



Lime Down

Solar Park

Environmental Statement

Volume 3, Appendix 16-3: Socio-Economics, Tourism and Recreation Summary of Non-Significant Effects

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Appendix 16-3: Socio-Economics, Tourism and Recreation Summary of Non Significant Effects

1.1 Overview

- 1.1.1 This appendix provides a summary of the non-significant residual effects that are described in **ES Volume 1, Chapter 16 Socio-Economics, Tourism and Recreation [EN010168/APP/6.1]**.
- 1.1.2 Embedded mitigation and enhancement measures are secured through the following documents, each secured by requirement in the **draft Development Consent Order (DCO) [EN010168/APP/3.1]**:
- **Design Principles and Parameters (DPP) [EN010168/APP/7.4];**
 - **Outline Construction Environmental Management Plan [EN010168/APP/7.12];**
 - **Outline Operational Environmental Management Plan [EN010168/APP/7.13];**
 - **Outline Decommissioning Strategy [EN010168/APP/7.14];**
 - **Outline Public Rights of Way Management Plan [EN010168/APP/7.17];**
 - **Outline Landscape and Ecological Management Plan [EN010168/APP/7.18];**
 - **Outline Skills Supply Chain and Employment Plan [EN010168/APP/7.20]; and**
 - **Outline Construction Traffic Management Plan [EN010168/APP/7.22].**

1.2 Summary of Non-significant Effects

Table 1: Summary of non-significant effects

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
Construction Phase							
Resident population (20 km Study Area)	Peak uplift in population from inbound temporary construction workforce	Medium	Negligible – neutral	Use of embedded flexibility in construction schedule to reduce construction workforce peak.	Neutral	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Neutral
Population age demography (20 km Study Area)	Change to demographic profile with regard to age due to inbound temporary construction workforce	Medium	Negligible – positive	Use of embedded flexibility in construction schedule to reduce construction workforce peak.	Short-term temporary minor beneficial	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Short-term temporary minor beneficial
Population health demography (20 km Study Area)	Change to demographic profile with regard to self-assessed health due to inbound temporary construction workforce	Low	Negligible – positive	Use of embedded flexibility in construction schedule to reduce construction workforce peak.	Short-term temporary negligible beneficial	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Short-term temporary negligible beneficial
Access to accommodation (20 km Study Area)	Decreased supply of accommodation for residents due to requirement for inbound temporary construction workers	Medium	Negligible – negative	Construction contractors to find lowest-impact locations for accommodating construction workers.	Short- to medium-term temporary minor adverse	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Short- to medium-term temporary minor adverse
Skills and qualifications (20 km Study Area)	Increase in sector-based skills training and qualification opportunities	Medium	Negligible – positive	Not applicable.	Medium-term temporary minor beneficial	Promotion of local education and skills uplifting, and apprenticeship and training schemes.	Medium-term temporary moderate-minor beneficial
Economic activity and employment (20 km Study Area)	Changes in overall employment opportunities generated from Scheme construction	Medium	Negligible – positive	Not applicable.	Medium-term temporary minor beneficial	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Medium-term temporary minor beneficial
Local economy and economic prosperity (20 km Study Area)	Economic impacts on the overall existing economy generated from Scheme construction	Medium	Negligible – positive	Not applicable.	Medium-term temporary minor beneficial	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Medium-term temporary minor beneficial
National and regional tourist attractions (5 km Study Area)	Impacts from construction works, traffic, and views on desirability, use, and financial performance	High - Medium	Negligible – negative	Embedded design measures to remove array areas and offset from highways. Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse
Local tourist attractions (2 km Study Area)	Impacts from construction works, traffic, and views on desirability, use, and financial performance	Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
			Low (overall) – negative	Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse		Medium-term temporary minor adverse
Parks and nature reserves (2 km and 5 km Study Areas)	Impacts from construction works, traffic, and views on desirability, use, and financial performance	Medium - Low	Low (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse
			Negligible (overall) – negative	Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse		Medium-term temporary minor adverse
PROW and permissive routes (2 km Study Area)	Impacts from construction works, traffic, and views on desirability and use	Medium - Low	Low (overall) – negative	Embedded design measures to remove array areas and offset from PROWs. Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse	Additional targeted traffic and HGV control on shared user routes. Provision of diversions to reduce impact on use.	Medium-term temporary minor adverse
PRoW and permissive routes: Bridleway WT[MALW]54; Unsurfaced highway, Track crossing railway, Rodbourne; and Unsurfaced highway, track parallel to railway, Rodbourne, are anticipated to experience significant residual effects. Refer to Table 16-17 in ES Volume 1, Chapter 16 Socio-Economics, Tourism and Recreation [EN010168/APP/6.1] .							
Long distance recreational routes (5 km Study Area)	Impacts from construction works, traffic, and views on desirability and use	High	Low (overall) – negative	Embedded design measures to remove array areas and offset from PROWs. Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary moderate adverse	Additional targeted traffic and HGV control on shared user routes.	Medium-term temporary moderate-minor adverse
Long distance recreational routes: Fosse Way, Long Path, Palladian Way, and Wiltshire Way, are anticipated to experience significant residual effects. Refer to Table 16-17 in ES Volume 1, Chapter 16 Socio-Economics, Tourism and Recreation [EN010168/APP/6.1] .							
Local highway network (2 km Study Area)	Impacts from construction works, traffic, and views on desirability and use	Medium	Negligible – negative	Embedded design measures to remove array areas and offset from highways. Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse	Not applicable.	Medium-term temporary minor adverse
Recreational use of waterways and waterbodies (2 km and 5 km Study Areas)	Impacts from construction works, traffic, and views on desirability and use	Medium	Negligible – negative	Embedded design measures to remove array areas and offset from highways. Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse	Not applicable.	Medium-term temporary minor adverse
Formal recreational facilities for organised sports (2 km and 5 km Study Areas)	Impacts from construction works, traffic, and views on desirability and use	Medium - Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse
			Low (overall) – negative	Embedded cabling works safety measures (including site-specific mitigation).	Medium-term temporary minor adverse		Medium-term temporary minor adverse

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
				Use of construction traffic management to control HGV routing and numbers.			
Recreational aviation (5 km Study Area)	No impacts within 5 km Study Area	Low	Neutral	Not applicable.	Neutral	Not applicable.	Neutral
Recreational youth sports and children's play areas (2 km Study Area)	Impacts from construction works, traffic, and views on desirability and use	Medium - Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways. Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary moderate adverse	Additional targeted traffic and HGV control at highest sensitivity locations.	Medium-term temporary moderate-minor adverse
			Negligible (overall) – negative		Medium-term temporary minor adverse		Medium-term temporary minor adverse
Equestrian facilities (2 km Study Area)	Impacts from construction works, traffic, and views on desirability, use, and financial performance	Medium - Low	Low (overall) – negative	Embedded design measures to remove array areas and offset from highways and PROWs. Embedded cabling works safety measures (including site-specific mitigation). Use of construction traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse	Additional targeted traffic and HGV control at highest sensitivity locations.	Medium-term temporary minor adverse
Equestrian facilities: Park Farm, is anticipated to experience significant residual effects. Refer to Table 16-17 in ES Volume 1, Chapter 16 Socio-Economics, Tourism and Recreation [EN010168/APP/6.1] .							
Operation and Maintenance Phase							
Resident population (20 km Study Area)	Peak uplift in population from inbound operational and maintenance workforce	Medium	Neutral	Not applicable.	Neutral	Investment in local recruitment and procurement to increase proportion of operational and maintenance workforce from within the Study Area.	Neutral
Population demography (20 km Study Area)	Change to demographic profile with regard to age, sex, and self-assessed health due to inbound operational and maintenance workforce	Medium	Neutral	Not applicable.	Neutral	Not applicable.	Neutral
Access to accommodation (20 km Study Area)	Decreased supply of accommodation for residents due to requirement for inbound operational and maintenance workers	Medium	Neutral	Not applicable.	Neutral	Not applicable.	Neutral
Skills and qualifications (20 km Study Area)	Increase in sector-based skills training and qualification opportunities	Medium	Negligible – positive	Not applicable.	Long-term minor beneficial	Promotion of local education and skills uplifting, and apprenticeship and training schemes.	Long-term minor beneficial
Economic activity and employment (20 km Study Area)	Changes in overall employment opportunities generated from Scheme operation and maintenance	Medium	Negligible – negative	Not applicable.	Long-term minor adverse	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Long-term negligible adverse

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
Local economy and economic prosperity (20 km Study Area)	Economic impacts on the overall existing economy generated from Scheme operation and maintenance	Medium	Negligible – positive	Not applicable.	Long-term minor beneficial	Investment in local recruitment and procurement to increase proportion of construction workforce from within the Study Area.	Long-term minor beneficial
National and regional tourist attractions (5 km Study Area)	Impacts from views and change in landscape character on desirability, use, and financial performance	High	Negligible – negative	Embedded design measures to remove array areas and offset from highways.	Long-term moderate-minor adverse	Not applicable.	Long-term moderate-minor adverse
		Medium		Embedded landscape screening planting.	Long-term minor adverse		Long-term minor adverse
Local tourist attractions (2 km Study Area)	Impacts from views and change in landscape character on desirability, use, and financial performance	Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Long-term moderate-minor adverse	Not applicable.	Long-term moderate-minor adverse
			Neutral (overall)	Embedded landscape screening planting.	Neutral		Neutral
Parks and nature reserves (2 km and 5 km Study Areas)	Impacts from views and change in landscape character on desirability and use	Medium - Low	Negligible (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Long-term minor adverse	Not applicable.	Long-term minor adverse
			Negligible (overall) – negative	Embedded landscape screening planting.	Long-term negligible adverse		Long-term negligible adverse
PROW and permissive routes (2 km Study Area)	Impacts from views and change in landscape character on desirability and use	Medium - Low	Low (greatest) – negative	Embedded design measures to remove array areas and offset from highways and PROWs.	Long-term moderate-minor adverse	Improved access to countryside features through enhanced permissive paths. Enhanced experience through ecological mitigation areas.	Long-term moderate-minor adverse
			Negligible (overall) – negative	Embedded landscape screening planting.	Long-term negligible adverse		Long-term negligible adverse
Long distance recreational routes (5 km Study Area)	Impacts from views and change in landscape character on desirability and use	High	Negligible (overall) – negative	Embedded design measures to remove array areas and offset from highways and PROWs. Embedded landscape screening planting.	Long-term minor adverse	Improved access to countryside features through enhanced permissive paths. Enhanced experience through ecological mitigation areas.	Long-term minor adverse
Long distance recreational routes: Fosse Way, is anticipated to experience significant residual effects. Refer to Table 16-17 in ES Volume 1, Chapter 16 Socio-Economics, Tourism and Recreation [EN010168/APP/6.1] .							
Local highway network (2 km Study Area)	Impacts from views and change in landscape character on desirability and use	Medium	Neutral	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting.	Neutral	Improved access to countryside features through enhanced permissive paths	Long-term negligible beneficial
Recreational use of waterways and waterbodies (2 km and 5 km Study Areas)	Impacts from views and change in landscape character on desirability and use	Medium	Neutral	Not applicable.	Neutral	Not applicable.	Neutral
Formal recreational facilities for organised sports	Impacts from views and change in landscape character on desirability and use	Medium - Low	Negligible (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Long-term negligible adverse	Not applicable.	Long-term negligible adverse
			Neutral (overall)		Neutral		Neutral

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
(2 km and 5 km Study Areas)				Embedded landscape screening planting.			
Recreational aviation (5 km Study Area)	No impacts within 5 km Study Area	Low	Neutral	Not applicable.	Neutral	Not applicable.	Neutral
Recreational youth sports and children’s play areas (2 km Study Area)	Impacts from views and change in landscape character on desirability and use	Medium - Low	Negligible (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Long-term minor adverse	Not applicable.	Long-term minor adverse
			Neutral (overall)	Embedded landscape screening planting.	Neutral		Neutral
Equestrian facilities (2 km Study Area)	Impacts from views and change in landscape character on desirability, use, and financial performance	Medium - Low	Low (greatest) – negative	Embedded design measures to remove array areas and offset from highways and PROWs.	Long-term moderate-minor adverse	Improved access to countryside features through enhanced permissive paths. Enhanced experience through ecological mitigation areas.	Long-term moderate-minor adverse
			Negligible (overall) – negative	Embedded landscape screening planting.	Long-term negligible adverse		Long-term negligible adverse
Peak Replacement Phase							
Resident population (20 km Study Area)	Peak uplift in population from inbound temporary construction workforce	Medium	Negligible – neutral	Use of embedded flexibility in infrastructure replacement schedule to reduce temporary workforce peak.	Neutral	Investment in local recruitment and procurement to increase proportion of workforce from within the Study Area.	Neutral
Population age demography (20 km Study Area)	Change to demographic profile with regard to age due to inbound temporary construction workforce	Medium	Negligible – positive	Use of embedded flexibility in infrastructure replacement schedule to reduce temporary workforce peak.	Short-term temporary minor beneficial	Investment in local recruitment and procurement to increase proportion of workforce from within the Study Area.	Short-term temporary minor beneficial
Population health demography (20 km Study Area)	Change to demographic profile with regard to self-assessed health due to inbound temporary construction workforce	Low	Negligible – positive	Use of embedded flexibility in infrastructure replacement schedule to reduce temporary workforce peak.	Short-term temporary negligible beneficial	Investment in local recruitment and procurement to increase proportion of workforce from within the Study Area.	Short-term temporary negligible beneficial
Access to accommodation (20 km Study Area)	Decreased supply of accommodation for residents due to requirement for inbound temporary construction workers	Medium	Negligible – negative	Contractors to find lowest-impact locations for accommodating infrastructure replacement workers.	Short-term temporary minor adverse	Investment in local recruitment and procurement to increase proportion of workforce from within the Study Area.	Short-term temporary minor adverse
Skills and qualifications (20 km Study Area)	Increase in sector-based skills training and qualification opportunities	Medium	Negligible – positive	Not applicable.	Short-term temporary minor beneficial	Promotion of local education and skills uplifting, and apprenticeship and training schemes.	Short-term temporary minor beneficial
Economic activity and employment (20 km Study Area)	Changes in overall employment opportunities generated from Scheme infrastructure replacement	Medium	Negligible – positive	Not applicable.	Short-term temporary minor beneficial	Investment in local recruitment and procurement to increase proportion of workforce from within the Study Area.	Short-term temporary minor beneficial
Local economy and economic prosperity (20 km Study Area)	Economic impacts on the overall existing economy generated from Scheme infrastructure replacement	Medium	Negligible – positive	Not applicable.	Short-term temporary minor beneficial	Investment in local recruitment and procurement to increase proportion of workforce from within the Study Area.	Short-term temporary minor beneficial
National and regional tourist attractions (5 km Study Area)	Impacts from infrastructure replacement works, traffic, and views on desirability, use, and financial performance	High	Negligible – negative	Embedded design measures to remove array areas and offset from highways.	Short-term temporary moderate-minor adverse	Not applicable.	Short-term temporary moderate-minor adverse

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
		Medium		Embedded landscape screening planting. Use of traffic management to control HGV routing and numbers.	Short-term temporary minor adverse		Short-term temporary minor adverse
Local tourist attractions (2 km Study Area)	Impacts from infrastructure replacement works, traffic, and views on desirability, use, and financial performance	Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting. Use of traffic management to control HGV routing and numbers.	Short-term temporary moderate-minor adverse	Not applicable.	Short-term temporary moderate-minor adverse
			Negligible (overall)		Short-term temporary negligible adverse		Short-term temporary negligible adverse
Parks and nature reserves (2 km and 5 km Study Areas)	Impacts from infrastructure replacement works, traffic, and views on desirability and use	Medium - Low	Negligible (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Short-term temporary minor adverse	Not applicable.	Short-term temporary minor adverse
			Negligible (overall) – negative	Embedded landscape screening planting. Use of traffic management to control HGV routing and numbers.	Short-term temporary negligible adverse		Short-term temporary negligible adverse
PROW and permissive routes (2 km Study Area)	Impacts from infrastructure replacement works, traffic, and views on desirability and use	Medium - Low	Medium(greatest) – negative	Embedded design measures to remove array areas and offset from highways and PROWs. Embedded landscape screening planting.	Short-term temporary moderate adverse	Improved access to countryside features through enhanced permissive paths. Enhanced experience through ecological mitigation areas.	Short-term temporary moderate-minor adverse
			Negligible (overall) – negative		Short-term temporary negligible adverse	Additional targeted traffic and HGV control on shared user routes.	Short-term temporary negligible adverse
Long distance recreational routes (5 km Study Area)	Impacts from infrastructure replacement works, traffic, and views on desirability and use	High	Negligible (overall) – negative	Embedded design measures to remove array areas and offset from PROWs. Embedded landscape screening planting. Use of traffic management to control HGV routing and numbers.	Short-term temporary minor adverse	Improved access to countryside features through enhanced permissive paths. Enhanced experience through ecological mitigation areas. Additional targeted traffic and HGV control on shared user routes.	Short-term temporary minor adverse
Long distance recreational routes: Fosse Way, is anticipated to experience significant residual effects. Refer to Table 16-17 in ES Volume 1, Chapter 16 Socio-Economics, Tourism and Recreation [EN010168/APP/6.1] .							
Local highway network (2 km Study Area)	Impacts from infrastructure replacement works, traffic, and views on desirability and use	Medium	Negligible – negative	Embedded design and landscape measures to remove array areas and offset and screen views from highways. Embedded landscape screening planting. Use of traffic management to control HGV routing and numbers.	Short-term temporary minor adverse	Improved access to countryside features through enhanced permissive paths.	Short-term temporary minor adverse
Recreational use of waterways and waterbodies	Impacts from infrastructure replacement works, traffic, and views on desirability and use	Medium	Neutral	Use of traffic management to control HGV routing and numbers.	Neutral	Not applicable.	Neutral

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
(2 km and 5 km Study Areas)							
Formal recreational facilities for organised sports (2 km and 5 km Study Areas)	Impacts from infrastructure replacement works, traffic, and views on desirability and use	Medium - Low	Low (greatest) – negative	Embedded design measures to remove array areas and offset from highways.	Short-term temporary minor adverse	Not applicable.	Short-term temporary minor adverse
			Neutral (overall)	Embedded landscape screening planting. Use of traffic management to control HGV routing and numbers.	Neutral		Neutral
Recreational aviation (5 km Study Area)	No impacts within 5 km Study Area	Low	Neutral	Not applicable.	Neutral	Not applicable.	Neutral
Recreational youth sports and children's play areas (2 km Study Area)	Impacts from infrastructure replacement works, traffic, and views on desirability and use	Medium - Low	Low (greatest) – negative	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting.	Short-term temporary moderate-minor adverse	Not applicable.	Short-term temporary moderate-minor adverse
			Negligible (greatest) – negative	Use of traffic management to control HGV routing and numbers.	Short-term temporary negligible adverse		Short-term temporary negligible adverse
Equestrian facilities (2 km Study Area)	Impacts from infrastructure replacement works, traffic, and views on desirability, use, and financial performance	Medium - Low	Low (greatest) – negative	Embedded design measures to remove array areas and offset from highways and PROWs. Embedded landscape screening planting.	Short-term temporary moderate-minor adverse	Improved access to countryside features through enhanced permissive paths. Enhanced experience through ecological mitigation areas.	Short-term temporary moderate-minor adverse
			Negligible (overall) – negative	Use of traffic management to control HGV routing and numbers.	Short-term temporary negligible adverse		Short-term temporary negligible adverse
Decommissioning Phase							
Resident population (20 km Study Area)	Peak uplift in population from inbound temporary decommissioning workforce	Medium	Negligible – neutral	Use of embedded flexibility in decommissioning schedule to reduce decommissioning workforce peak.	Neutral	Investment in local recruitment and procurement to increase proportion of decommissioning workforce from within the Study Area.	Neutral
Population demography (20 km Study Area)	Change to demographic profile with regard to age and self-assessed health due to inbound temporary decommissioning workforce	Medium	Negligible – positive	Use of embedded flexibility in decommissioning schedule to reduce decommissioning workforce peak.	Short-term temporary minor beneficial	Investment in local recruitment and procurement to increase proportion of decommissioning workforce from within the Study Area.	Short-term temporary minor beneficial
Access to accommodation (20 km Study Area)	Decreased supply of accommodation for residents due to requirement for inbound temporary decommissioning workers	Medium	Negligible – negative	Decommissioning contractors to find lowest-impact locations for accommodating decommissioning workers.	Short- to medium-term temporary minor adverse	Investment in local recruitment and procurement to increase proportion of decommissioning workforce from within the Study Area.	Short- to medium-term temporary minor adverse
Skills and qualifications (20 km Study Area)	Increase in sector-based skills training and qualification opportunities	Medium	Negligible – positive	Not applicable.	Medium-term temporary minor beneficial	Promotion of local education and skills uplifting, and apprenticeship and training schemes.	Medium-term temporary moderate-minor beneficial

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
Economic activity and employment (20 km Study Area)	Changes in overall employment opportunities generated from Scheme decommissioning	Low	Negligible – positive	Not applicable.	Medium-term temporary negligible beneficial	Investment in local recruitment and procurement to increase proportion of decommissioning workforce from within the Study Area.	Medium-term temporary negligible beneficial
Local economy and economic prosperity (20 km Study Area)	Economic impacts on the overall existing economy generated from Scheme decommissioning	Low	Negligible – positive	Not applicable.	Medium-term temporary negligible beneficial	Investment in local recruitment and procurement to increase proportion of decommissioning workforce from within the Study Area.	Medium-term temporary negligible beneficial
National and regional tourist attractions (5 km Study Area)	Impacts from decommissioning works, traffic, and views on desirability, use, and financial performance	High - Medium	Negligible– negative	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse
Local tourist attractions (2 km Study Area)	Impacts from decommissioning works, traffic, and views on desirability, use, and financial performance	Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse
			Low (overall) – negative		Medium-term temporary minor adverse		Medium-term temporary minor adverse
Parks and nature reserves (2 km and 5 km Study Areas)	Impacts from decommissioning works, traffic, and views on desirability, use, and financial performance	Medium - Low	Low (greatest) – negative	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse
			Negligible (overall) – negative		Medium-term temporary minor adverse		Medium-term temporary minor adverse
PROW and permissive routes (2 km Study Area)	Impacts from decommissioning works, traffic, and views on desirability and use	Medium - Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from PROWs. Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary moderate adverse	Additional targeted traffic and HGV control on shared user routes. Provision of diversions to reduce impact on use.	Medium-term temporary moderate-minor adverse
			Low (overall) – negative		Medium-term temporary minor adverse		Medium-term temporary minor adverse
Long distance recreational routes (5 km Study Area)	Impacts from decommissioning works, traffic, and views on desirability and use	High	Low (overall) – negative	Embedded design measures to remove array areas and offset from PROWs. Embedded landscape screening planting.	Medium-term temporary moderate-minor adverse	Additional targeted traffic and HGV control on shared user routes.	Medium-term temporary moderate-minor adverse

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
				Use of decommissioning traffic management to control HGV routing and numbers.			
Long distance recreational routes: Fosse Way, Long Path, Palladian Way, and Wiltshire Way, are anticipated to experience significant residual effects. Refer to Table 16-17 in ES Volume 1, Chapter 16 Socio-Economics, Tourism and Recreation [EN010168/APP/6.1] .							
Local highway network (2 km Study Area)	Impacts from decommissioning works, traffic, and views on desirability and use	Medium	Negligible – negative	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse	Not applicable.	Medium-term temporary minor adverse
Recreational use of waterways and waterbodies (2 km and 5 km Study Areas)	Impacts from decommissioning works, traffic, and views on desirability and use	Medium	Negligible – negative	Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse	Not applicable.	Medium-term temporary minor adverse
Formal recreational facilities for organised sports (2 km and 5 km Study Areas)	Impacts from decommissioning works, traffic, and views on desirability and use	Medium - Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways. Embedded cabling works safety measures (including site-specific mitigation). Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary moderate-minor adverse	Not applicable.	Medium-term temporary moderate-minor adverse
			Low (overall) – negative		Medium-term temporary minor adverse		Medium-term temporary minor adverse
Recreational aviation (5 km Study Area)	No impacts within 5 km Study Area	Low	Neutral	Not applicable.	Neutral	Not applicable.	Neutral
Recreational youth sports and children's play areas (2 km Study Area)	Impacts from decommissioning works, traffic, and views on desirability and use	Medium - Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways. Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary moderate adverse	Additional targeted traffic and HGV control at highest sensitivity locations.	Medium-term temporary moderate-minor adverse
			Negligible (overall) – negative		Medium-term temporary minor adverse		Medium-term temporary minor adverse
Equestrian facilities (2 km Study Area)	Impacts from decommissioning works, traffic, and views on desirability, use, and financial performance	Medium - Low	Medium (greatest) – negative	Embedded design measures to remove array areas and offset from highways and PROWs.	Medium-term temporary moderate-minor adverse	Additional targeted traffic and HGV control at highest sensitivity locations.	Medium-term temporary moderate-minor adverse

Receptor	Description of Impact	Sensitivity of Receptor	Magnitude of Impact	Embedded Mitigation	Significance of Effect (with embedded mitigation)	Additional Mitigation Measures	Residual Effect (with additional mitigation)
			Low (overall) – negative	Embedded cabling works safety measures (including site-specific mitigation). Embedded landscape screening planting. Use of decommissioning traffic management to control HGV routing and numbers.	Medium-term temporary minor adverse		Medium-term temporary minor adverse