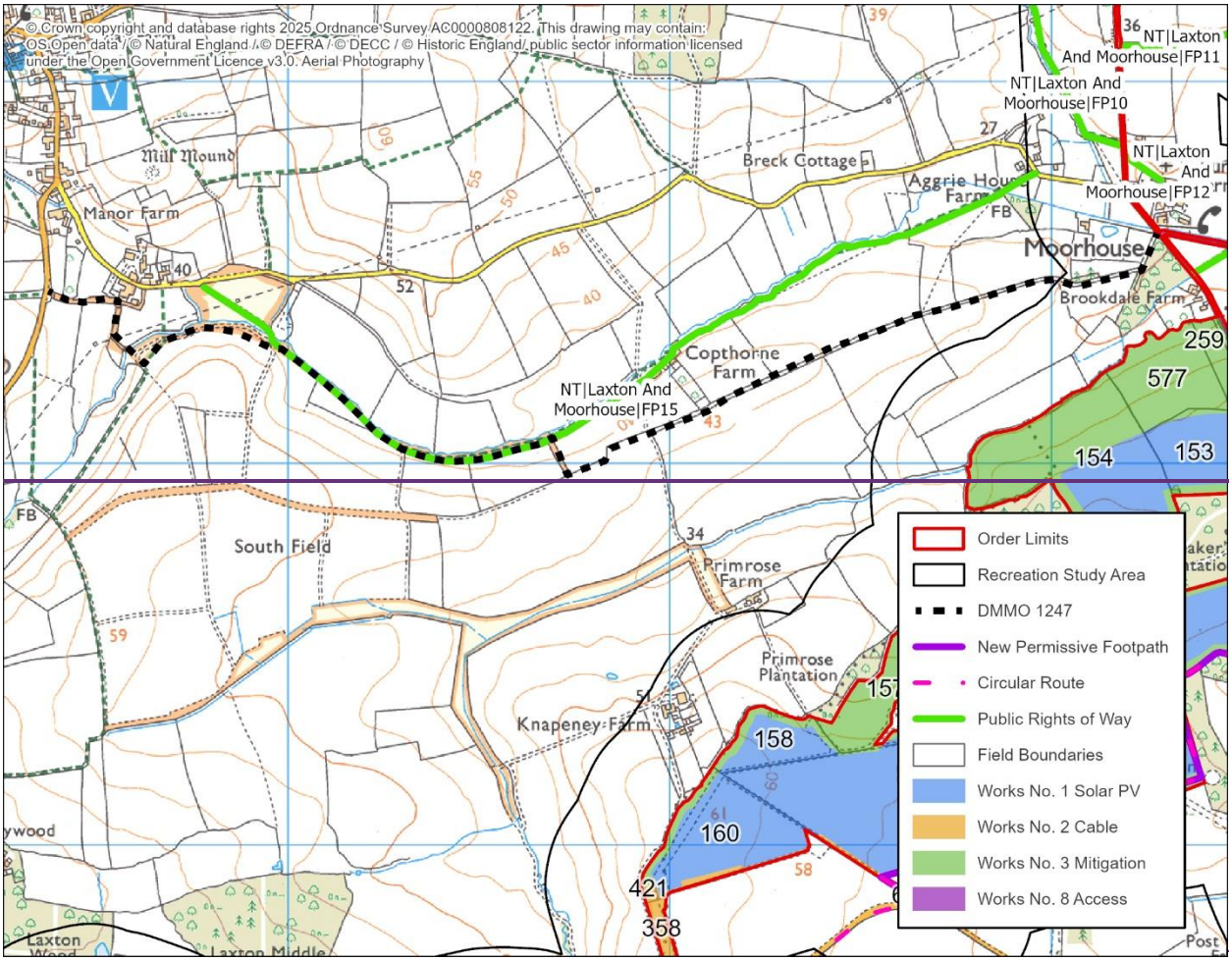
90 DMMO 1247's description on the modification order application register[6] is as follows:

91 *'Adding a bridleway from Kneesall Road, Laxton to Laxton & Moorhouse FP15 and from Laxton & Moorhouse FP15 to the western end of Copthorne Lane and along the lane to Ossington Road, Moorhouse. Upgrading to a bridleway, the footpath Laxton & Moorhouse FP15 between points B and C on the map.'*

92 The DMMO is approximately 3.5 km in length and sits within Laxton & Moorhouse parish council boundary. The DMMO is wholly outside the Order Limits though is within 250 m of Work no. 3, Mitigation/Enhancement, as shown on Inset 18.5. The DMMO would not be affected by the Development.

Inset 18.5: DMMO 1247





18.5.5.6 DMMO 1249

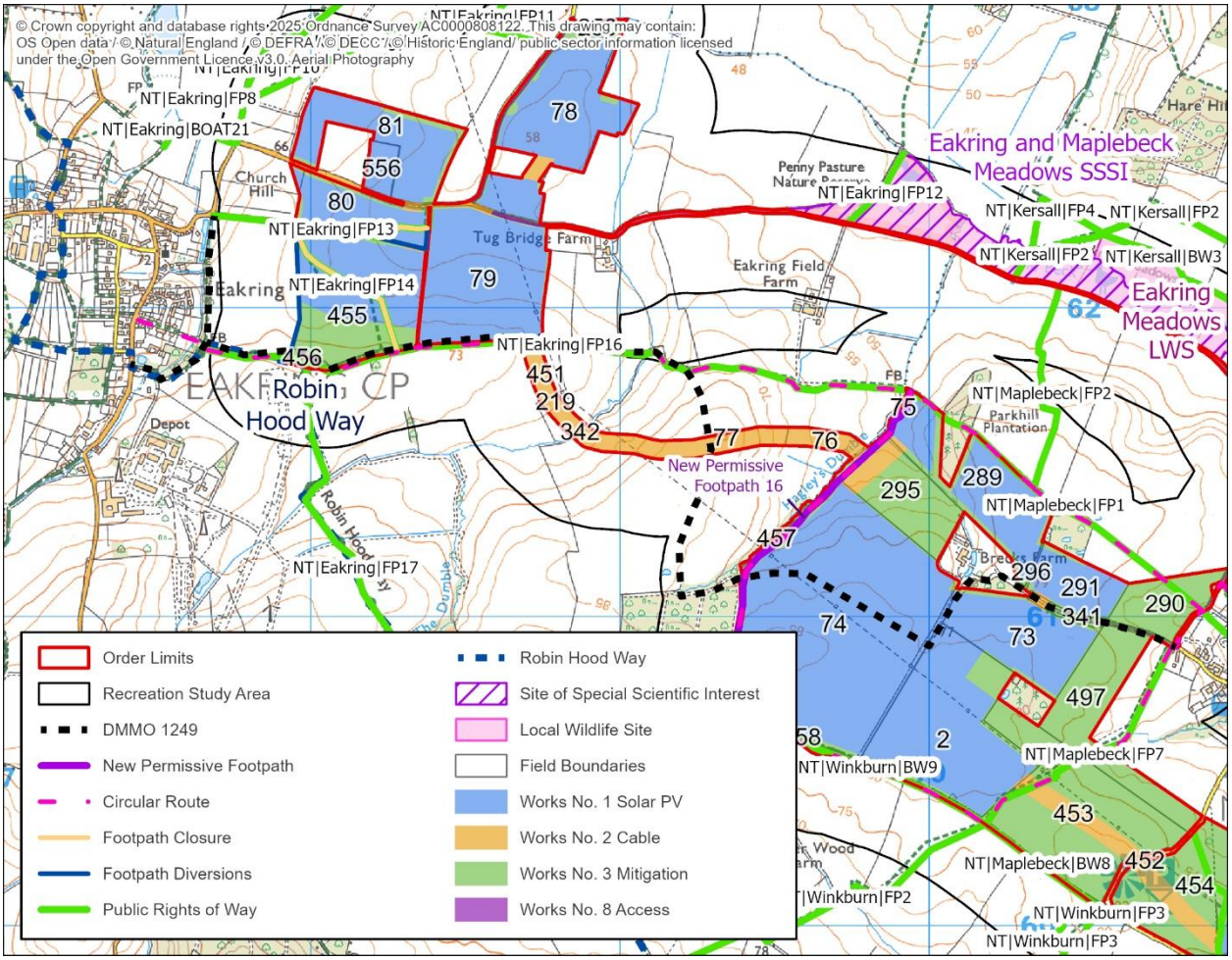
93 DMMO 1249's description on the modification order application register[6] is as follows:

94 *'Adding a bridleway from the Hollows, Maplebeck at point A on the map along Audhill Lane to the parish boundary at point B and to Eakring FP16 at point C. Upgrading to a bridleway the footpath known as Eakring FP16 from point C to the junction with Eakring FP15 at point D. Upgrading to a bridleway the footpath known as Eakring FP15 from Kirklington Road at point E toNewark Road at point F as shown on the attached map.'*

95 The DMMO is approximately 5 km in length and sits within Eakring and Maplebeck parish council boundaries and is shown on Inset 18.6. The DMMO follows the route NT|Eakring|FP16 for 1.6 km when it is within the Recreational Study Area and so impacts would be the same as those assessed in rows 36 of Table 18.7. The route then crosses an area associated with work no. 2, cable for 65 m in field 77, and subsequently, an area planned for Work no.1, solar PV for 850 m in fields 2, 73, and 74. As a result, the DMMO would no longer be accessible in this area. In combination with NT|Eakring|FP16,

NT|Winkburn|BW9, NT|Maplebeck|FP7, and NT|Maplebeck|FP1, the newly proposed Permissive Bridleway 6 and Permissive Footpath 16 would continue to provide a connection to Maplebeck. These routes would provide additional connectivity and added opportunity for circular routes.

Inset 18.6: DMMO 1249



6

18.5.5.7 DMMO 1255

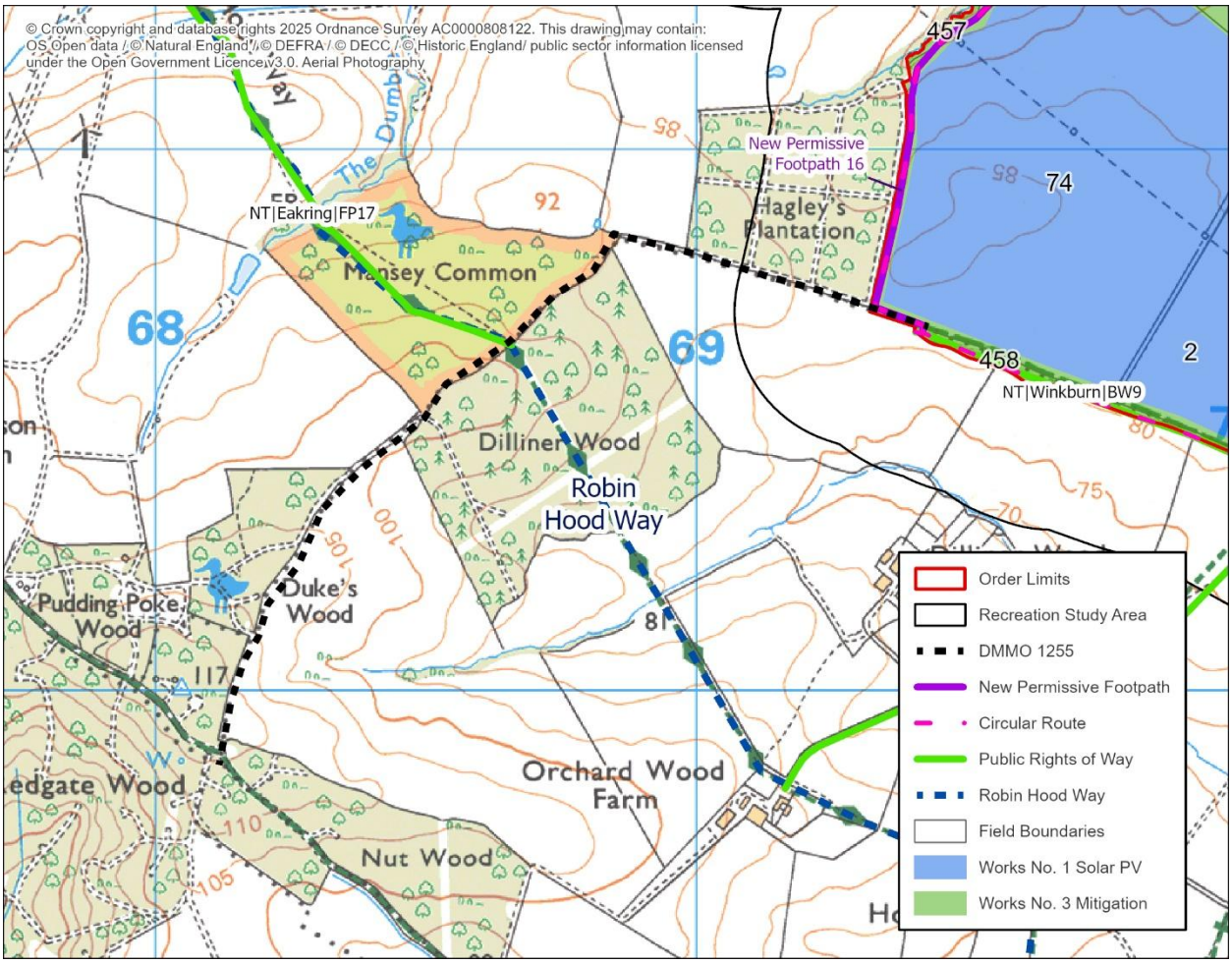
96 DMMO 1255's description on the modification order application register[6] is as follows:

97 *"Adding a bridleway situated in the parishes of Winkburn Eakring and Hockerton running from the end of Winkburn BW9 at a point A on the map to Hockerton BW8 at point C on the map."*

98 The DMMO is approximately 1.9 km in length and sits within Winkburn's parish council boundary. The DMMO is within the Order Limits for just 100 m and follows the route of the proposed Permissive Footpath 16. Access along the DMMO would not be affected by the Development, although there would be

views of solar panels to the north (field 74) for approximately 100 m of the route. The new permissive footpath running north alongside Hagley's Plantation would provide additional route options.

Inset 18.7 DMMO 1255



18.5.6 Future Baseline

99 It is assumed, given there is no evidence to the contrary, that the future baseline receptors will be the same as the current baseline receptors, i.e., no PRoWs or other receptors will change for any reason other than the Development.

18.5.7 Assessment Limitations

100 Data on the locations, lengths, and widths of PRoW within and surrounding the Order Limits was sourced from the definitive map, as provided by Nottinghamshire Country Council. Upon receiving this data, the Applicant was informed that there may be minor inaccuracies in the spatial data describing the PRoW, as they were digitalised from a large-scale map. The inaccuracies will

be very localised, however, and there is sufficient accuracy for the robust assessment of effects on recreational receptors.

18.6 DEVELOPMENT DESIGN AND EMBEDDED MITIGATION

101 The layout of the Development has been designed with the aim of minimising effects on Public Rights of Way (PRoW), as set out in ES Chapter 4, Site Selection and Design Evolution [EN010162/APP/6.2.4].

102 The Development has been designed with embedded mitigation and enhancement measures to ensure that significant effects on recreational receptors are avoided where possible throughout the construction, operation and decommissioning of the Development. This has been secured via the application of design principles and identification of recreational receptors, ensuring that appropriate buffers are put in place between the receptor and the solar panels or infrastructure, with landscape planting and screening undertaken where appropriate, and potential re-routing of PRoW where necessary for the Development.

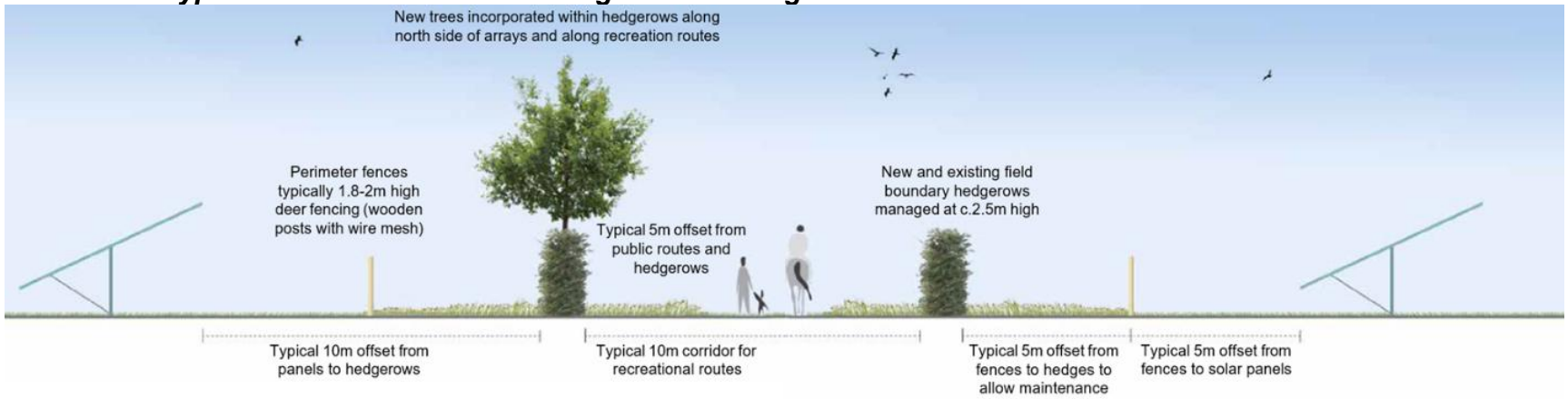
103 Measures included within the design to mitigate and enhance the recreation receptors and/or the experience of using them are shown on Figure 5.2: Masterplan [EN010162/APP/6.3.5.2], and summarised in Figure 18.3 [EN010162/APP/6.3.18.3]. Inset 18.8 below shows a typical cross-section across a PRoW with solar infrastructure either side.

Table 18.5: Embedded Mitigation/Enhancement Measures

Measure	Description
Woodland, hedgerow and tree planting	As set out in Chapter 7, Landscape and Visual, [EN010162/APP/6.2.7] as well as providing visual mitigation, proposed tree and hedgerow planting would enhance the existing landscape character and contribute to the 'landscape condition/quality' aspect of landscape value.
Permissive routes	~~21~~22 permissive footpaths and six permissive bridleways are proposed within the Order Limits where they would provide improved access by way of connecting disjointed areas of the network of PRoW; reduce the need to walk along roads without pavements or through areas where there may be difficulties in managing the different requirements of recreation and livestock; and/or provide improved options for circular walks.

Measure	Description
Interpretation	Interpretation (typically in the form of information boards) would be provided at points along the PRoW network and permissive routes through the Order Limits, as committed in the oRRMP [EN010162/APP/6.4.18.1]. These would identify information of local landscape, biodiversity and heritage interest. In addition, some interpretation would describe aspects of the solar farm itself – primarily in areas where the Development would be more openly visible.
Wayfinding and access	Measures would be taken to improve access and wayfinding within and close to the Order Limits – which would include mapped and waymarked routes and improvements to stiles, gates and bridges as required, parking areas.
Picnic areas and other benches	Picnic areas and benches would be provided at points along the PRoW network and permissive routes through the Order Limits, as committed in the oRRMP [EN010162/APP/6.4.18.1].
Community Orchard	A community orchard, located off Vicarage Lane at grid reference 478811E 359595N, would be created to provide additional green recreational space for the local community. The orchard is accessible via PRoW.
Biodiversity net gain	Biodiversity enhancements would provide users of recreation receptors within the Order Limits with increased wildlife, one of the interests that contribute to recreational amenity. These are shown and described in TA A5.1, outline LEMP [EN010162/APP/6.4.5.1] and assessed in ES Chapter 8, Ecology and Biodiversity [EN010162/APP/6.2.8].

Inset 18.8 Typical recreational route arrangement amongst solar infrastructure



18.6.1 Diversions and Closures

104 PRoW which will be diverted during the operational phase of the Development will have the diversion works completed prior to closure of the baseline route, to ensure that a route remains open. This is set out in the outline RRMP and approval and implementation of the detailed RRMP (which must accord with the outline RRMP) will be secured through a DCO Requirement. These diversions are described in Table 18.6 and shown on Figure 5.2, Masterplan [EN010162/APP/6.3.5.2] and Figure 18.3, Proposed Recreation Changes [EN010162/APP/6.3.18.3].

Table 18.6 Proposed Diversions to Public Rights of Way

Route Impacted	Reference	Description
NT|Averham|FP6	Footpath Diversion 1	A diversion would be put in place to avoid Work no. 8, access. 1.3 km of the 1.8 km route would be closed from the A617, and replaced with 810 m of footpath which would predominantly follow works area 3, mitigation. The diversion would then rejoin the original route at 476020E, 355440N, and continue to connect to NT|Kelham|FP4.

Route Impacted	Reference	Description
NT|Carlton-On-Trent|FP6 NT|Carlton-On-Trent|FP10	Footpath Diversion 2	The route has been diverted to avoid Work no. 1, solar PV. NT|Carlton-On-Trent|FP10 would have 330 m of the 350 m route closed and NT|Carlton-On-Trent|FP6 would have 350 m of the 720 m route closed. The two routes currently form a cross across field 180. The routes would be replaced by 530 m of footpath which would follow the edge of the solar PV area. The route would be more direct and continue to provide a connection between the adjacent unnamed roads and the wider PRoW network.
NT|Laxton And Moorhouse|FP11	Footpath Diversion 3	The route has been diverted to avoid Work no. 1, solar PV. 185 m of the 990 m NT|Laxton And Moorhouse|FP11 would be closed. The route would be replaced by 170 m of footpath which would follow the edge of the solar PV area. The diverted route would continue to connect to NT|Weston|FP11 and NT|Weston|FP9.

Route Impacted	Reference	Description
NT|Weston|FP10	Footpath Diversion 4	A diversion would be put in place to avoid Work no. 1, solar PV. 430 m of the 760 m NT|Weston|FP10 would be closed, and replaced with 800 m of footpath which would follows the edge of the solar PV area. The diversion would then rejoin the original route and continue to connect to NT|Weston|FP17.
NT|Eakring|FP13	Footpath Diversion 5	A diversion would be put in place to avoid Work no. 1, solar PV. 170 m of the 770 m NT|Eakring|FP13 would be closed, and replaced with 220 m of footpath which would follows the edge of the solar PV area. The route would still provide access between Newark Road and the unnamed road at grid reference 468385E 362326N, and connect to NT|Eakring|FP14 and NT|Eakring|FP15.
NT|Eakring|FP14	Footpath Diversion 6	A diversion would be put in place to avoid Work no. 1, solar PV. NT|Eakring|FP14 would have 540 m of the 570 m route closed and replaced with 430 m of footpath which would follow the edges of the solar PV area. The route would be more direct and continue to provide a connection between footpath NT|Eakring|FP13 and NT|Eakring|FP16.
NT|Kelham|FP7A	Footpath Diversion 7	A diversion would be put in place to avoid Work no. 1, solar PV. NT|Kelham|FP7A would be entirely closed and replaced with 460 m of footpath which would follow the edges of the solar PV area. The route would be more direct and continue to provide a connection between NT|Kelham|BW3 and NT|South Muskham|FP5.

Route Impacted	Reference	Description
NT|Sutton on Trent|BW14	Bridleway Diversion 1 (construction and decommissioning only)	1 km of the 1.2 km NT|Sutton on Trent|BW14 will be temporarily closed during part of the construction phase and part of the decommissioning phase, but will remain open during the operational phase. This is because the route is required to be used for construction traffic access to that part of the Development site. It will be closed for the period during which construction or decommissioning vehicle access is required along that route (i.e., less than the whole construction or decommissioning phase), but will otherwise remain open. The diversion will originate opposite Common Farm, 260 m south-west of NT|Sutton-on-Trent|BW14. The new route will follow the boundary of the Order Limits before reaching NT|Ossington|BW4, which can be used to reconnect to NT|Sutton-on-Trent|BW14. When the whole of NT|Sutton-on-Trent|BW14 is open during the operational phase, the road access from the diverted route would be closed, but the remainder of the route would remain open and extend to become Permissive Bridleway 2. In combination with Permissive Bridleway 3, NT|Sutton-on-Trent|BW14, NT|Ossington|BW5, and NT|Ossington|BW4, the route would create two circular routes of 3.4 km and 5.1 km.

18.6.2 Management of PRoW and Permissive Routes

105 During all phases of the Development, PRoW and permissive routes would be managed in accordance with the final RRMP, which would accord with the outline RRMP (TA A18.1 [EN010162/APP/6.4.18.1]). This includes measures such as the management of construction works that cross PRoW so that the PRoW can remain open during the works.

106 This mitigation is treated as being embedded as part of the Development, and hence effects are assessed with this mitigation in place.

18.7 ASSESSMENT OF LIKELY EFFECTS

107 Recreational amenity incorporates an array of experiential factors, including visual pleasure, a sense of space, exercise, fresh air, light, company or solitude, tranquillity, appreciating nature and other factors, which may include subjective factors. It is not necessarily the case that a significant visual effect (or other type of effect) leads to a significant recreational amenity effect, although it may, and this is considered in the assessments.

18.7.1 Construction

108 This section assesses the receptors identified within the Recreation Study Area in Section 18.5, which have the potential to be subjected to direct effects during construction. Indirect effects associated with changes in views and construction noise are also assessed.

109 Work no. 3, Mitigation, will include works during the construction phase that are comparable with the baseline farming activities, being typically management of vegetation. The compounds in Work no. 3 will be few and small, to facilitate only the vegetation planting and other works in Work no. 3, where a compound is required at all. They will be in place for a very short period of time only. These therefore do not have the potential to lead to significant adverse effects and works in these areas are not considered further. All other Works areas will involve construction activity, and so are considered construction areas in this assessment. Receptors within Work no. 3 may still encounter indirect impacts if they are adjacent to a construction area and these are assessed.

110 Direct effects during the construction phase on receptors outside of the Recreation Study Area will arise only through construction traffic effects, which are assessed in ES Chapter 14, Traffic and Transport [EN010162/APP/6.2.14].

18.7.2 Operation

111 This section assesses the receptors identified within the Recreation Study Area in Section 18.5, which have the potential to undergo direct effects during the operation phase of the Development. Indirect effects associated with changes in views (including glint and glare) and operational noise are also assessed.

112 The potential for the operation of the Development to affect recreation receptors is:

- Permanent diversions or closures of routes or other recreation receptors;
- Creation of routes or other recreation receptors;
- Managed improvements to routes or other recreation receptors, including route surfaces, gates and nearby wildlife enhancements;
- Visual effects of the solar panels, substations and BESS area from recreation receptors;
- Noise effects at recreation receptors of:
  - Inverter/transformers within the solar PV areas;

- Substations; and
- BESS;

- Glint and glare effects at recreation receptors from the solar panels; and
- Disturbance from traffic accessing the Development for maintenance.

113 During operation, usage of the Development access tracks by maintenance and operation vehicles will be of a low level, similar to existing agricultural traffic within the Recreation Study Area. It is possible that, if the replacement of large/multiple components is needed, large vehicles may need to be brought onto the site. Signage warning of potential traffic would be put in place at those times to ensure the safety of, and minimise inconvenience to, any recreational users of the routes.

114 The visual effects of the Development on PRoW during the operational phase are assessed in Chapter 7, Landscape and Visual. The effect of noise on residential receptors located on or close to PRoW is assessed in ES Chapter 12, Noise and Vibration, [EN010162/APP/6.2.12] which sets limits for day-time noise from the Development at all residential properties. Glint and glare caused by reflection of sunlight from the solar panels is assessed in detail in TA A16.1 [EN010162/APP/6.4.16.1], as part of Chapter 16, Miscellaneous Issues [EN010162/APP/6.2.16]. Any glint and glare effects which do occur on PRoWs at any given location will be limited in area, infrequent, transient, and cannot occur on all routes / directions simultaneously. Reflections from solar panels are generally equal to or less hazardous than those from waterbodies or glass windows, both of which are a common feature of the outdoor environment in the vicinity of PRoWs.

18.7.3 Decommissioning

115 This section assesses the receptors identified within the Recreation Study Area in Section 18.5, which have the potential to undergo a direct effect during decommissioning. Indirect effects associated with changes in views and decommissioning noise are also assessed.

116 The area in which decommissioning activities will take place is the same as the area considered for construction impacts, in Section 18.7.1.

117 Direct effects during the decommissioning phase on receptors outside of the Recreation Study Area will arise only through decommissioning traffic effects, which are assessed in ES Chapter 14, Traffic and Transport [EN010162/APP/6.2.14].

18.7.4 Assessment

118 Each recreation receptor listed in Section 18.5 is individually assessed in Table 18.7.

119 New permissive routes which have been proposed to enhance the existing connectivity in the area are also assessed in Table 18.7.

Table 18.7 – Recreation Receptors Assessment

Receptor			**Effects**		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
1	**Averham**	BW1	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 473559E, 356744N, covering 190 m of the 1.4 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect during construction. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 30, 31, 32, 33, 34, and 44, which runs adjacent	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 1 km of the 1.4 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 473559E, 356744N, covering 190 m of the 1.4 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 30, 31, 32, 33, 34, and 44, which

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			to the route for c. 1 km. There will be a minimum of 10 m between the centre of the route and solar PV panels. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	magnitude of change on the route is **minor**, with **not significant adverse effects**.	runs adjacent to the route for c. 1 km. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, leading to **not significant adverse effects**.
2	**Averham**	FP2	*Direct* – A cable corridor, associated with Work no.	*Direct* – N/A *Indirect* –	*Direct* – A cable corridor, associated with Work no.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			2, crosses this route at grid reference 473917E, 356803N covering 60 m of the 1.5 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 31 and 32, which runs adjacent to the route for c. 380 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m	Solar PV would be present adjacent to the route for c. 350 m of the 1.5 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting to enhance the existing landscape character, would be provided. Taking into account the limited section of the route that is impacted, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	2, crosses this route at grid reference 473917E, 356803N covering 60 m of the 1.5 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 31 and 32, which runs adjacent to the route for c. 380 m. Decommissioning activity here would include the removal of all infrastructure. These

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Originating within Work no. 8, Access, users of the receptor may experience increased traffic during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with		works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as decommissioning progresses. Originating within Work no. 8, Access, users of the receptor may experience increased traffic during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			not significant adverse effects.		**not significant adverse effects.**
3	**Averham**	FP3	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits but within the Recreational Study Area. The nearest construction activity would be works area 2, cable, 60 m north of the route. These works would be of a short duration, typically a few weeks or less, with work further away being visible and/or audible over a slightly longer period. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible.**	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no.1, solar PV, in field 30 at a distance of c. 700 m. Effects are assessed as being **negligible.**	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits. The nearest decommissioning activity would be works area 2, cable, 60 m north of the route. These works would be of a short duration, typically a few weeks or less, with work further away being visible and/or audible over a slightly longer period. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible.**

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
4	**Averham**	FP4	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 474251E, 355975N, covering 240 m of the 1.3 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – N/A Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no.1, solar PV, in field 31 at a distance of c. 300 m. Effects are assessed as being **negligible**.	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 474251E, 355975N, covering 240 m of the 1.3 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – N/A Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			not significant adverse effects.		**not significant adverse effects.**
5	**Averham**	FP5	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be the cable corridor, associated with Work no. 2, 265 m north of the route. These works would be of a short duration, typically a few weeks or less, with work further away being visible and/or audible over a slightly longer period. Taking into account the extent and distance of works, the overall	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 5b, 400kV Substation, in field 238 at a distance of c. 850 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be the cable corridor, associated with Work no. 2, 265 m north of the route. These works would be of a short duration, typically a few weeks or less, with work further away being visible and/or audible over a slightly longer period. Taking into account the extent and distance of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			magnitude of change on the route is **negligible**.		magnitude of change on the route is **negligible**.
6	**Averham**	FP6	*Direct* – This route intersects with work area 8, access. As a result, the route will be diverted, with the diversion completed prior to the closure of the route (details are provided in Table 18.6). A cable corridor, associated with Work no. 2, crosses the diverted route at grid reference 475538E, 355286N, covering 60 m of the 1.2 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect.	*Direct* – N/A *Indirect* – Work no. 5a BESS would be present adjacent to the route for c. 420 m of the 1.2 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Noise from the BESS may be experienced on the route, however, acoustic fencing would be implanted where necessary. Visual mitigation, including tree and hedgerow planting, would be implemented to enhance the existing landscape character. Taking into account the limited section of the route that is impacted, the	*Direct* – A cable corridor, associated with Work no. 2, crosses the diverted route at grid reference 475538E, 355286N, covering 60 m of the 1.2 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 5a BESS, in field 505, which

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Indirect – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 5a BESS, in field 505, which runs adjacent to the route for c. 420 m. Construction activity here could include installing fences up to c. 5 m from the route, with BESS infrastructure at least 3 m beyond that. Works in close proximity to the route are estimated to take up 16 months but may be much less. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects**.	overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	runs adjacent to the route for c. 420 m. Decommissioning activity here would include the removal of all infrastructure. Works in close proximity to the route are estimated to take up 16 months but may be much less. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
7	**Averham**	Cheveral Wood LWS	*Direct* – N/A *Indirect* – The LWS is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 20 m from the northern boundaries of the LWS. Access in the LWS is limited to the PRoW NT|Averham|BW1, and so impacts are limited to fields 30 and 44. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the limited section of the LWS that is impacted,	*Direct* – N/A *Indirect* – Solar PV would be present 20 m from the northern boundaries of the LWS. Access in the LWS is limited to the PRoW NT|Averham|BW1, and so impacts are limited to fields 30 and 44. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited to the edge of the woodland. Visual impacts would be limited to the edges of the woodland. Taking into account the limited section of the LWS that is impacted, the overall magnitude of	*Direct* – N/A *Indirect* – The LWS is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 20 m from the northern boundaries of the LWS. Access in the LWS is limited to the PRoW NT|Averham|BW1, and so impacts are limited to fields 30 and 44. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			the overall magnitude of change on the recreational amenity of the receptor is **negligible**.	change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects**.	Taking into account the limited section of the LWS that is impacted, the overall magnitude of change on the recreational amenity of the receptor is **negligible**.
8	**Bathley**	BW12	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is directly adjacent to works area 3, mitigation. The nearest construction activity is over 3 km from the route. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The nearest above ground infrastructure is 3 km from the route. As a result, Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is directly adjacent to works area 3, mitigation. The nearest decommissioning activity is over 3 km from the route. Effects are assessed as being **negligible**.
9	**Bathley**	FP7	*Direct* – N/A	*Direct* – N/A	*Direct* – N/A

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Indirect – This route falls predominantly outside of the Order Limits, and enters works area 3, mitigation, for approximately 10 m in field 134. The nearest construction activity is over 2.8 km from the route. Effects are assessed as being **negligible**.	*Indirect* – The nearest above ground infrastructure is 2.8 km from the route. As a result, Effects are assessed as being **negligible.**	*Indirect* – This route falls predominantly outside of the Order Limits, and enters works area 3, mitigation, for approximately 10 m in field 134. The nearest decommissioning activity is over 2.8 km from the route. Effects are assessed as being **negligible**.
10	**Bathley**	FP8	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – This route falls predominantly outside of the Order Limits, and enters works area 3, mitigation, for approximately 360 m	*Direct* – N/A *Indirect* – The nearest above ground infrastructure is 2.8 km from the route. As a result, Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – This route falls predominantly outside of the Order Limits, and enters works area 3, mitigation, for approximately 360 m within fields 19 and 21. The nearest decommissioning activity

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			within fields 19 and 21. The nearest construction activity is over 2.8 km from the route, and therefore, effects are assessed as being **negligible**.		is over 2.8 km from the route, and therefore, effects are assessed as being **negligible**.
11	**Bathley**	FP11	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity is 3 km away, and therefore, Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be 3 km away, and therefore, effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity is 3 km away, and therefore, effects are assessed as being **negligible**.
12	**Bathley**	RB15	*Direct* – N/A	*Direct* – N/A	*Direct* – N/A

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Indirect – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity is 2.5 km away, and therefore, effects are assessed as being **negligible**.	*Indirect* – The nearest above-ground structures during the operational phase would be 2.5 km away, and therefore, no impacts are anticipated.	*Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity is 2.5 km away, and therefore, effects are assessed as being **negligible**.
13	**Bathley**	Moorhouse Lane Drain LWS	*Direct* – N/A *Indirect* – The LWS enters works area 3, mitigation, for approximately 570 m. The only public access to the LWS is via NT|Bathley|BW12, which follows Moorhouse Lane, outside of the Order Limits. As a result, effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be 3.5 km away, and therefore, effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The LWS enters works area 3, mitigation, for approximately 570 m. The only public access to the LWS is via NT|Bathley|BW12, which follows Moorhouse Lane, outside of the Order Limits. As a result, effects are assessed as being **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
14	**Carlton-On-Trent**	BW8	*Direct* – This route will form part of the long distance circular recreational route. Works area 2, cable, crosses this route twice at grid references 478424E, 364321N and 478399E, 364566N, each corridor covering 30 m of the 370 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is predominately within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall	*Direct* – Works area 2, cable, crosses this route twice at grid references 478424E, 364321N and 478399E, 364566N, each corridor covering 30 m of the 370 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 166 and 167, approximately

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			no. 1 solar PV, in fields 166 and 167, approximately 15 m from the route. The solar PV is adjacent to the route for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	magnitude of change on the route is **minor**, with **not significant adverse effects**.	15 m from the route. The solar PV is adjacent to the route for the entirety of its length. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
15	**Carlton-On-Trent**	FP6	*Direct* –	*Direct* –	*Direct* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			This route will form part of the long distance circular recreational route. The route partially intersects an area planned for Work no. 1, solar PV. As a result, the route will be diverted, with the diversion completed prior to the closure of the route (details are provided in Table 18.6). The diverted route would pass through a cable corridor, associated with Work no. 2, which would cross the route at grid reference 478810E, 364074N, covering 150 m of the 900 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable	N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is majority within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with	The route would pass through a cable corridor, associated with Work no. 2, which would cross the route at grid reference 478810E, 364074N, covering 150 m of the 900 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 177, 180, and 183. The route runs adjacent to the solar PV for the entirety of its

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 177, 180, and 183. The route runs adjacent to the solar PV for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses.	**not significant adverse effects**.	length. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as decommissioning progresses. Originating within Work no. 8, Access, users of the receptor may experience increased traffic during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Originating within Work no. 8, Access, users of the receptor may experience increased traffic during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**		magnitude of change on the route is **minor**, with **not significant adverse effects.**
16	**Carlton-On-Trent**	FP7	*Direct* – A cable corridor, associated with work area 2, encompasses the route for 400 m of the 1.1 km route, between grid reference 477696E,	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 450 m of the	*Direct* – A cable corridor, associated with work area 2, encompasses the route for 400 m of the 1.1 km route, between grid reference 477696E,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			363905N and 477740E 364303N. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 168, 169, 170, and 172, which runs adjacent to the route for c. 450 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few	1.1 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	363905N and 477740E 364303N. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 168, 169, 170, and 172, which runs adjacent to the route for c. 450 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**		few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**
17	**Carlton-On-Trent**	FP10	*Direct* – The route intersects an area planned for Work no. 1, solar PV. As a result, the route will be diverted, with the diversion completed prior to the closure of the route (details are provided in Table 18.6). *Indirect* – The nearest construction activity would be Work	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be	*Direct* – N/A *Indirect* – The nearest decommissioning activity would be Work no. 1 solar PV, in fields 177 and 180, which runs adjacent for the entirety of its length. Decommissioning activity here would include the removal of all

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			no. 1 solar PV, in fields 177 and 180. The route runs adjacent to the solar PV for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Originating within Work no. 8, Access, users of the receptor may experience increased traffic during the construction period. These increases would be limited to when construction is nearby, and once works are	infrequent and limited in area. The route is majority within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Originating within Work no. 8, Access, users of the receptor may experience increased traffic during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**		**not significant adverse effects.**
18	**Carlton-On-Trent**	FP11	*Direct* – This route will form part of the long distance circular recreational route. Two cable corridors, associated with Work no. 2, cross the route at grid reference 478307E, 363755N and 478767E, 363792N, each covering 60 m of the 1 km route. These works would be of very short duration and would be managed such	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within	*Direct* – Two cable corridors, associated with Work no. 2, cross the route at grid reference 478307E, 363755N and 478767E, 363792N, each covering 60 m of the 1 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 176, 177, 178, 179, 187, 188, 189, and 190, which runs adjacent to the route for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming	works area 3, mitigation, and so will benefit from visual mitigation, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 176, 177, 178, 179, 187, 188, 189, and 190, which runs adjacent to the route for the entirety of its length. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
19	**Caunton**	BW13	*Direct* – This route will form part of the long distance circular recreational route. The majority of the route falls outside the Order Limits. Where the route enters the site, two cable corridor, associated with Work no. 2, cross the route at grid references 473306E, 361558N and 473018E, 361966N, covering 150 m and 75 m of the 2.2 km route. These works would be of	*Direct* – The Route is included within the GNR CLDR. *Indirect* – Solar PV would be present adjacent to the route for c. 900 m of the 2.2 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation	*Direct* – Where the route enters the site, two cable corridor, associated with Work no. 2, cross the route at grid references 473306E, 361558N and 473018E, 361966N, covering 150 m and 75 m of the 2.2 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 105 and 106 which run adjacent to the route for 300 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming	would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 105 and 106 which run adjacent to the route for 300 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		magnitude of change on the route is **moderate**, with **not significant adverse effects.**
20	**Caunton**	FP1	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, and is 75 m east of works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when construction is nearby, and once works are	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 56 at a distance of c. 1.3 km. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, and is 75 m east of works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning activities are nearby, and

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
21	**Caunton**	FP2	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is located wholly outside the order limits, but is adjacent to Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 56 at a distance of c. 800 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, but is adjacent to Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning activities are nearby, and once works are complete

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
22	**Caunton**	FP3	*Direct* – N/A *Indirect* – The route is located majority outside the order limits, but originates within Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when construction is nearby,	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 56 at a distance of c. 430 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located majority outside the order limits, but originates within Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		decommissioning activities are nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
23	**Caunton**	FP3A	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, and is 180 m west of works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when construction is nearby,	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 57 at a distance of c. 1.1 km. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, and is 180 m west of works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		activities are nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
24	**Caunton**	FP4	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, but is adjacent to Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when construction is nearby, and once works are	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 41 at a distance of c. 80 m. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, but is adjacent to Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			complete any further effect would be negligible. The nearest construction activity would be Work no. 1 solar PV, in field 41, 80 m from the route. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **negligible.**	are complete any further effect would be negligible. The nearest decommissioning activity would be Work no. 1 solar PV, in field 41, 80 m from the route. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
25	**Caunton**	FP5	*Direct –*	*Direct –*	*Direct –*

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			N/A *Indirect* – The route is located wholly outside the order limits, and is 150 m west of works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 57 at a distance of c. 1.1 km. Effects are assessed as being **negligible**.	N/A *Indirect* – The route is located wholly outside the order limits, and is 150 m west of works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning activities are nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
26	**Caunton**	FP6A	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 2, cable, 300 m north-west of the route. No impacts are anticipated.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 60 at a distance of c. 330 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 2, cable, 300 m north-west of the route. No impacts are anticipated.
27	**Caunton**	FP9	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, and is approximately 9 m east of Works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 56 at a distance of c. 575 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the order limits, is approximately 9 m east of works area 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		decommissioning period. These increases would be limited to when decommissioning activities are nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
28	**Caunton**	FP11	*Direct* – The footpath lies predominantly outside of the Order Limits, entering the site for 70 m of the 1.3 km route. The route crosses a cable corridor, associated with Work no. 2, at grid reference 472408E 359651N. These works would be of very short duration and would be managed such	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 300 m of the 1.3 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV	*Direct* – The footpath lies predominantly outside of the Order Limits, entering the site for 70 m of the 1.3 km route. The route crosses a cable corridor, associated with Work no. 2, at grid reference 472408E 359651N. Works to remove the cable would be of very short duration and would

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in field 59, which runs adjacent to the route 300 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses.	are possible but would be infrequent and limited in area. The route would be adjacent to Work no. 3 mitigation, and visual mitigation would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in field 59, which runs adjacent to the route for 300 m. Decommissioning activity here would include the removal of infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
29	**Cromwell**	Sapphire Lakes Angling Club	*Direct* – N/A *Indirect* – The amenity is located wholly outside of the Order Limits but borders works area 3, mitigation. The nearest construction activity is works area 1, solar PV, 1.9 km north-west of the amenity in field 205. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The nearest above ground infrastructure associated with the development is works area 1, solar PV, located 1.9 km north-west of the amenity. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The amenity is located wholly outside of the Order Limits but borders works area 3, mitigation. The nearest decommissioning activity is works area 1, solar PV, 1.9 km north-west of the amenity in field 205. Effects are assessed as being **negligible**.
30	**Eakring**	BOAT21	*Direct* – N/A *Indirect* –	*Direct* – N/A *Indirect* –	*Direct* – N/A *Indirect* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 200 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	Solar PV is proposed 200 m east of the route at its closest point. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area as the club is well screened with established tree and hedge lining. The club is surrounded by Work no. 3, mitigation, further contributing to the visual mitigation, enhancing the existing landscape character. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 200 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.
31	**Eakring**	FP8	*Direct* – N/A *Indirect* –	*Direct* – N/A *Indirect* –	*Direct* – N/A *Indirect* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 20 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. The route originates adjacent to Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further	Solar PV is proposed 20 m east of the route at its closest point. Glint and glare impacts from the solar PV are possible but would be infrequent and limited to the eastern section of the route. Work no. 3, mitigation, sits between the route and the solar PV, further contributing to the visual mitigation, enhancing the existing landscape character. Taking into account **embedded** mitigation and enhancement, the overall magnitude of change on the route is **negligible**.	The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 20 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. The route originates adjacent to Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning is

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			effect would be **negligible**. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.		nearby, and once works are complete any further effect would be negligible. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.
32	**Eakring**	FP10	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, in field 81, 200 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 81 at a distance of c. 200 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV in field 81, 200 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			those in operation as construction progresses. Effects are assessed as being **negligible**.		baseline as decommissioning progresses. Effects are assessed as being **negligible**.
33	**Eakring**	FP11	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV in field 78, 220 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 78 at a distance of c. 220 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 220 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Effects are assessed as being **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
34	**Eakring**	FP13	*Direct* – The route intersects an area planned for Work no. 1, solar PV. As a result, the route will be diverted, with the diversion completed prior to the closure of the route (details are provided in Table 18.6). The diversion passes through a cable corridor, associated with Work no. 2, which would cross the route at grid reference 468302E 362205N, covering 60 m of the 820 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* –	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is majority within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on	*Direct* – The route passes through a cable corridor, associated with Work no. 2, which would cross the route at grid reference 468302E 362205N, covering 60 m of the 820 m route. Works to remove the cable would be of a very short duration, and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 79, 80

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 79, 80 and 455, which runs adjacent to the route for 550 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**,	the route is **minor**, with **not significant adverse effects**.	and 455, which runs adjacent to the route for 550 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			with **not significant adverse effects.**		
35	**Eakring**	FP14	*Direct* – The route intersects an area planned for Work no. 1, solar PV. As a result, the route will be diverted, with the diversion completed prior to the closure of the route (details are provided in Table 18.6). *Indirect* – The nearest construction activity would be Work no. 1 solar PV, in field 455, which runs adjacent for 300 m of the 420 m route. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is majority within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and	*Direct* – N/A *Indirect* – The nearest decommissioning activity would be Work no. 1 solar PV, in field 455, which runs adjacent for 300 m of the 420 m route. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**	enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	magnitude of change on the route is **minor**, with **not significant adverse effects.**
36	**Eakring**	FP16 (partially covers the Robin Hood Way LDT)	*Direct* – This route will form part of the long distance circular recreational route. The route is located predominantly outside of the Order Limits. A cable corridor, associated with Work no. 2, crosses this route at grid reference 468676E 361889N, covering 60 m of the 2.3 km route. These works would be of very short	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 420 m of the 2.4 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in	*Direct* – The route is located predominantly outside of the Order Limits. A cable corridor, associated with Work no. 2, crosses this route at grid reference 468676E 361889N, covering 60 m of the 2.3 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in field 79, which runs adjacent to the route for c. 420 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to	area. The route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in field 79, which runs adjacent to the route for c. 420 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		works, the overall magnitude of change on the route is **minor**, leading to **not significant adverse effects**.
37	**Eakring**	FP17 (partially covers the Robin Hood Way LDT)	*Direct* – N/A *Indirect* – The majority of the route falls outside the Order Limits, but a small section intersects Work no. 3, mitigation. The nearest construction activity would be Work no. 1, solar PV, in field 455, 150 m north of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 455 at a distance of c. 150 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route falls outside the Order Limits, but a small section intersects Work no. 3, mitigation. The nearest decommissioning activity would be Work no. 1, solar PV in field 455, 150 m north of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
38	**Eakring**	Eakring and Maplebeck Meadows SSSI Eakring Meadows LWS	*Direct* – N/A *Indirect* – The SSSI/LWS is located outside of the Order Limits but lies adjacent to Work no. 8, Access. The designation can only be accessed via NT|Eakring|FP2 and NT|Kersall|FP4. Users of the routes within the designation may experience increased levels of traffic and	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 87 at a distance of c. 300 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The SSSI/LWS is located outside of the Order Limits but lies adjacent to Work no. 8, Access. The SSSI can only be accessed via NT|Eakring|FP2 and NT|Kersall|FP4. Users of the routes within the SSSI/LWS may experience increased levels of traffic and

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the recreational amenity of the recreational amenity of the receptor is **negligible**.		associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the recreational amenity of the recreational amenity of the receptor is **negligible**.
39	**Egmanton**	BW5	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits but originates within Work no. 8, Access. Users of	*Direct* – N/A *Indirect* – Solar PV is located within 30 m of the route and would be visible for users travelling east. Glint and glare impacts from the	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits but originates within Work no. 8, Access. Users of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			the route may experience increased levels of traffic during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. The nearest construction activity would be Work no. 1, solar PV, in field 159, 30 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with	solar PV are possible but would be infrequent and limited in area. The solar is intersected by Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning activities are nearby, and once works are complete any further effect would be negligible. The nearest decommissioning activity would be Work no. 1, solar PV, 30 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			not significant adverse effects.		works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
40	**Egmanton**	FP4	*Direct* – N/A *Indirect* – The route is located wholly outside of the Order Limits. The nearest construction area is Work no. 8, Access, 180 m south. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 159, c. 850 m south. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside of the Order Limits. The nearest decommissioning area is Work no. 8, Access, 180 m south. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
41	**Kelham**	BW3	*Direct* – This route will form part of the long distance circular recreational route. A cable corridor, associated with Work no. 2, crosses this route at grid reference 474121E 357214N, covering 50 m of the 1.7 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect.	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The majority of the route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 474121E 357214N, covering 50 m of the 1.7 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Indirect – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 33, 34, 36, 38 and 39, which runs adjacent to the route for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall	enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 33, 34, 36, 38 and 39, which runs adjacent to the route for the entirety of its length. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, leading to **not**

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			magnitude of change on the route is **minor**, with **not significant adverse effects.**		**significant adverse effects**.
42	**Kelham**	FP1	*Direct* – N/A *Indirect* – This route is located outside the Order Limits or within Works area 3, mitigation. The nearest construction activity is associated with Works area 1, solar PV, in field 41, which runs adjacent to the route for 320 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the	*Direct* – N/A *Indirect* – During the operational phase, works area 1, Solar PV, would be adjacent to the route for 320 m. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting, will be implemented to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with	*Direct* – N/A *Indirect* – This route is located outside the Order Limits or within works area 3, mitigation. The nearest decommissioning activity is associated with works area 1, solar PV, in field 41, which runs adjacent to the route for 320 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			operational phase as construction progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	**not significant adverse effects.**	decommissioning progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
43	**Kelham**	FP2	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 473160E, 357625N for 60 m and at 473448E 357525N for 200 m of the 900 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 700 m of the 900 m route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The majority of the	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 473160E, 357625N for 60 m and at 473448E 357525N for 200 m of the 900 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 42, 43, and 48, which run adjacent to the route for c. 550 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of	route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 42, 43, and 48, which runs adjacent to the route for c. 550 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, leading to **not significant adverse effects**.
44	**Kelham**	FP4	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is located wholly outside of the Order Limits. The nearest construction activity would be Work no. 5a BESS, in fields 374, 375, 387, and 505, which runs adjacent to the route for c. 480 m of the 2.6 km route. Construction activity here could include installing fences up to c. 5 m from the	*Direct* – N/A *Indirect* – Work no. 5a BESS would be present adjacent to the route for c. 480 m of the 2.6 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Noise from the substation may be experienced on the route, however, acoustic fencing would be implanted where necessary. Visual mitigation, including tree and hedgerow planting,	*Direct* – N.A *Indirect* – The route is located wholly outside of the Order Limits. The nearest decommissioning activity would be Work no. 5a BESS, in fields 374, 375, 387, and 505, which runs adjacent to the route for c. 480 m of the 2.6 km route. Decommissioning activity here would include the removal of all infrastructure. Works in close proximity to the route are estimated to

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			route, with BESS infrastructure at least 3 m beyond that. Works in close proximity to the route are estimated to take up 16 months. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	would be implemented to enhance the existing landscape character. Taking into account the limited section of the route that is impacted, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	take up 12 months but could be much shorter. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.
45	**Kelham**	FP6	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 5a BESS, 700 m south-west of the route.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest above ground infrastructure would be Work no. 5a BESS, 700 m south-west of the route. Effects are	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 5a BESS, 700 m south-west of the route. Effects are

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Effects are assessed as being negligible.	assessed as being negligible.	assessed as being negligible.
46	**Kelham**	FP7	*Direct –* N/A *Indirect –* The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 20 m north of the northern end of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. The route originates adjacent to Work no. 8, Access. Users of the route may experience	*Direct –* N/A *Indirect –* Solar PV is present 20 m north of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited to users travelling north. Visual mitigation, including tree and hedgerow planting, would be put in place to enhance the existing landscape character. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	*Direct –* N/A *Indirect –* The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 20 m north of the northern end of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. The route originates adjacent to Work no. 8,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.		Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.
47	**Kelham**	FP7A	*Direct* – The route intersects an area planned for Work no. 1, solar PV. As a result, the route will be diverted, with the diversion completed prior	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 474235E, 357190N. Works to remove the cable would

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			to the closure of the route (details are provided in Table 18.6). A cable corridor, associated with Work no. 2, crosses the route at grid reference 474235E, 357190N. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – The nearest construction activity would be Work no. 1 solar PV, in field 36, which runs adjacent to the route for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m	length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is majority within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – The nearest decommissioning activity would be Work no. 1 solar PV, in field 36, which runs adjacent to the route for the entirety of its length. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**		Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
48	**Kersall**	BOAT8	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – This majority of this route is located outside the Order Limits, with areas intersecting with works area 3, mitigation. The	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 520 m of the 680 m route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare	*Direct* – N/A *Indirect* – This majority of this route is located outside the Order Limits, with areas intersecting with works area 3, mitigation. The nearest construction activity would be Work no. 1 solar PV, in fields

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			nearest construction activity would be Work no. 1 solar PV, in fields 84, 85, 86, and 87, which run adjacent to the route for c. 520 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	impacts from the solar PV are possible but would be infrequent and limited in area. The majority of the route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	84, 85, 86, and 87, which run adjacent to the route for c. 520 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, leading to **not significant adverse effects**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
49	**Kersall**	BW3	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction area is Work no. 8, Access, 150 m south. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 87, c. 250 m to the northeast, the other side of Kersall village. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning area is Work no. 8, Access, 150 m south. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					magnitude of change on the route is **negligible**.
50	**Kersall**	FP1	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction area is Work no. 1, solar PV, 250 m east. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – Solar PV would be present 250 m east of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Mitigation and enhancement would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account the distance, embedded mitigation and enhancement, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning area is Work no. 1, solar PV, 250 m east. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
51	**Kersall**	FP2	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction area is Work no. 8, Access, 85 m south. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 87, c. 250 m to the east, on the other side of Kersall village. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning area is Work no. 8, Access, 85 m south. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					magnitude of change on the route is **negligible**.
52	**Kersall**	FP2A	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 250 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – Solar PV is present 250 m east of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting, would be put in place to enhance the existing landscape character. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 250 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the distance from the route, the overall magnitude of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					change on the route is **negligible**.
53	**Kersall**	FP4	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction area is Work no. 8, Access, 85 m south. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 75, 600 m south. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning area is Work no. 8, Access, 85 m south. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			magnitude of change on the route is **negligible**.		works, the overall magnitude of change on the route is **negligible**.
54	**Kersall**	FP5	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, in field 87, 160 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the distance from the route, the overall magnitude of	*Direct* – N/A *Indirect* – Solar PV is present 160 m east of the route, in field 87. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting, would be put in place to enhance the existing landscape character. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, in field 87, 160 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the distance from the route, the overall magnitude of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			change on the route is **negligible**.		change on the route is **negligible**.
55	**Kersall**	FP5A	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, in field 87, 280 m north-east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – Solar PV is present 280 m north-east of the route in field 87. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting, would be put in place to enhance the existing landscape character. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, in field 87, 280 m north-east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the distance from the route, the overall magnitude of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					change on the route is **negligible**.
56	**Kersall**	FP6	*Direct* – This route will form part of the long distance circular recreational route. The route predominately sits outside of the Order Limits or within work area 3, mitigation. A cable corridor, associated with Work no. 2, crosses this route at grid reference 471914E 360959N, covering 70 m of the 1.9 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* –	*Direct* – N/A *Indirect* – Solar PV is present 150 m north-east of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The majority of the route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	*Direct* – The route predominately sits outside of the Order Limits or within work area 3, mitigation. A cable corridor, associated with Work no. 2, crosses this route at grid reference 471914E 360959N, covering 70 m of the 1.9 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 83, 118, 128, and 120, 150 m north-east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		decommissioning activity would be Work no. 1 solar PV, in fields 83, 118, 128, and 120, 150 m north-east of the route. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, leading to **not significant adverse effects**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
57	**Kersall**	FP6A	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is located within works area no. 3, mitigation. The nearest construction activity would be works area 2, cable, which is located 10 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – Solar PV is present 200 m north-east of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting, would be put in place to enhance the existing landscape character. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible.**	*Direct* – N/A *Indirect* – The route is located within works area no. 3, mitigation. The nearest decommissioning activity would be works area 2, cable, which is located 10 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as decommissioning progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
58	**Kersall**	FP7	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 240 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – Solar PV is present 240 m east of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting, would be put in place to enhance the existing landscape character. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 240 m east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the distance from the route, the overall magnitude of change on the route is **negligible**.
59	**Kneesall**	FP6	*Direct* –	*Direct* –	*Direct* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			N/A *Indirect* – The section of the route within the Order Limits falls within Work no. 3, mitigation. The nearest construction activity would be associated with Work no. 1, solar PV, which is adjacent to the route for 540 m of the 800 m route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	N/A *Indirect* – Solar PV would be present adjacent to the route for c. 540 m of the 800 m route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with	N/A *Indirect* – The section of the route within the Order Limits falls within Work no. 3, mitigation. The nearest decommissioning would be associated with Work no. 1, solar PV, which is adjacent to the route for 540 m of the 800 m route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				not significant adverse effects.	**not significant adverse effects.**
60	**Laxton and Moorhouse**	BW13	*Direct* – N/A *Indirect* – The route is wholly within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 13, c. 340 m to the north, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is wholly within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
61	**Laxton and Moorhouse**	FP10	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits, but is adjacent to Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1 Solar PV in field 13, c. 600 m to the east, the other side of a row of established trees. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits, but is adjacent to Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
62	**Laxton and Moorhouse**	FP11	*Direct* – The route intersects an area planned for Work no. 1, solar PV. As a result, the route will be diverted, with the diversion completed prior to the closure of the route (details are provided in Table 18.6). A cable corridor, associated with Work no. 2, crosses this route at grid reference 476005E 367213N, covering 60 m of the 980 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* –	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for 320 m of the 980 m route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is majority within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 476005E 367213N, covering 60 m of the 980 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – The nearest decommissioning activity would Work no. 1 solar PV, in fields 5 and 13, which runs adjacent to the route for 320 m of the 980 m route. Decommissioning activity here would include the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The nearest construction activity would be Work no. 1 solar PV, in fields 5 and 13, which runs adjacent to the route for 320 m of the 980 m route. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**	the route is **minor**, with **not significant adverse effects**.	removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
63	**Laxton and Moorhouse**	FP12	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 13, c. 500 m to the northeast, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
64	**Laxton and Moorhouse**	FP13	*Direct* – N/A *Indirect* – The route runs adjacent to Work no. 8, Access, and enters the Order Limits for 70 m of the 160 m route. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 13, c. 360 m to the north, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route runs adjacent to Work no. 8, Access, and enters the Order Limits for 70 m of the 160 m route. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
65	**Laxton and Moorhouse**	FP14	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no.1, solar PV in field 153 c. 380 m to the south, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
66	**Laxton and Moorhouse**	FP15	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The closest construction area would be Work no. 8, Access, 220 m east. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 153, c. 730 m to the south, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The closest decommissioning area would be Work no. 8, Access, 220 m east. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					magnitude of change on the route is **negligible**.
67	**Maplebeck**	BOAT11	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The majority of the route is located outside of the Order Limits, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 291, c. 315 m to the west, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		magnitude of change on the route is **negligible**.
68	**Maplebeck**	BW8	*Direct* – N/A *Indirect* – The route falls within Work no. 3, mitigation. The nearest construction activity would be associated with Work no. 1, solar PV, in field 2, 30 m north-west of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be works area 1, Solar PV, in field 2, 30 m north-west of the route at its closest point. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow	*Direct* – N/A *Indirect* – The route falls within Work no. 3, mitigation. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is 30 m north-west of the route at its closest point. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
69	**Maplebeck**	FP1	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The majority of the route is located outside of the Order Limits, or within Work no. 3, mitigation, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise	*Direct* – N/A *Indirect* – Solar PV is adjacent to the route for 470 m. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within Work no. 3, mitigation, which would provide visual mitigation, including	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, or within Work no. 3, mitigation, but the route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. The nearest construction activity would be associated with Work no. 1, solar PV, which is adjacent to the route for 470 m. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with	tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is adjacent to the route for 470 m. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			not significant adverse effects.		**not significant adverse effects.**
70	**Maplebeck**	FP1A	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction activity would be associated with Work no. 8, Access, 10 m north-west. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 291, c. 280 m to the northwest, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 8, Access, 10 m north-west. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
71	**Maplebeck**	FP2	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction activities would be associated with Work no. 1, solar PV, which is 8 m south of the route at its southern end. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Additionally, the route originates within Work no. 8, Access. Users of	*Direct* – N/A *Indirect* – Solar PV is 8 m south of the route at its southern end. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area, and limited to users travelling south. Work no. 3, mitigation, would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is 8 m south of the route at its southern end. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Additionally, the route originates within Work

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	the route is **minor**, with **not significant adverse effects**.	no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
72	**Maplebeck**	FP3	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, but the	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits, but the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	above-ground structures during the operational phase would be the Work no. 1, solar PV in field 289, c. 500 m to the south, and with views screened by vegetation. Effects are assessed as being **negligible**.	route originates within Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
73	**Maplebeck**	FP4	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits, but originates	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits, but originates

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			adjacent to Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	above-ground structures during the operational phase would be the Work no. 1, solar PV in field 61, c. 360 m to the southeast, and with views screened by vegetation. Effects are assessed as being **negligible**.	adjacent to Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
74	**Maplebeck**	FP5	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* –	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest	*Direct* – N/A *Indirect* – The route falls within Work no. 3, mitigation and originates within

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The route falls within Work no. 3, mitigation and originates within Work no. 8, access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**	above-ground structures during the operational phase would be the Work no. 1, solar PV in field 128, c. 300 m to the northeast, and with views screened by vegetation. Effects are assessed as being **negligible**.	Work no. 8, access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**
75	**Maplebeck**	FP6	*Direct* – The route crosses a cable corridor, associated with Work no. 2, at grid reference 470937E 359898N.	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the	*Direct* – The route crosses a cable corridor, associated with Work no. 2, at grid reference 470937E 359898N.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – The nearest construction activity would be Work no. 1, solar PV in field 67 which runs adjacent to the route for 200 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses.	route for 200 m of the 500 m route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is majority within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – The nearest decommissioning activity would be Work no. 1, solar PV in field 67 which runs adjacent to the route for 200 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
76	**Maplebeck**	FP7	*Direct* – This route will form part of the long distance circular recreational route. A cable corridor, associated with Work no. 2, crosses this route at grid reference 470290E 360434N, covering 70 m of the 880 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 285 m of the 880 m route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting to	*Direct* – A cable corridor, associated with Work no. 2, crosses this route at grid reference 470290E 360434N, covering 70 m of the 880 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 2, which runs adjacent to the route for c. 285 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on	enhance the existing landscape character, would be provided. Taking into account the limited section of the route that is impacted, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	*Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 2, which runs adjacent to the route for c. 285 m. Decommissioning activity here would include the removal of all infrastructure. Works in close proximity to the route would be of short duration (typically a few weeks or less), with work further away being visible and/or audible over a slightly longer period. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			the route is **minor**, with **not significant adverse effects.**		**not significant adverse effects.**
77	**Maplebeck**	FP9	*Direct* – N/A *Indirect* – The majority of the route is outside the order Limits, but crosses an area of work no 3, mitigation for 10 m at its southern end. The route originates from Work no. 8, Access, on its northern end. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible.	*Direct* – N/A *Indirect* – The majority of the route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 291, c. 450 m to the west, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is outside the order Limits, but crosses an area of work no 3, mitigation for 10 m at its southern end. The route originates from Work no. 8, Access, on its northern end. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
78	**Maplebeck**	FP10	*Direct* – N/A *Indirect* – The majority of the route is located within work no 3, mitigation, but is originates from Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 83, c. 380 m to the east, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located within work no 3, mitigation, but is adjacent to Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
79	**Maplebeck**	FP12	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction activity would be associated with Work no. 8, Access, 275 m east. No impacts on the route are anticipated.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 291, c. 550 m to the west, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 8, Access, 275 m east. Effects are assessed as being **negligible**.
80	**North Muskham**	FP1	*Direct* – N/A *Indirect* –	*Direct* – N/A *Indirect* –	*Direct* – N/A *Indirect* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The route is located outside of the Order Limits. The nearest construction activity would be associated with Work no. 1, solar PV, which is 3.5 km north-west. Effects are assessed as being **negligible**.	The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, 3.5 km north-west. Effects are assessed as being **negligible**.	The route is located outside of the Order Limits. The nearest construction activity would be associated with Work no. 1, solar PV, which is 3.5 km north-west. Effects are assessed as being **negligible**.
81	**Norwell**	FP1	*Direct* – This route will form part of the long distance circular recreational route. The route is located predominately outside of the Order Limits, but crosses area Work no. 3, mitigation, and Work no. 8, access. The access track will be closed to construction traffic unless staffed. When staffed, users of the footpath would be given right of	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 650 m of the 1.7 km route. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation	*Direct* – The route is located predominately outside of the Order Limits, but crosses area Work no. 3, mitigation, and Work no. 8, access. The access track will be closed to decommissioning traffic unless staffed. When staffed, users of the footpath would be given right of way and traffic would be stopped to provide safe crossing. Signage warning of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			way and traffic would be stopped to provide safe crossing. Signage warning of potential traffic would remain in place to ensure the safety of, and minimise inconvenience to, any recreational users of the route. *Indirect* – The nearest construction activity would be Work no. 1 solar PV, in fields 203 and 205, which runs adjacent to the route for 650 m, and fields 187 and 200, which run adjacent to the route for 200 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few	would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	potential traffic would remain in place to ensure the safety of, and minimise inconvenience to, any recreational users of the route. *Indirect* – The nearest decommissioning activity would be Work no. 1 solar PV, in fields 203 and 205, which runs adjacent to the route for 650 m, and fields 187 and 200, which run adjacent to the route for 200 m. Decommissioning activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		those in operation as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
82	**Norwell**	FP11	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction activity would be associated with Work no. 1, solar PV, in field 442, which is 300 m south-west of the route at its closest point. These works would be of a short duration, typically a few	*Direct* – N/A *Indirect* – The nearest above ground infrastructure would be associated with Work no. 1, Solar PV is 280 m south-west of the route at its closest point. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Work no. 3,	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is 280 m south-west of the route at its closest point. These works would be of a short duration, typically a

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the distance, extent, and duration of works, the overall magnitude of change on the route is **negligible.**	mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account the distance, of the infrastructure, the overall magnitude of change on the route is **negligible.**	few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the distance, extent, and duration of works, the overall magnitude of change on the route is **negligible.**
83	**Ossington**	BW4	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 476688E 365766N for 70 m of the 800 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for c. 300 m of the 800 m route. There will be a minimum of 10 m between the centre of the route and solar PV panels.Glint and glare impacts from the solar PV are possible but would be	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 476688E 365766N for 70 m of the 800 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 133 and 142, which runs adjacent to the route for 300 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall	infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 133 and 142, which runs adjacent to the route for 300 m. Decommissioning activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			magnitude of change on the route is **minor**, with **not significant adverse effects.**		Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
84	**Ossington**	BW5	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 476388E 366420N and 476688E 366307N for 60 m and 125 m of the 500 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a	*Direct* – N/A *Indirect* – Solar PV is adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to enhance the existing landscape character.	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 476388E 366420N and 476688E 366307N for 60 m and 125 m of the 500 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 32, 82, 93, 102, and 109, which runs adjacent to the route for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 32, 82, 93, 102, and 109, which run adjacent to the route for the entirety of its length. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
85	**Ossington**	BW7	*Direct* – N/A *Indirect* – The route is within Work no. 3, mitigation. The nearest construction activity would be Work no. 1 solar PV, and works no 2, cable, in fields 37 and 47, which runs adjacent to the route for the entirety of its length. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with	*Direct* – N/A *Indirect* – Solar PV is present adjacent to the route for 700 m of the 900 m route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	*Direct* – N/A *Indirect* – The route is within Work no. 3, mitigation. The nearest construction activity would be Work no. 1 solar PV, and works no 2, cable, in fields 37 and 47, which runs adjacent to the route for the entirety of its length. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			not significant adverse effects.		**not significant adverse effects.**
86	**Ossington**	FP2	*Direct* – N/A *Indirect* – The majority of the route is located outside the Order Limits, but originates from Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 170, c. 600 m to the south-west, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located outside the Order Limits, but originates from Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			magnitude of change on the route is **negligible**.		magnitude of change on the route is **negligible**.
87	**Ossington**	FP8	*Direct* – This route will form part of the long distance circular recreational route. A cable corridor, associated with Work no. 2, crosses the route at grid reference 475780E 365791N for 100 m of the 1.3 km route, and continues to run adjacent to the route for 180 m. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a	*Direct* – N/A *Indirect* – Solar PV is 75 m west of the origin of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 475780E 365791N for 100 m of the 1.3 km route, and continues to run adjacent to the route for 180 m. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in field 153, which is 75 m west of the origin of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Additionally, the route originates from Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible.		would be Work no. 1 solar PV, in field 153, which is 75 m west of the origin of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Additionally, the route originates from Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
88	**Ossington**	FP9	*Direct* – N/A *Indirect* – The majority of the route is located outside the Order Limits, but originates from Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV in field 155, c. 400 m to the north-west, and with views screened by vegetation. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located outside the Order Limits, but originates from Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
89	**Ossington**	FP10	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is located outside of the Order Limits. The nearest construction activity would be associated with Work no. 2, cable, which is 180 m south-east. These works would be of a short duration, typically a few weeks or less. Once works are complete and the cable trench is	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest operational activity would be associated with Work no. 1, solar PV, which is 200 m south-east. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 2, cable, which is 180 m south-east. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			refilled, there would be no further direct effect. Aside from the cable the nearest construction activity would be Work no. 1 solar PV, in fields 161, 162, 164, 200 m south-east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	Aside from the cable the nearest decommissioning activity would be Work no. 1 solar PV, in fields 161, 162, 164, 200 m south-east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
90	**Ossington**	FP11	*Direct –* N/A *Indirect –*	*Direct –* N/A *Indirect –*	*Direct –* N/A *Indirect –*

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The route is located within Work no. 3, mitigation and adjacent to Work no. 8, access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. The nearest construction activity would be Work no. 1, solar PV, 25 m south of the eastern end of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to operational stage as construction progresses.	Solar PV is located 25 m south of the eastern end of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	The route is located within Work no. 3, mitigation and adjacent to Work no. 8, access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. The nearest decommissioning activity would be Work no. 1, solar PV, 25 m south of the eastern end of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those the baseline as

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.		decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
91	**Ossington**	Lake Plantation LWS	*Direct* – The majority of the LWS is located outside of the Order Limits. The northern section of the LWS that falls within the Order Limits would cross Work no. 2, cable, at grid reference 475620E, 365680N. These works would be of very short duration and cables would be laid using HDD to ensure there are no impacts on the LWS. Once works are complete there would be no further direct effect.	*Direct* – N/A *Indirect* – Work no. 1, solar PV, is 75 m west of the LWS. Views would only be possible from NT|Ossington|FP8, which is 420 m east of Work no. 1, and is screened by intervening woodland within the LWS. Taking into account the extent and distance of works, Effects are	*Direct* – The majority of the LWS is located outside of the Order Limits. The northern section of the LWS that falls within the Order Limits would cross Work no. 2, cable, at grid reference 475620E, 365680N. These works would be of very short duration and cables would be removed using HDD to ensure there are no impacts on the LWS. Once works are complete there would be no further direct effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The LWS is only accessible via NT|Ossington|FP8. The route is 150 m from the Work no. 2 and is screened by intervening woodland within the LWS. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in field 155, which is 75 m west of the LWS. Views would only be possible from NT|Ossington|FP8, which is 420 m east of Work no. 1, and is screened by intervening woodland within the LWS. Taking into account the extent and duration of works, the overall	assessed as being **negligible**.	The LWS is only accessible via NT|Ossington|FP8. The route is 150 m from the Work no. 2 and is screened by intervening woodland within the LWS. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in field 155, which is 75 m west of the LWS. Views would only be possible from NT|Ossington|FP8, which is 420 m east of Work no. 1, and is screened by intervening woodland within the LWS.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			magnitude of change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects**		Taking into account the extent and duration of works, the overall magnitude of change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects**
92	**Rufford**	FP15	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest construction activity would be associated with Work no. 1, solar PV, which is located 260 m south-east of the route. These works would be of a short duration, typically a few weeks or less, with impacts becoming increasingly similar to those during operation as construction progresses.	*Direct* – N/A *Indirect* – Work no.1, solar PV would be 260 m south-east of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account the extent and distance of works, the overall	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is located 220 m south-east of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	magnitude of change on the route is **negligible**.	decommissioning progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
93	**South Muskham**	FP1	*Direct* – N/A *Indirect* – The majority of the route is located within work no 3, mitigation. The nearest construction activity would be associated with Work no. 5a, BESS, which is located 2.2 km south-west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the construction phase.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be associated with Work no. 5a, BESS, which is located 2.2 km south-west of the route. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located within work no 3, mitigation. The nearest decommissioning activity would be associated with Work no. 5a, BESS, which is located 2.2 km south-west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the decommissioning phase.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
94	**South Muskham**	FP1A	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The majority of the route is located within work no 3, mitigation. The nearest construction activity would be associated with Work no. 5a, BESS, which is located 2 km south-west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the construction phase.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be associated with Work no. 5a, BESS, which is located 2 km south-west of the route. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The majority of the route is located within work no 3, mitigation. The nearest decommissioning activity would be associated with Work no. 5a, BESS, which is located 2 km south-west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the decommissioning phase.
95	**South Muskham**	FP2	*Direct* – This route will form part of the long distance circular recreational route.	*Direct* – N/A *Indirect* – The route is located outside of the Order	*Direct* – N/A *Indirect* – The route is located wholly outside of the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Indirect – The route is located wholly outside of the Order Limits. The nearest construction activity would be associated with Work no. 5a, BESS, which is located 2.2 km south-west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the construction phase.	Limits. The nearest above-ground structures during the operational phase would be associated with Work no. 5a, BESS, which is located 2.2 km south-west of the route. Effects are assessed as being **negligible**.	Order Limits. The nearest decommissioning activity would be associated with Work no. 5a, BESS, which is located 2.2 km south-west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the decommissioning phase.
96	**South Muskham**	FP2A	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is located wholly outside of the Order Limits. The nearest construction activity would be associated with	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be associated with Work no. 1, solar PV, which is	*Direct* – N/A *Indirect* – The route is located wholly outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is located 2.5 km

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Work no. 1, solar PV, which is located 2.5 km west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the construction phase.	located 2.5 km west of the route. Effects are assessed as being **negligible**.	west of the route. Due to the distance between the works and the route, there would be **negligible** effects on this route during the decommissioning phase.
97	**South Muskham**	FP5	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* – The route is located wholly outside of the Order Limits. The nearest construction activity would be associated with Work no. 1, solar PV, which is located adjacent to the southern end of the route. These works would be of a short duration, typically a few weeks or less, with	*Direct* – N/A *Indirect* – The nearest above ground infrastructure would be associated with Work no. 1, solar PV, which is located adjacent to the southern end of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree and hedgerow planting, to	*Direct* – N/A *Indirect* – The route is located wholly outside of the Order Limits. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is located adjacent to the southern end of the route. These works would be of a short duration, typically a few weeks or less, with impacts becoming increasingly similar to the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			impacts becoming increasingly similar to those during operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects**	enhance the existing landscape character. Taking into account the extent and duration of works, the overall magnitude of change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects**	baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects**
98	**South Muskham**	FP6	*Direct* – The route lies predominately outside of the Order Limits. A cable, associated with Work no. 2, crosses the route at grid reference 475394E 357549N for 70 m of the 1.8 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete	*Direct* – N/A *Indirect* – Work no. 1 solar PV would be located adjacent to the route for 275 m of the 1.8 km route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation would be provided, including tree	*Direct* – The route lies predominately outside of the Order Limits. A cable, associated with Work no. 2, crosses the route at grid reference 475394E 357549N for 70 m of the 1.8 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work no. 1 solar PV, in fields 50 and 51, adjacent to the route for 275 m. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, in fields 50 and 51, adjacent to the route for 275 m. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					not significant adverse effects.
99	**South Muskham**	Muskham Wood LWS	*Direct* – N/A *Indirect* – The LWS is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 20 m from the south-eastern and western boundaries of the LWS, in fields 36 and 41. Access in the LWS is limited to the PRoW NT|South Muskham|FP6, and so impacts are limited to field 41. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to	*Direct* – N/A *Indirect* – Solar PV would be present 20 m from the south-eastern and western boundaries of the LWS, in fields 36 and 41. Access in the LWS is limited to the PRoW NT|South Muskham|FP6, and so impacts are limited to field 41. Glint and glare impacts from the solar PV are possible but would be infrequent and limited to the edge of the woodland. Visual impacts would be limited to the edges of the woodland. Taking into account the limited section of the LWS that is impacted, the overall magnitude of	*Direct* – N/A *Indirect* – The LWS is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 20 m from the south-eastern and western boundaries of the LWS, in fields 36 and 41. Access in the LWS is limited to the PRoW NT|South Muskham|FP6, and so impacts are limited to field 41. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			those in operation as construction progresses. Taking into account the limited section of the LWS that is impacted, the overall magnitude of change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects.**	change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects.**	decommissioning progresses. Taking into account the limited section of the LWS that is impacted, the overall magnitude of change on the recreational amenity of the receptor is **minor**, with **not significant adverse effects.**
100	**South Muskham**	Nottingham Piscatorial Society Angling Club	*Direct* – N/A *Indirect* – The amenity is located wholly outside of the Order Limits. The nearest construction area would be Work no. 5a, BESS, 2.5 km south-west of the club. Taking into account the extent and distance of works, Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 5a, BESS, 2.5 km south-west of the club. There will be **negligible** effect on recreational amenity of the receptor during the operational phase.	*Direct* – N/A *Indirect* – The amenity is located wholly outside of the Order Limits. The nearest decommissioning area would be Work no. 5a, BESS, 2.5 km south-west of the club. Once works are complete and the cable trench is refilled, there would be no further direct effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					Taking into account the extent and distance of works, Effects are assessed as being **negligible**.
101	**Staythorpe**	FP1	*Direct* – The route would cross Work no. 7, Consented Staythorpe BESS and Connection, entering from Staythorpe road at grid reference 475361E 353793N, for 230 m of the 1.4 km route. These works would be managed such that the route remained open. These works would take up 16 months, but may be much less, with effects becoming increasingly similar to those in operation as construction progresses. *Indirect* – **N/A**	*Direct* – The route would cross Work no. 7, Consented Staythorpe BESS and Connection, entering from Staythorpe road at grid reference 475361E 353793N, for 230 m of the 1.4 km route. Views in this section of the route would be impacted, and noise from the BESS may influence the tranquillity of the route and the neighbouring vicinity. *Indirect* – N/A Taking into account embedded mitigation and enhancement, the overall magnitude of change on	*Direct* – The route would cross Work no. 7, Consented Staythorpe BESS and Connection, entering from Staythorpe road at grid reference 475361E 353793N, for 230 m of the 1.4 km route. These works would be managed such that the route remained open. These works would take up 12 months, but may be much less, with effects becoming increasingly similar to the baseline as decommissioning progressed. *Indirect* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**	the route is **moderate**, with **not significant adverse effects**.	N/A Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**
102	**Staythorpe**	FP2	*Direct –* *N/A* *Indirect –* The route is located wholly outside of the Order Limits, but within the recreational study area. The nearest construction area would be Work no. 7, Staythorpe BESS Connection, 160 m south-east of the route in field 274. These works would take up 16 months, but may be much less, with effects becoming increasingly similar to those in	*Direct –* *N/A* *Indirect –* The nearest above-ground structures during the operational phase would be Work no. 7, Staythorpe BESS Connection, 160 m south-east of the route in field 274. There will be **negligible** effect on recreational amenity of the receptor during the operational phase.	*Direct –* *N/A* *Indirect –* The amenity is located wholly outside of the Order Limits. The nearest decommissioning area would be Work no. 7, Staythorpe BESS Connection, 160 m south-east of the route in field 274. These works would take up 12 months but may be much less. Once works are complete, there would be no further direct effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			operation as construction progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
103	**Staythorpe**	FP3	*Direct* – N/A *Indirect* – The route is located wholly outside of the Order Limits, but within the recreational study area. The nearest construction area would be Work no. 7, Staythorpe BESS Connection, 70 m north-east of the route in field 274. These works would take up 16 months, but may be much less, with effects becoming increasingly similar to	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 7, Staythorpe BESS Connection, 70 m north-east of the route in field 274. Screening would be in place to minimise views of the BESS. There will be **negligible** effect on recreational amenity of the receptor during the operational phase.	*Direct* – N/A *Indirect* – The route is located wholly outside of the Order Limits, but within the recreational study area. The nearest decommissioning area would be Work no. 7, Staythorpe BESS Connection, 70 m north-east of the route in field 274. These works would take up 12 months but may be much less. Once works are complete, there would be no further direct effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			those in operation as construction progresses. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.		Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
104	**Sutton On Trent**	BW14	*Direct* – The route intersects with work no 8, access for 330 m. 1 km of 1.2 km route would be temporarily closed as it is proposed to be used for construction traffic access to that part of the Development site. The route would be closed for the period during which construction vehicle access is required along that route (i.e., less than the whole construction or decommissioning phase), but will otherwise remain	*Direct* – N/A *Indirect* – The route would be open during the operational phase, and the diverted route would remain partially in place as Permissive Bridleway 2, further details are provided in Section 18.6.1 and row ~~148~~149 of this table. Work no. 1 solar PV would be located adjacent to the route for 720 m of the 1.2 km route. Glint and glare impacts from the solar PV are possible	*Direct* – The route intersects with work no 8, access for 330 m. The route would be temporarily closed as it is proposed to be used for decommissioning traffic access to that part of the Development site. The route would be closed for the period during which decommissioning vehicle access is required along that route (i.e., less than the whole decommissioning phase), but will otherwise remain open. A diversion would be put in place to

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			open (see Table 18.6). A diversion would be put in place to ensure continued access to the wider network. The diversion would also form part of Permissive Bridleway 2, further details are provided in Section 18.6.1 and row ~~148~~149 of this table. A cable, associated with Work no. 2, crosses the original route at grid reference 477011E, 366204N for 65 m of the 1.2 km route, and the diverted route at grid reference 477260E 365701N for 65 m of the 1.4 km route. These works would be of very short duration and would be managed such that the routes remained open. Once works are	but would be infrequent and limited in area. The majority of the route would lie within Work no. 3, mitigation, which would provide visual screening, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	ensure continued access to the wider network. The diversion would also form part of Permissive Bridleway 2, further details are provided in Section 18.6.1 and row ~~148~~149 of this table. A cable, associated with Work no. 2, crosses the original route at grid reference 477011E, 366204N for 65 m of the 1.2 km route, and the diverted route at grid reference 477260E 365701N for 65 m of the 1.4 km route. These works would be of very short duration and would be managed such that the routes remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the direct effects discussed above, the nearest construction activity would be Work no. 1 solar PV, in fields 102, 109, 121, 127, 133, and 261, adjacent to the original route for 720 m and the diverted route for 900 m. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the bridleway's local use and importance, and the		*Indirect* – Aside from the direct effects discussed above, the nearest decommissioning activity would be Work no. 1 solar PV, in fields 102, 109, 121, 127, 133, and 261, adjacent to the original route for 720 m and the diverted route for 900 m. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, that the bridleway is of local use and/or importance, and that a diversion will be in place to ensure users of the route can continue to

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			provision of a diversion to maintain access to the wider network, the overall magnitude of change on the route is **major**, with **not significant adverse effects.**		access the wider network, the overall magnitude of change on the route is **major**, with **not significant adverse effects.**
105	**Sutton On Trent**	BW17	*Direct* – A cable, associated with Work no. 2, crosses the route at grid reference 476882E 366251N for 230 m the 1.1 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction	*Direct* – N/A *Indirect* – Work no. 1 solar PV would be located adjacent to the route for 230 m of the 1.1 km route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The majority of the route would lie within Work no. 3, mitigation, which would provide visual screening, including tree and hedgerow planting, to enhance the existing landscape character.	*Direct* – A cable, associated with Work no. 2, crosses the route at grid reference 476882E 366251N for 230 m the 1.1 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			activity would be Work no. 1 solar PV, in fields 109, 133, and 261, which are adjacent to the route for 230 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	nearest decommissioning activity would be Work no. 1 solar PV, in fields 109, 133, and 261, which are adjacent to the route for 230 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
106	**Sutton On Trent**	BW18	*Direct* –	*Direct* –	*Direct* – N/A

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			This route will form part of the long distance circular recreational route. *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1, solar PV, 10 m south of the route at its closest point, associated with fields 166 and 167. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with	N/A *Indirect* – The route is located wholly outside the Order Limits, but would be within 10 m of Work no. 1, solar PV, at its closest point, associated with fields 166 and 167. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Work no. 3, mitigation, would intervene the route and the solar PV, which would provide visual screening, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account the distance, the overall magnitude of change on the route is **negligible.**	*Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1, solar PV, 10 m south of the route at its closest point, associated with fields 166 and 167. Works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			not significant adverse effects.		**not significant adverse effects.**
107	**Sutton On Trent**	BW20	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits, but originates in Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 162, c. 470 m to the south-west. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located outside of the Order Limits, but originates in Work no. 8, Access. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			magnitude of change on the route is **negligible**.		magnitude of change on the route is **negligible**.
108	**Sutton On Trent**	FP13	*Direct* – This route will form part of the long distance circular recreational route. A cable, associated with Work no. 2, crosses the route at grid reference 477292E 365329N for 60 m the 320 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest construction activity would be Work	*Direct* – N/A *Indirect* – Work no. 1 solar PV would be located 25 m south of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Work no. 3, mitigation, lies between the route and the solar area, which would provide visual screening, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with	*Direct* – A cable, associated with Work no. 2, crosses the route at grid reference 477292E 365329N for 60 m the 320 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside from the cable crossing (discussed as a direct effect, above), the nearest decommissioning activity would be Work no. 1 solar PV, , in fields 161 and 162, 25 m south of

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			no. 1 solar PV, in fields 161 and 162, 25 m south of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	**not significant adverse effects**.	the route. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
109	**Sutton On Trent**	FP21	*Direct* – This route will form part of the long distance circular recreational route. *Indirect* –	*Direct* – N/A *Indirect* – Work no. 1 solar PV would be adjacent to the route for 500 m of the	*Direct* – N/A *Indirect* – The route lies outside the Order Limits or within Work no. 3, mitigation.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The route lies outside the Order Limits or within Work no. 3, mitigation. The nearest construction activity would be Work no. 1 solar PV, which runs adjacent for 500 m of the 1 km route, associated with field 162. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	1 km route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The majority of the route would lie within Work no. 3, mitigation, which would provide visual screening, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	The nearest decommissioning activity would be Work no. 1 solar PV, which runs adjacent for 500 m of the 1 km route, associated with field 162. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
110	**Sutton On Trent**	FP19	*Direct –*	*Direct –*	*Direct –*

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			N/A *Indirect* – The route is located outside of the Order Limits. Work no. 8, Access, lies 10 m south-west of the route. Users of the route may experience increased levels of traffic and associated noise during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	N/A *Indirect* – The route is located outside of the Order Limits. The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 162, c. 1.5 km to the south-west. Effects are assessed as being **negligible**.	N/A *Indirect* – The route is located outside of the Order Limits. Work no. 8, Access, lies 10 m south-west of the route. Users of the route may experience increased levels of traffic and associated noise during the decommissioning period. These increases would be limited to when decommissioning is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.
111	**Weston**	BW8	*Direct* –	*Direct* –	*Direct* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			A cable, associated with Work no. 2, crosses the route at grid reference 476731E 367380N for 60 m of the 1 km route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside for the direct effects discussed above, the nearest construction area is Work no. 1 solar PV, which is present adjacent to the route for 250 m of the 1 km route, in fields 47 and 199. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to	N/A *Indirect* – Work no. 1 solar PV is present adjacent to the route for 250 m of the 1 km route, in fields 47 and 199. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual screening, including tree and hedgerow planting, would be implemented to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	A cable, associated with Work no. 2, crosses the route at grid reference 476731E 367380N for 60 m of the 1 km route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect. *Indirect* – Aside for the direct effects discussed above, the nearest decommissioning area is Work no. 1 solar PV, which is present adjacent to the route for 250 m of the 1 km route, in fields 47 and 199. These works would be of a short duration, typically a few weeks or less, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
112	**Weston**	FP9	*Direct* – A cable, associated with Work no. 2, crosses the route at grid reference 476432E 367194N for 60 m of the 640 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect.	*Direct* – N/A *Indirect* – Work no. 1 solar PV is present adjacent to the route for 320 m of the 640 m route in fields 5, 47, 195, and 199. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual screening, including tree and hedgerow planting,	*Direct* – A cable, associated with Work no. 2, crosses the route at grid reference 476432E 367194N for 60 m of the 640 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Indirect – The nearest construction activity would be Work no. 1 solar PV, in fields 5, 47, 195, and 199, which runs adjacent to the route for 320 m. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**	would be implemented to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	would be no further direct effect. *Indirect* – The nearest decommissioning activity would be Work no. 1 solar PV, in fields 5, 47, 195, and 199, which runs adjacent to the route for 320 m. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					not significant adverse effects.
113	**Weston**	FP10	*Direct* – The route intersects an area planned for Work no. 1, solar PV. As a result, the route will be diverted, with the diversion completed prior to the closure of the route (details are provided in Table 18.6). *Indirect* – The nearest construction activity would be Work no. 1 solar PV, in field 159. The diversion would take the route around the outside of the solar PV. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few	*Direct* – N/A *Indirect* – Solar PV would be present adjacent to the route for the entirety of its length. There will be a minimum of 10 m between the centre of the route and solar PV panels. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route lies within Work no. 3, mitigation, which would provide visual mitigation, including tree and hedgerow planting to enhance the existing landscape character. Taking into account embedded mitigation and	*Direct* – N/A *Indirect* – The nearest decommissioning activity would be Work no. 1 solar PV, in field 159. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **moderate**, with **not significant adverse effects.**	enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	**not significant adverse effects.**
114	**Weston**	FP11	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 476321E 367676N for 65 m of the 600 m route. These works would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is refilled, there would be no further direct effect.	*Direct* – N/A *Indirect* – The nearest above ground infrastructure would be Work no. 1 solar PV, in field 5, at the south-eastern end of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and	*Direct* – A cable corridor, associated with Work no. 2, crosses the route at grid reference 476321E 367676N for 65 m of the 600 m route. Works to remove the cable would be of very short duration and would be managed such that the route remained open. Once works are complete and the cable trench is

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Indirect – The nearest construction activity would be Work no. 1 solar PV, in field 5, at the south-eastern end of the route. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	hedgerow planting, would be implemented to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	refilled, there would be no further direct effect. *Indirect* – The nearest decommissioning activity would be Work no. 1 solar PV, in field 5, at the south-eastern end of the route. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
115	**Weston**	FP12	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1 solar PV, in field 192, 100 m south of the route across the A1. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 192, c. 100 m south, across the A1. There will be **negligible** effect on recreational amenity of the receptor during the operational phase.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1 solar PV, in field 192, 100 m south of the route across the A1. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
116	**Weston**	FP13	*Direct* – N/A *Indirect* – The route is located majority outside the order limits, but originates within Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the construction period. These increases would be limited to when construction is nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be the Work no. 1, solar PV, in field 159 at a distance of c. 680 m. Effects are assessed as being **negligible**.	*Direct* – N/A *Indirect* – The route is located majority outside the order limits, but originates within Work no. 8, Access. Users of the route may experience elevated noise due to increased levels of traffic during the decommissioning period. These increases would be limited to when decommissioning activities are nearby, and once works are complete any further effect would be negligible. Taking into account the extent and distance of works, the overall magnitude of change on the route is **negligible**.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
117	**Weston**	FP15	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1 solar PV, in field 159, 150 m west of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible**.	*Direct* – N/A *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 1 solar PV, in field 159, 150 m west of the route. There will be **negligible** effect on recreational amenity of the receptor during the operational phase.	*Direct* – N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1 solar PV, in field 159, 150 m west of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**
118	**Weston**	FP16	*Direct* –	*Direct* –	*Direct* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be Work no. 1 solar PV, in field 159, 175 m south-west of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**	N/A *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 1 solar PV, in field 159, 175 m south-west of the route. There will be **negligible** effect on recreational amenity of the receptor during the operational phase.	N/A *Indirect* – The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be Work no. 1 solar PV, in field 159, 175 m south-west of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**
119	**Weston**	FP17	*Direct* –	*Direct* –	*Direct* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			N/A *Indirect* – The route is located outside the Order Limits or within Work no. 3, mitigation. The nearest construction activity would be Work no. 1 solar PV, in field 192, 15 m south-west of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	N/A *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 1 solar PV, in field 192, 15 m south-west of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual mitigation, including tree and hedgerow planting, would be implemented to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.	N/A *Indirect* – The route is located outside the Order Limits or within Work no. 3, mitigation. The nearest decommissioning activity would be Work no. 1 solar PV, in field 192, 15 m south-west of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**
120	**Winkburn**	BW9	*Direct* –	*Direct* –	*Direct* –

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			This route will form part of the long distance circular recreational route. *Indirect -* The route is located wholly within Work no. 3, mitigation. The nearest construction activity would be associated with Work no. 1, solar PV, in fields 2 and 74, which is adjacent to the route for the entirety of its length. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses.	N/A *Indirect –* Work no. 1, solar PV, is adjacent to the route for the entirety of its length. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within Work no. 3, mitigation, which would provide visual screening, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	N/A *Indirect -* The route is located wholly within Work no. 3, mitigation. The nearest decommissioning activity would be associated Work no. 1, solar PV, in fields 2 and 74, which is adjacent to the route for the entirety of its length. Decommissioning activity here would include the removal of all infrastructure. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**		the route is **minor**, with **not significant adverse effects.**
121	**Winkburn**	FP2	*Direct* – N/A *Indirect* - The majority of the route is located outside the Order Limits, but a small section enters Work no. 3, mitigation. The nearest construction activity would be associated with Work no. 1, solar PV, which is 30 m north-west of the route where it enters the Order Limits at grid reference 470179E 360328N. Construction activity here could include installing fences up to c. 5 m from the route, with solar PV	*Direct* – N/A. *Indirect* – Work no. 1, solar PV, is 30 m north-west of the route where it enters the Order Limits at grid reference 470179E 360328N. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The route is within Work no. 3, mitigation, which would provide visual screening, including tree and hedgerow planting, to enhance the	*Direct* – N/A *Indirect* - The majority of the route is located outside the Order Limits, but a small section enters Work no. 3, mitigation. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is 30 m north-west of the route where it enters the Order Limits at grid reference 470179E 360328N. Decommissioning activity here would include the removal of all infrastructure. These

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			installation at least 3 m beyond that. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects**.
122	**Winkburn**	FP3	*Direct* – N/A *Indirect* - The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be	*Direct* – N/A. *Indirect* – The nearest above-ground structures during the operational phase would be Work no. 1, solar PV, in field 67, c. 430 m east. There will be	*Direct* – N/A *Indirect* - The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be associated with

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			associated with Work no. 2, cable, 160 m north of the route. These works would be of very short duration, and once works are complete and the cable trench is refilled, any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	**negligible** effect on recreational amenity of the receptor during the operational phase.	Work no. 2, cable, 160 m north of the route. These works would be of very short duration, and once works are complete and the cable trench is refilled, any further effect would be negligible. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
123	**Winkburn**	FP4	*Direct –* N/A *Indirect -* The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest construction activity would be associated with Work no.	*Direct –* N/A. *Indirect –* Work no. 1, solar PV, is 30 m north of the route. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. Visual screening,	*Direct –* N/A *Indirect -* The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest decommissioning activity would be associated with Work no. 1, solar PV,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			1, solar PV, which is 30 m north of the northern end of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	including tree and hedgerow planting, would be implemented to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**	which is 30 m north of the northern end of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
124	**Winkburn**	FP5	*Direct* – N/A *Indirect* - The route is located wholly outside the Order Limits, but within the Recreation Study Area.	*Direct* – N/A. *Indirect* – Work no. 1, solar PV, is 250 m north of the route. Glint and glare impacts from the solar PV are	*Direct* – N/A *Indirect* - The route is located wholly outside the Order Limits, but within the Recreation Study Area. The nearest

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			The nearest construction activity would be associated with Work no. 1, solar PV, in field 59, which is 250 m north of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible.**	possible but would be infrequent and limited in area. Visual screening, including tree and hedgerow planting, would be implemented to enhance the existing landscape character. Taking into account the extent and duration of works, the overall magnitude of change on the route is **negligible**.	decommissioning activity would be associated with Work no. 1, solar PV, in field 59, which is 250 m north of the route. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into account the extent and duration of works, the overall magnitude of change on the route is **minor**, with **not significant adverse effects.**
125	**N/A – Long Distance Route**	Robin Hood Way LDR	*Direct* – N/A *Indirect* - The majority of the LDR is located outside the	*Direct* – N/A. *Indirect* – Work no. 1, solar PV, is 180 m north of the LDR	*Direct* – N/A *Indirect* - The majority of the LDR is located outside the

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			Order Limits, but an 80 m section (0.03% of the overall route) enters Work no. 3, mitigation, in field 456. The nearest construction activity would be associated with Work no. 1, solar PV, which is 180 m north of the LDR where it enters the Order Limits at grid reference 467924E 361824N. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to those in operation as construction progresses. Taking into the duration of works, and the minimal section of the LDR which would be impacted, the overall magnitude of change on the LDR is **negligible**.	for 80 m (0.03% of the overall route) where it enters the Order Limits in field 456 at grid reference 467924E 361824N. Glint and glare impacts from the solar PV are possible but would be infrequent and limited in area. The LDR is within Work no. 3, mitigation, which would provide visual screening, including tree and hedgerow planting, to enhance the existing landscape character. Taking into account embedded mitigation and enhancement, as well as the minimal section of the LDR which would be impacted, the overall magnitude of change on the LDR is **negligible.**	Order Limits, but a small 80 m section (0.03% of the overall route) enters Work no. 3, mitigation, in field 456. The nearest decommissioning activity would be associated with Work no. 1, solar PV, which is 180 m north of the LDR where it enters the Order Limits at grid reference 467924E 361824N. These works would be of a short duration, typically a few weeks or less, with effects becoming increasingly similar to the baseline as decommissioning progresses. Taking into the duration of works, and the minimal section of the LDR which would be impacted, the overall

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
					magnitude of change on the LDR is **negligible**.
126	**South Muskham/Kelham**	Permissive Footpath 1	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route links the village of Kelham to the wider northern network by provided an offroad footpath originating from Trent Lane to NT|South Muskham|FP1A. The route would add 1 km of new route and further contribute to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
127	**South Muskham**	Permissive Footpath 2	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route provides an off-road link between NT|South Muskham|FP2A and NT|Bathley|BW12 in fields 232 and 140. The route would add 1.4 km of new pathway and further contribute to the	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	and there would be no effect.
128	**Bathley**	Permissive Footpath 3	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route provides an alternative connection between NT|Bathley|FP7 and NT|Bathley|FP8. The route would create a 2 km circular path which would be accessible from Bathley. The 2 km path would avoid railway crossings. The route would add 700 m of new pathway and further contribute to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
129	**Cromwell**	Permissive Footpath 4	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route is a standalone footpath which is accessible from Cromwell via Norwell Lane. The route would allow walkers from Cromwell access to green space without the need to cross the railway line. The route would add 3.1 km of new pathway and further contribute to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
130	**Carlton on Trent**	Permissive Footpath 5	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route is a standalone footpath which is accessible from Carlton on Trent via the B1164. It would provide an alternative connection between the diverted route for NT|Carlton-on-trent|FP6/ NT|Carlton-on-trent|FP10 and	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				NT|Carlton-on-trent|F11, creating a 2 km circular route. The route would add 760 m of new pathway and further contribute to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	
131	**Laxton and Moorhouse**	Permissive Footpath 6	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route provides an alternative connection between NT|Laxton and Moorhouse|FP11 and NT|Weston|FP9. The route would provide 1.2 km of new pathway, contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				significant beneficial effects.	
132	**Weston**	Permissive Footpath 7	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route provides an alternative connection between NT|Weston|FP17 and NT|Weston|FP10, which avoids travelling directly past the residential property at Ladywood Farm. The route would provide 350 m of new pathway, contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
133	**Ossington**	Permissive Footpath 8	The route is assumed to be created during the construction phase, and effects once it has been created and opened are	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			assessed for the operational phase.	Kersall. The route originates in field 470 from Moorhouse Road, following the southern edge of the Order Limits through fields 155, 156, and 605 to unnamed road at grid reference 474659E, 364846N. The route would provide 1.6 km of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	as the baseline scenario, and there would be no effect.
134	**Ossington** **Laxton and Moorhouse** **Kneesall**	Permissive Footpath 9	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route originates on the	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				unnamed road at grid reference 474037E, 364519N and travels through fields 136, 135, 115, 114, 112, and 113 to the unnamed road at gird reference 472460E, 364236N. The route would provide 1.9 km of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	and there would be no effect.
135	**Ossington** **Laxton and Moorhouse** **Norwell**	Permissive Footpath 10	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				originates on the unnamed road at grid reference 474008E, 364515N, and travels along the eastern boundary of Order Limits in fields 136, 578, and 138 to the unnamed road at grid reference 473268E 363001N. The route would provide 1.9 km of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	and there would be no effect.
136	**Laxton and Moorhouse**	Permissive Footpath 11	The route is assumed to be created during the construction phase, and effects once it has been created and opened are	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			assessed for the operational phase.	provides a connection between Permissive Route 9 and Permissive Route 10, following the western boundary of field 136. The route would provide 1 km of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	and there would be no effect.
137	**Laxton and Moorhouse**	Permissive Footpath 12	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route provides an off-road footpath along the unnamed road at grid reference 472547E 363892N, and runs	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				adjacent to the road through field 108, 103, 101, and 100, terminating once reaching the road opposite Kneesall Lodge. The route would provide 770 m of new pathway, reducing the extent of on-road walking, and further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	
138	**Kneesall**	Permissive Footpath 13	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route would connect to NT|Kneesall|FP6 and provide an off-road footpath along the	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				unnamed road at grid reference 472257E, 363094N, running adjacent to the road through field 104. The route would provide 410 m of new pathway, reducing the extent of on-road walking, and further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	
139	**Kneesall** **Kersall**	Permissive Footpath 14	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route would provide an off-road footpath along the A616, running adjacent to the road	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				through field 96 and 94. In combination with Permissive Footpath 13 and Permissive Bridleway 4, the route would provide an off-road connection between NT|Kneesall|FP6, NT|Kersall|BOAT8 and NT|Caunton|BW13. The route would provide 680 m of new pathway, reducing the extent of on-road walking, and further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	
140	**Kersall**	Permissive Footpath 15	The route is assumed to be created during the construction phase, and effects once it has been created and opened are	This route provides an off-road connection between NT|Kersall|BOAT8 and NT|Kersall|FP6. The route would provide 560 m of new pathway, contributing	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			assessed for the operational phase.	to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	as the baseline scenario, and there would be no effect.
141	**Maplebeck**	Permissive Footpath 16	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route provides a direct connection between NT|Eakring|FP16, NT|Maplebeck|FP1 and NT|Winkburn|BW9. The route would provide 1.4 km of new footpath, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
142	**Maplebeck**	Permissive Footpath 17	The route is assumed to be created during the construction phase, and effects once it has been created and opened are	In combination with Permissive Footpath 18, the route would provide a connection between	It is assumed that the permissive route would be no longer made available to the public, so the access situation

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			assessed for the operational phase.	NT|Maplebeck|FP9 and NT| Maplebeck|FP5. The route would provide 360 m of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	would revert to the same as the baseline scenario, and there would be no effect.
143	**Maplebeck**	Permissive Footpath 18	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	In combination with Permissive Footpath 17, the route would provide a connection between NT|Maplebeck|FP9, NT| Maplebeck|FP5, and NT|Caunton|FP11. The route would provide 2.2 km of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				significant beneficial effects.	
144	**Maplebeck**	Permissive Footpath 19	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route would provide a connection between NT|Caunton|FP11, NT| Maplebeck|FP6, and NT| Winkburn|FP4. The route would provide 1.5 km of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
145	**Kelham**	Permissive Footpath 20	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route would provide an alternative connection between NT|Kelham|FP1 and NT| Kelham|FP2, avoiding the residential property at Park Leys. The route would provide 250 m of new pathway, further contributing to the	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	
146	**Kelham**	Permissive Footpath 21	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	The route would provide a connection between NT|Kelham|FP2 and Permissive Bridleway 7. The route would provide 12 m of new pathway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
147	Ossington Laxton and Moorhouse~~**North Muskham**~~ ~~**Cromwell**~~	Permissive ~~Bridleway 1~~Footpath 22	The route is assumed to be created during the construction phase, and effects once it has been created and opened are	The route would provide ~~a connection between NT|Bathley|FP8~~an extension to Permissive Footpath 8 through the former RAF Ossington	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			assessed for the operational phase.	Airfield. An additional loop has been designed within the route to pass two heritage assets associated with the historic airfield, the Battle HQ and ~~Norwell Lane, providing a link between the villages of Bathley and North Muskham to Cromwell.~~ M&E Plinth. The route would provide 2.~~6~~5 km of new ~~bridleway~~pathway, including the additional loop of 800 m, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	as the baseline scenario, and there would be no effect.
148	**North Muskham Cromwell**	Permissive Bridleway 1	The route is assumed to be created during the construction phase, and effects once it has been	The route would provide a connection between NT|Bathley|FP8 and Norwell Lane, providing a	It is assumed that the permissive route would be no longer made available to the public, so

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			created and opened are assessed for the operational phase.	link between the villages of Bathley and North Muskham to Cromwell. The route would provide 2.6 km of new bridleway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	the access situation would revert to the same as the baseline scenario, and there would be no effect.
~~148~~149	**Sutton on Trent** **Ossington**	Permissive Bridleway 2	A section of the route would be opened during construction to provide an alternative route for NT|Sutton on Trent|BW14, in the form of Bridleway Diversion 1. Impacts on this route are assessed in row 104 of this table. The remainder of the route is assumed to be created during the	The route originates at Permissive Bridleway 3, and follows the boundary of the Order Limits before connecting to NT|Ossington|BW4. The route then continues west to connect to the junction between NT|Ossington|FP11, NT|Ossington|BW7, and NT|Ossington|BW5. The route would add 2.7 km of new bridleway.	A section of the route would remain open during decommissioning to provide an alternative route for NT|Sutton on Trent|BW14, in the form of Bridleway Diversion 1. Impacts on this route are assessed in row 104 of this table. It is assumed that the remainder of the permissive route would

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
			construction phase, and effects once it has been created and opened are assessed for the operational phase.	Furthermore, in combination with Permissive Bridleway 3, NT|Sutton-on-Trent|BW14, NT|Ossington|BW5, and NT|Ossington|BW4, the route would create two circular routes of 3.4 km and 5.1 km the public road at 477896E 365928N, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
~~149~~150	**Sutton on Trent**	Permissive Bridleway 3	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	When NT|Sutton on Trent|BW14 is open, this route will provide a link to Permissive Bridleway 2, which in combination with |Sutton-on-Trent|BW14, NT|Ossington|BW5, and NT|Ossington|BW4, would	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario,

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				create two circular routes of 3.4 km and 5.1 km, as well as connect to the wider network. The route would provide 320 m of new bridleway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	and there would be no effect.
~~150~~151	**Caunton**	Permissive Bridleway 4	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route provides an off-road connection between NT|Caunton|BW13 and NT|Kersall|BOAT8. The route would provide 560 m of new bridleway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				is **moderate**, with **not significant beneficial effects.**	
~~151~~152	**Caunton**	Permissive Bridleway 5	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route is proposed following feedback from local residents. As a result of this feedback, in order to keep the route to the preferred length and location for bridleway users, this route passes through Work no.1 solar PV for 250 m of the 875 m route. The route follows the hedgerow which splits fields 106 and 442, so users of the route will only have solar PV to one side, and hedge on the other. The route would provide 875 m of new pathway, contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				significant beneficial effects.	
~~152~~153	**Maplebeck**	Permissive Bridleway 6	The route is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	This route provides a direct connection between NT|Kelham|FP2 and NT|Averham|BW1. The route would provide 2 km of new bridleway, further contributing to the connectivity of the existing network. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	It is assumed that the permissive route would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.
~~153~~154	**Bathley**	Community Orchard	The community orchard is assumed to be created during the construction phase, and effects once it has been created and opened are assessed for the operational phase.	A community orchard, located off Vicarage Lane at grid reference 478811E 359595N, would be created to provide additional green recreational space for the local community. The orchard is accessible via PRoW from North Muskham and Bathley via	It is assumed that the community orchard would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				NT|North Muskham|FP1 and NT|Bathley|FP8. This is assessed as a magnitude of change that is **moderate**, with **not significant beneficial effects.**	
~~154~~155	**All**	Circular Recreational Route	Permissive routes are assumed to be created during the construction phase, and effects once they has been created and opened are assessed for the operational phase.	In total, the proposed permissive footpaths and proposed permissive bridleways will add ~~23.1~~25.7 km and 9.1 km of new route, respectively, to the network. Alongside the existing network, the routes would create a 50.6 km circular route, made up of 38.1 km of existing routes, e.g. PRoW and roads, and an additional 12.5 km of new permissive routes. The circular route is often adjacent to the Work no. 1, solar PV. Glint and glare impacts from the	It is assumed that permissive routes would be no longer made available to the public, so the access situation would revert to the same as the baseline scenario, and there would be no effect.

Receptor			Effects		
Row	**Parish**	**Reference**	**Construction**	**Operation**	**Decommissioning**
				solar PV are possible but would be infrequent and limited in area. Visual screening would be provided, including tree and hedgerow planting, to enhance the landscape character of the route. Multiple facilities will be put in place along the route, including picnic areas, benches, and information interpretation boards on clean energy, local ecology, landscape, and heritage features (as described in Table 18.4). The creation of the long distance circular recreational route is assessed as a **major** magnitude of change, with **significant beneficial effects.**	

18.8 CUMULATIVE EFFECTS ASSESSMENT

120 Developments that are proposed, but not part of the baseline, are referred to as cumulative developments. If the cumulative developments are built, they (may) change the baseline, leading to a "cumulative baseline". The change the Development would cause to the cumulative baseline is its cumulative effect. The methods for assessing cumulative effects are the same as for assessing effects against the baseline, just with the baseline altered by the addition of the cumulative developments.

121 The residual effects identified on recreation receptors assessed in Section 18.7 have the potential to contribute to a cumulative effect if there are other developments that are also within 250 m (selected on the same basis as the potential effects of the Development) of the receptor.

122 Chapter 2, EIA, [EN010162/APP/6.2.2] sets out the approach to the cumulative effects assessment. TA A2.1, Cumulative Effects Assessment Stages 1 and 2, [EN010162/APP/6.4.2.1] identifies developments to be taken forward into Stages 3 and 4. The assessments below are the Stages 3 and 4 of the cumulative effects assessment on recreation receptors. Those developments within a distance of 5 km have been considered in this section, as set out in Section 2.3.8.1 of Chapter 2. These developments are shown on Figure 18.4. As is apparent from this figure, the cumulative developments are often clustered. Where this is the case, they are likely to all affect the same receptors, and hence the cumulative sites are grouped, geographically, for assessment purposes. Several of the cumulative developments are not within 250 m of any recreation receptor that is also (at some point) within 250 m of the Order Limits. These have been scoped out of the cumulative assessment.

123 The groups used to assess receptors are, including all cumulative developments scoped into the assessment:

- Staythorpe group:
  - 24/00086/DCO (Staythorpe CCS);
  - 22/01840/FULM and 24/01261/FULM (Staythorpe BESS and Connection); and
  - 23/00317/FULM and 23/00810/FULM (SSE BESS and Connection);
- Kelham group:
  - 23/01837/FULM (Kelham Solar); and
  - TR010065 (A46 upgrade);
- Cromwell group:
  - 22/01983/FULM (Foxholes solar); and
  - F/4395, V/4462, ES/4441 and ES/4690 (the quarry developments)
- North of Weston group:

- 21/01577/FULM (Tuxford Solar Farm); and
- EN010159 (One Earth Solar Park);

- South of Caunton group:
  - 22/00975/FULM (Knapthorpe Solar Park); and
  - 22/00976/FULM (Muskham Wood Solar Park); and
- Winkburn group:
  - 20/02501/FULM (Winkburn solar).

124 None of the cumulative developments have been considered as part of the baseline, on the basis that the timing of their construction and decommissioning phases is not known sufficiently well to understand whether those phases would overlap with similar phases of the Development. This is in accordance with the methods for cumulative assessment set out in Chapter 2.

125 Stage 3 of the cumulative effects assessment is information gathering, to inform the assessment of potential effects in Stage 4. Relevant data about the cumulative developments is set out in Table 18.8.

Table 18.8 Cumulative Developments

Cumulative Development Group	Cumulative Development	Description
Staythorpe group	24/00086/DCO Staythorpe Power Station Carbon Capture and Storage project (Staythorpe CCS)	Pre-application information indicates that this would be an industrial development located at the existing Staythorpe Power Station and would include several tall structures. The timescales for construction and operation are unknown.
Staythorpe group	22/01840/FULM Staythorpe BESS	A battery energy storage development, with the same developer as the Development. Construction is expected to start in mid-2025 and be completed by mid-2026, however, at the time of writing this is not confirmed. Operation is for up to 40 years.
Staythorpe group	24/01261/FULM Staythorpe BESS connection	Infrastructure, principally underground cabling, associated with the connection of the Staythorpe BESS to National Grid Staythorpe Substation. Construction is

Cumulative Development Group	Cumulative Development	Description
		expected to start in mid-2025 and be completed by mid-2026. Operation is for up to 40 years.
Staythorpe group	23/00317/FULM SSE BESS	A battery energy storage development. Consent was granted in May 2025. Construction timescales are unknown.
Staythorpe group	23/00810/FULM SEE BESS connection	Infrastructure, principally underground cabling, associated with the connection of the SSE BESS to National Grid Staythorpe Substation. Construction timescales are unknown.
Kelham group	23/01837/FULM Kelham Solar	A proposed ground mounted photo voltaic solar farm and battery energy storage system with associated equipment, infrastructure, grid connection and ancillary work. Refused in May 2025, possibility of appeal.
Kelham group	TR010065 A46 upgrade	The scheme comprises on-line widening, to the north of the existing route, for most of its length between Farndon roundabout and the A1 followed by a new section of offline dual carriageway proposed between the A1 and Winthorpe roundabout, where the new dual carriageway ties into the existing A46 to the west of Winthorpe roundabout. The widening works include earthwork widening along the existing embankments, and new structures where the route crosses the Nottingham to Lincoln and East Coast main railway lines, River Trent and the A1. The roundabouts at Farndon and Winthorpe will be enlarged and partially signalised, while the Cattle Market roundabout will be grade separated by elevating the A46. Access to the A1 to / from A46 will also be

Cumulative Development Group	Cumulative Development	Description
		improved by upgrading the Brownhill and Friendly Farmer roundabouts. In closer proximity to the Development, the A46 upgrade includes flood alleviation works near the A617 around Kelham and Averham. DCO application submitted.
Cromwell group	22/01983/FULM Foxholes solar	Construction of Solar farm with associated works, equipment and necessary infrastructure. Awaiting determination.
Cromwell group	F/4395 the quarry developments	Proposed relocation of the existing mineral processing plant, mineral stockpiling areas, weighbridge, weighbridge office, canteen, changing rooms and associated infrastructure. The land is proposed to be restored to benefit wildlife and biodiversity. Approved 2022. Construction timescales are unknown.
Cromwell group	V/4462 the quarry developments	To allow for amendments to the working scheme and restoration plan, to facilitate working a southern extension at Ness Farm. Approved 2023. Construction timescales are unknown.
Cromwell group	ES/4441 the quarry developments	Proposed southern extension to the quarry for the extraction of approximately 550,000 tonnes of sand and gravel with restoration to agriculture and nature conservation. Approved 2023. Construction timescales are unknown.
Cromwell group	ES/4690 the quarry developments	Proposed southern extension to the quarry (phases 11c and 11d) for the extraction of approximately 575,000

Cumulative Development Group	Cumulative Development	Description
		tonnes of sand and gravel with restoration to nature conservation. Awaiting determination.
North of Weston group	21/01577/FULM Tuxford Solar Farm	Installation of a solar farm and battery storage facility with associated infrastructure. Approved 2021. Construction timescales are unknown.
North of Weston group	EN010159 One Earth Solar Park	The project comprises the construction of a Solar Farm and collated Battery Energy Storage System (BESS) that would allow for the generation, export and storage of electricity exceeding 50 MW. The project include works to facilitate the construction, operation, maintenance and decommissioning of a solar photovoltaic (PV) array electricity generating facility and BESS including PV modules and mounting structures, on-site supporting equipment including inverters, transformers and switchgears, on-site substations and underground cabling to connect to the National Grid substation, associated infrastructure including fencing, drainage and storage containers and biodiversity and landscaping enhancement measures, together with temporary development during the construction phase. DCO application submitted.
South of Caunton group	22/00975/FULM Knapthorpe Solar Park	Construction of a solar farm, access and all associated works, equipment and necessary infrastructure. Approved at appeal 2025. Construction timescales are unknown.
South of Caunton group	22/00976/FULM Muskham Wood Solar Park	Construction of a solar farm, access and all associated works, equipment and necessary infrastructure.

Cumulative Development Group	Cumulative Development	Description
		Approved at appeal 2025. Construction timescales are unknown.
Winkburn group	20/02501/FULM Winkburn solar	Installation and operation of a Solar Farm together with all associated works, equipment and necessary infrastructure Approved 2021. Construction timescales are unknown.

126 Table 18.9 considers each group in turn, and assesses the cumulative effects of the Development by comparison of the addition of the Development to the cumulative baseline.

Table 18.9 Cumulative Assessment

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
Staythorpe group: Staythorpe CCS Staythorpe BESS and Connection SSE BESS and Connection	NT|Staythorpe|FP1 NT|Staythorpe|FP2 NT|Staythorpe|FP3	These PRoW form a link from the River Trent, northwest to the railway line and then on to Staythorpe village, around this on its western side and then across fields to the northwest. The existing baseline comprises fields and a railway line and road crossing. Within 250 m are parts of Staythorpe Power Station, many overhead power lines, the railway and Staythorpe Road. The cumulative baseline would add Staythorpe CCS to the existing Staythorpe Power Station (a slight increase in scale of industrial activity) and, to the north of the railway, Staythorpe BESS (replacing two fields). The other cumulative developments are further away and would not	Not significant.

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
		appreciably affect the cumulative baseline for these receptors. The principal cumulative development altering the baseline for these receptors would be Staythorpe BESS. The addition of the Development to this cumulative baseline, with underground cabling works (Work no. 2) and works to make the electrical connection with existing infrastructure in Work no. 6 and Work no. 7, would not have a noticeable effect on the adjacent FP1 or nearby FP2 and FP3, because of the infrastructure that would already exist there. Effects are assessed as **negligible** during all phases of the Development.	
	Wider recreational features	There are several PRoW in the wider area surrounding the CCS, however, none lie within 250 metres of both the Development (even at different locations along the route) and the CCS, and all would experience the small additional works of the Development in this area in the context of the baseline environment as described above. All cumulative effects from the Development together with the CCS are **negligible**, therefore.	Not significant.
Kelham group: Kelham Solar A46 upgrade	NT|Kelham|FP4 NT|Kelham|FP6 NT|Averham|FP6	These PRoW form a link from Kelham, west across to the A617, and north-west towards Averham Park Farm.	Not significant.

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
		The existing baseline comprises fields, areas of woodland, agricultural tracks, and a road crossing. Within 250 m, there are many overhead power lines and the A617. The cumulative baseline would add Kelham Solar, west of Kelham, and a section of the A46 upgrade, which covers the flood alleviation works near the A617 south of Kelham. The main section of the A46 upgrade is further away and would not appreciably affect the cumulative baseline for these receptors. The addition of the Development to this cumulative baseline would include the construction and operation of Work no. 5a, BESS, and Work no. 5b, 400 kV Compound. NT|Kelham|FP4 and NT|Averham|FP6 are adjacent to both the Development and Kelham Solar. Potential cumulative effects may include increased noise during the construction phase, and visual impacts during both construction and operational phases, which could adversely affect the overall recreational experience for footpath users. However, given the temporary nature of construction activities and the retention of open green space along the majority of the route, these impacts are anticipated to be limited. Effects are assessed as **minor** during all phases of the Development.	

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
	Wider recreational features	There are several PRoW in the wider area surrounding the Kelham group, however, none lie within 250 metres of both the Development and the group (even at different locations along the route), and all would experience the small additional works of the Development in this area in the context of the baseline environment as described above. All cumulative effects from the Development together with the Kelham group are therefore **negligible**.	Not significant.
Cromwell group: Foxholes solar The quarry developments	Wider recreational features	These PRoW form links between Cromwell, North Muskham, Bathley, and Norwell. The existing baseline comprises fields, the River Trent, areas of woodland, overhead power lines, agricultural tracks, and a number of road crossings, including the A1. The cumulative baseline would add Foxholes Solar, 550 m south of Norwell, and the quarry developments, east of Cromwell. There are several PRoW in the wider area surrounding the Cromwell group, however, none lie within 250 metres of both the Development and the group (even at different locations along the route), and all would experience the small additional works of the Development in this area in the context of the baseline environment as described above.	Not significant.

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
		All cumulative effects from the Development together with the Cromwell group are therefore negligible. These effects are not significant.	
North of Weston group: Tuxford Solar Farm One Earth Solar Park	Wider recreational features	These PRoW form links between Normanton on Trent, Weston, Egmanton, and Laxton. The existing baseline comprises fields, areas of woodland, overhead lines, a crossing of the East Coast Main Line (ECML) railway, and a number of road crossings, including the A1. The cumulative baseline would add Tuxford Solar Farm, adjacent to the eastern side of the ECML railway, and One Earth Solar Park, 600 m north of Normanton on Trent. There are several PRoW in the wider area surrounding the north of Weston group, however, none lie within 250 metres of both the Development and the group (even at different locations along the route), and all would experience the small additional works of the Development in this area in the context of the baseline environment as described above. All cumulative effects from the Development together with the north of Weston group are therefore **negligible**.	Not significant.
South of Caunton group: Knapthorpe Solar Park Muskham Wood Solar Park	NT|Caunton|FP2 NT|Caunton|FP3 NT|Caunton|FP4	These PRoW form links between Caunton, Knapthorpe, and Averham Park. The existing baseline comprises fields, areas of woodland, agricultural tracks, and road	Not significant.

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
	NT|Caunton|FP9 NT|Kelham|FP1 NT|Kelham|FP2 NT|Kelham|FP7 NT|Kelham|FP7A NT|Kelham|BW3 NT|South Muskham|FP5 NT|South Muskham|FP6	crossings. Within 250 m, there are a number of overhead power lines. The cumulative baseline would add Knapthorpe Solar Park, north and west of Knapthorpe, and Muskham Wood Solar Park, south of Knapthorpe. The addition of the Development to this cumulative baseline would include the construction of Work no. 2, Cable, and the construction and operation of Work no. 1, Solar PV. NT|South Muskham|FP6 is within both the Order Limits and Muskham Wood Solar Park. NT|South Muskham|FP5, NT|Caunton|F2, and NT|Kelham|FP7A act as one continuous route, and as such are within both the Order Limits, Knapthorpe Solar Park, and Muskham Wood Solar Park. All other routes are within 250 m of the Development and the south of Caunton group, but are either out width of both or only within one. Potential cumulative effects may include increased noise during the construction phase, and visual impacts during both construction and operational phases, which could adversely affect the overall recreational experience for footpath users. However, given the temporary nature of construction activities and the retention of green space along the route, these impacts are anticipated to be limited.	

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
		Effects are assessed as **minor** during all phases of the Development.	
	Wider recreational features	There are several PRoW in the wider area surrounding the south of Caunton group, however, none lie within 250 metres of both the Development and the group (even at different locations along the route), and all would experience the small additional works of the Development in this area in the context of the baseline environment as described above. All cumulative effects from the Development together with the south of Caunton group are therefore **negligible**. These effects are not significant.	Not significant.
Winkburn group: Winkburn solar	Wider recreational features	These PRoW form a link between Kirklington and Maplebeck. The existing baseline comprises fields, areas of woodland, and a number of road crossings, including the A617. The cumulative baseline would add Winkburn solar, 1.8 km north-east of Kirklington, adjacent to Roe, Dale's, Hockerton Moor, and Nut Wood. There are several PRoW in the wider area surrounding Winkburn solar, however, none lie within 250 metres of both the Development and Winkburn solar (even at different locations along the route) and all would experience the small additional works of the Development in this area	Not significant.

Cumulative Development Group	Receptors	Nature of Effect	Residual Significance
		in the context of the baseline environment as described above. All cumulative effects from the Development together with Winkburn solar are therefore **negligible**.	

18.9 MITIGATION MEASURES AND RESIDUAL EFFECTS

127 Mitigation measures embedded within the design of the Development (principally route diversions and permissive route creation) and management measures set out in the outline RRMP [EN010162/APP/6.4.18.1] are described in Section 18.6.

128 Out of all the receptors considered within the Recreation Study Area, significant effects have only been identified upon only one receptor:

- Circular Recreational Route, a proposed 50.6 km circular long distance route around the Order Limits, which would link existing PRoW with 12.5 km of new permissive route. Picnic areas, benches, and information boards would be implemented throughout the route. Long distance routes are assessed as being of more than local use or importance, and hence this is assessed as a **significant beneficial effect**.

18.9.1 Construction Phase Mitigation

129 The outline RRMP [EN010162/APP/6.4.18.1] sets out management and communication measures relating to changes to PRoW and permissive routes.

130 The outline RRMP [EN010162/APP/6.4.18.1] sets out measures that will be followed where a vehicle track crosses a Public Right of Way (PRoW).

131 No other mitigation is proposed in respect of recreation, and therefore all other residual effects remain as assessed in Sections 18.7 and 18.8.

18.9.2 Operational Phase Mitigation

132 The embedded mitigation summarised in Section 18.6 includes management of PRoW and permissive routes, and the creation of habitat and biodiversity management that will support the screening of recreation receptors.

133 No specific measures beyond this are proposed for the operational phase of the Development, and all residual effects therefore remain as assessed in Sections 18.7 and 18.8.

18.9.3 Decommissioning Phase Mitigation

134 Decommissioning activity will be managed in accordance with the RRMP as described in Section 18.6.

135 Following decommissioning, it is assumed that all diverted PRoW will remain in place except the one that will be diverted only for the construction and decommissioning phases (associated with NT|Sutton on Trent|BW14). The outline Decommissioning and Restoration Plan (DRP; TA A5.6 [EN010162/APP/6.4.5.6]) sets out that the Applicant will undertake a review of PRoW within the Order Limits prior to decommissioning, and in the final DRP will set out any proposals for changing PRoW at that time. This could include reverting the routes of diverted PRoW back to their current routes. The final

DRP will be submitted to NSDC for approval prior to commencement of decommissioning.

136 It is assumed that permissive routes will be removed, however, it will be at the discretion of the landowner at that time to decide whether any individual permissive route should remain.

137 No other mitigation is proposed in respect of recreation, and therefore all other residual effects remain as assessed in Sections 18.7 and 18.8.

18.10 SUMMARY OF LIKELY EFFECTS

138 A summary of the effects, mitigation and residual effects discussed in this chapter is included in Table 18.10 for the construction, operational, and decommissioning phases.

Table 18.10 Summary of Effects

Receptor	Nature of Effect	Mitigation (embedded)	Residual Significance
Construction Phase			
PRoW	Direct and indirect effects on NT|Sutton-on-Trent|BW14 which shares its route with proposed construction traffic.	The temporary diversion of NT|Sutton-on-Trent|BW14 while vehicles are using this route.	Major, adverse, not significant effects.
	Direct and indirect effects on PRoW which intersect solar PV areas.	Diversions would be put in place during construction to ensure the route is still available.	Moderate, adverse, not significant effects.
	Direct and indirect effects on PRoW which intersect with construction areas.	Management of any physical interaction between the PRoW and construction works, to keep the PRoW open.	Minor, not significant effects.
	Indirect effects on all other PRoW.	N/A.	Negligible effects.

Receptor	Nature of Effect	Mitigation (embedded)	Residual Significance
Robin Hoods Way	Indirect effects, 180 m from a construction area.	Temporary, short term works.	Negligible effects.
Angling Clubs	Indirect effects.	N/A	Negligible effects.
LWS	Adjacent to construction area (Cheveral Wood, Lake Plantation, Muskham Wood)	Temporary, short term works.	Negligible effects.
	No impacts anticipated (Moorhouse Lane Drain)	N/A	Negligible effects.
Eakring and Maplebeck Meadows SSSI/LWS	Adjacent to construction access route	Temporary, short term works.	Negligible effects.
New Permissive Routes	Assumed not operational during construction – no effect.	N/A.	No effect.
Circular Recreational Route	Assumed not operational during construction – no effect.	N/A.	No effect.
Cumulative Effects	Development considered with the cumulative baseline.	N/A	Negligible or minor, adverse, not significant effects.
Operational Phase			
PRoW	Indirect effects on PRoW which intersect solar PV areas.	Diversions would be put in place during construction to ensure the route is still available.	Minor, adverse, not significant effects.

Receptor	Nature of Effect	Mitigation (embedded)	Residual Significance
	Indirect effects on PRoW adjacent to solar PV.	Visual mitigation, mitigation and enhancement.	Minor, adverse, not significant effects.
	Indirect effects on NT|Staythorpe|FP1 intersects with Work no.7, Staythorpe BESS Connection.	Visual mitigation, mitigation and enhancement.	Moderate, adverse, not significant effects.
	Indirect effects on all other PRoW.	N/A.	Negligible effects.
Existing LDR	Robin Hood Way is 180 m south of solar PV.	Visual mitigation, mitigation and enhancement.	Negligible effects.
Angling Clubs	Indirect effects on angling ponds.	N/A	Negligible effects.
LWS	Indirect effects: solar PV is within 100 m (Cheveral Wood, Lake Plantation, Muskham Wood).	Visual mitigation, mitigation and enhancement. Planting associated with Works no.3, Mitigation.	Minor, not significant effects.
	Indirect effects on Moorhouse Lane Drain.	N/A	Negligible effects.
Eakring and Maplebeck Meadows SSSI/LWS	Indirect effects.	N/A	Negligible effects.
New Permissive Routes	Additional routes added to the existing network, often connecting routes and reducing road walking.	N/A.	Moderate, beneficial, not significant effects.
Circular Recreational Route	Creation of circular recreational route surrounding the Order Limits,	N/A.	**Major, significant beneficial effects.**

Receptor	Nature of Effect	Mitigation (embedded)	Residual Significance
	50.6 km long, with 12.5 km of new permissive routes.		
Cumulative Effects	Development considered with the cumulative baseline.	N/A	Negligible or minor, adverse, not significant effects.
Decommissioning Phase			
PRoW	Direct and indirect effects on NT|Sutton-on-Trent|BW14 which shares its route with proposed decommissioning traffic.	The temporary diversion of NT|Sutton-on-Trent|BW14 while vehicles are using this route.	Major, adverse, not significant effects.
	Direct and indirect effects on PRoW which intersect solar PV areas.	Diversions would be put in place during decommissioning to ensure the route is still available.	Moderate, adverse, not significant effects.
	Direct and indirect effects on PRoW which intersect with decommissioning areas.	Management of any physical interaction between the PRoW and decommissioning works, to keep the PRoW open.	Minor, adverse, not significant effects.
	Indirect effects on all other PRoW.	N/A.	Negligible effects.
Robin Hoods Way	Indirect effects, 180 m from a decommissioning area.	Temporary, short term works.	Negligible effects.
Angling Clubs	Indirect effects.	N/A	Negligible effects.
LWS	Adjacent to decommissioning area (Cheveral Wood, Lake	Temporary, short term works.	Negligible effects.

Receptor	Nature of Effect	Mitigation (embedded)	Residual Significance
	Plantation, Muskham Wood).		
	No impacts anticipated (Moorhouse Lane Drain).	N/A	Negligible effects.
Eakring and Maplebeck Meadows SSSI/LWS	Adjacent to decommissioning access route.	Temporary, short term works.	Negligible effects.
New Permissive Routes	Assumed to be removed upon decommissioning.	N/A.	No effect.
Circular Recreational Route	Assumed to be removed upon decommissioning.	N/A.	No effect.
Cumulative Effects	Development considered with the cumulative baseline.	N/A	Not significant

18.11 STATEMENT OF SIGNFICANCE

139 One PRoW, NT|Sutton on Trent|BW14, will be temporarily partially closed during construction and decommissioning, when Development vehicles will use that route; during these times it will be diverted, and during the operational phase it will be open. Seven routes, that currently go through areas that are proposed for Work no. 1, Solar PV, are proposed to be diverted; the diversions will be created prior to the closure of the current routes.

140 The majority of potential effects on PRoW and other recreation receptors were assessed as being negligible and not significant. For some PRoW, adverse effects were assessed during construction, operation, and decommissioning, but were found to be not significant in EIA terms as the affected PRoW are of local use or importance.

141 Beneficial effects have been identified during the operational phase of the Development on all ~~27~~28 new permissive routes which total ~~32.2~~34.8 km in length. These effects were assessed as significant for only one new route, the new circular recreational route, as this is a long-distance route and therefore of more than local use or importance. The Circular Recreational Route is a

50.6 km route around the Order Limits, which would implement 12.5 km of new permissive route, contributing to the connectivity and recreational amenity of the area. This is assessed as a **major, and significant, beneficial effect**.